



Transportation Improvement Board
November 17-18, 2005 – Vancouver, Washington
Location: Vancouver Hilton
301 West 6th Street
Vancouver, WA 98660
360-993-4500

November 17, 2005
WORK SESSION AGENDA

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3:00 PM	C. Small City Pavement Preservation	Steve Gorcester 69
	a. Criteria Adoption	
	b. Call for Projects	
3:30 PM	D. FY 2007 Priority Array	Steve Gorcester/Engineers 74
4:30 PM	B R E A K	
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5:20 PM	G. Moving Policies into WACs	Elizabeth Lagerberg, AAG 13

Dinner (*on your own*)



Transportation Improvement Board
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 Location: Hilton Vancouver
 301 W. 6th Street
 Vancouver, Washington 98660
 (360) 993-4500

November 18, 2005 – 9:00 AM
 BOARD AGENDA

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7. EXECUTIVE SESSION	Theresa Anderson/Chair Bowman
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Delayed Projects Report November 17, 2005

BACKGROUND

At the July 22, 2005 Board meeting, TIB staff provided a report on projects which have not yet reached Bid Award and are delayed six months or more from the original project schedule. TIB staff maintained regular contact with these agencies and were apprised of the causes for the delays.

This report provides an update on the status of the 28 delayed projects noted at the July 2005 meeting.

STATUS

We have received responses from the respective agencies regarding the 28 delayed projects. These responses include an implementation plan with an anticipated bid award date to move these projects forward. After reviewing the explanations for the delay, we have accepted 20 responses and are requesting clarification for construction scheduling and / or funding shortfalls from the following eight projects:

- Benton County: Piert Road
- Coupeville: NE 6th Street Pedestrian Project
- Pierce County: South Prairie Road E
- Port Angeles: Olympic Peninsula International Gateway
- Douglas County: North Baker Ave
- Fife: Valley Avenue East
- King County: South 272 Street
- Newcastle: Coal Creek Parkway

The city of Ridgefield's response regarding their Mill Street project was unacceptable. A letter was sent to the city listing a number of project issues that needed to be addressed in order for the project to progress successfully to completion. The city has agreed to all of the conditions listed.

TIB will monitor agency commitments. Any project that has not made progress toward the revised schedule as stated in their implementation plans will be required to appear before the Board to discuss the possible withdrawal of the project.

RECOMMENDATION

No action is required.

Submitted Construction Commitment

Agency	Funding Year	Project Name	Months Delayed	Remaining TIB Funds Total TIB Funds Total Project Cost	Construction Commitment
AUBURN	2002	3rd St SE/Cross St - S Division to Auburn Way S	42	1,199,576 1,336,000 1,670,000	November 2005
BENTON COUNTY	1999	Piert Road Extension - SR 397 to Bowles Road	68	843,570 877,538 1,842,939	February 2006
COUPEVILLE	2001	NE Sixth St - NE Center St to NE Perkins St	27	59,618 59,618 74,522	May 2006
COVINGTON	2003	Wax Rd/180th Ave SE - 262nd St to 300' s/o SR 516	26	881,022 1,407,341 2,165,140	Spring 2007
	2004	SE 256th Street - 164th Ave SE to 168th Ave SE	28	1,321,767 2,428,000 3,915,000	April 2006
DOUGLAS COUNTY	2002	North Baker Ave - 15th St NE to 27th St NE	26	1,278,799 1,278,799 2,925,000	2007
EVERETT	2001	Broadway & Beverly Blvd Intersection - SR 526 to Spokane Street	43	473,280 500,000 750,000	January 2006
	1990	112th Street - I-5 Overcrossing	92	6,486,119 6,980,668 12,124,325	May 2006
FIFE	1993	Valley Avenue East - 70th Avenue East to Freeman Road	88	2,067,336 2,425,140 5,331,613	May 2007
KING COUNTY	2001	South 272nd Street - Military Road Intersection	51	640,000 640,000 1,619,750	August 2006
LACEY	2002	Sleater Kinney Road SE - Sleater Kinney Road to 450' east on 6th Avenue	30	1,042,710 1,140,000 1,900,000	June 2006
LAKE FOREST PARK	2003	Bothell Way (SR 522) - 35th Avenue NE to 38th Avenue NE	31	496,476 496,476 996,476	March 2006
NEWCASTLE	2001	Coal Creek Parkway - SE 91 st Street to SE 84 th Way Phase 2	40	6,396,972 7,178,000 9,280,000	February 2007
OAK HARBOR	2002	SR 20 - SW Erie Street to S Beeksma Drive	41	156,485 156,485 506,485	Spring 2007
PIERCE COUNTY	1997	Canyon Rd E - 116 St E to 1000 Ft S/O 128 St	77	2,224,915 4,543,000 5,705,000	Spring 2006
	1998	Canyon Road East - 1,000 Ft S 128th E to 1,639' N of 160th St E	66	2,090,423 4,615,641 7,338,102	Spring 2006
	2001	South Prairie Rd E - SR 410 to 202nd Ave East	42	1,560,329 1,760,000 2,200,000	March 2006
PORT ANGELES	1998	Olympic Peninsula International Gateway	81	1,048,159 1,224,106 6,555,132	Spring 2006

Submitted Construction Commitment

Agency	Funding Year	Project Name	Months Delayed	Remaining TIB Funds Total TIB Funds Total Project Cost	Construction Commitment
RIDGEFIELD	1999	Mill Street - N 1st St to Foot of Mill St	77	234,041 269,968 284,177	April 2006
SEATTLE	2001	East Marginal Way Overpass - 300' South of S Idaho to Spokane Street	39	7,063,597 7,300,000 33,300,000	Fall 2007
TACOMA	2002	Narrows Dr/North 26th St - N 17th St to Orchard St	37	1,450,468 1,545,000 2,060,000	Winter 2005
	2003	East 48th St & Portland Ave - McKinley to Portland to E. 38th to E. 72nd	24	2,436,633 2,480,000 3,100,000	May 2006
	2001	D Street Overpass - East 25th Street to East 19th Street	49	3,123,808 5,184,200 23,603,584	April 2006
TUMWATER	2001	Littlerock Road - Trospen Road to 73rd Ave (South C/L)	40	2,254,114 2,497,359 3,815,200	Late 2006
	2001	Tumwater Blvd (Airdustrial Way) - Capitol Boulevard to I-5	41	2,153,329 2,400,000 4,000,000	Spring 2006
UNION GAP	2001	Valley Mall Boulevard Extension - South 3rd Avenue to Washington Blvd	41	4,593,721 5,286,734 10,557,266	March 2007
YAKIMA	2001	West Nob Hill Blvd - South 68th Avenue to South 80th Avenue	42	825,000 825,000 1,375,000	August 2006



Proposed 2006 Legislation November 17, 2005

BACKGROUND

At the July 22, 2005 Board meeting, TIB staff presented revisions to the RCW governing the Transportation Improvement Board. The majority of the changes were considered housekeeping, with the exception of a change in the composition of the Board.

Additional language added to the proposal included the re-assignment of the Route Jurisdiction Transfer (RJT) request from the TIB to the Transportation Commission. The Transportation Commission is the proper body to review transfer requests because most actions relative to the designation and classification of state highways already reside with the Commission.

The Office of Financial Management (OFM) requires agencies to submit agency requested bill proposals for review.

STATUS

The attached Z-bill (Z-0821.2) was submitted to OFM on October 27, 2005. The major provisions of the bill proposal are threefold:

1. To correct the nomenclature and internal references to accurately reflect program names used by the Transportation Improvement Board (TIB) and delete program names no longer held by the TIB. The program name changes have been authorized by the LEAP Committee. Impact: amends RCW 47.26.080, 47.26.115, 47.26.140, 47.26.164, and 47.26.190.
2. To update board representation to correctly align the number of board representatives with the number of current TIB programs. With the passage of I-695, TIB no longer has funding for a public transit program, which decreases the need for two transit representatives to only one representative. Additionally, with the passage of ESB 5513, the Secretary of Transportation serves at the pleasure of the Governor. Prior to this bill's passing, the Secretary of Transportation appointed all but one member of the TIB. To maintain consistency in appointing authority, it is requested that the TIB members are governor-appointed. Impact: amends RCW 47.26.121.
3. To re-assign the administrative task of reviewing Route Jurisdiction Transfer (RJT) requests from the TIB to the appropriate agency, the Transportation Commission. Impact: amends RCW 47.26.167.

RECOMMENDATION

No action is required.

BILL REQUEST - CODE REVISER'S OFFICE

BILL REQ. #: Z-0821.2/06 2nd draft

ATTY/TYPIST: GR:seg

BRIEF DESCRIPTION: Harmonizing and updating various aspects of the urban arterial program.

AN ACT Relating to the urban arterial program; and amending RCW 47.26.080, 47.26.115, 47.26.121, 47.26.140, 47.26.164, 47.26.167, and 47.26.190.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

1. **Sec.** RCW 47.26.080 and 1999 c 94 s 16 are each amended to read as follows:

There is hereby created in the motor vehicle fund the urban arterial trust account. The intent of the urban arterial trust account program is to improve the arterial street system of the state by improving mobility and safety while supporting an environment essential to the quality of life of the citizens of the state of Washington. The ((~~city hardship assistance~~)) road transfer program, as provided in RCW 47.26.164, and the small city arterial program, as provided for in RCW 47.26.115, are implemented within the urban arterial trust account.

The board shall not allocate funds, nor make payments of the

funds under RCW 47.26.260, to any county, city, or town identified by the governor under RCW 36.70A.340.

1. **Sec.** RCW 47.26.115 and 1999 c 94 s 18 are each amended to read as follows:

The intent of the small city arterial program is to preserve and improve the roadway system consistent with local needs of incorporated cities and towns with a population of less than five thousand. The board shall adopt rules and procedures to govern the allocation of funds distributed to the small city arterial program.

2. **Sec.** RCW 47.26.121 and 1996 c 49 s 1 are each amended to read as follows:

(1) (~~There is hereby created a~~) The transportation improvement board of ((~~twenty one~~) twenty members is created, six of whom shall be county members and six of whom shall be city members. The remaining members shall be: (a) One representative (~~appointed by the governor~~) who shall be a state employee with responsibility for transportation policy, planning, or funding; (b) two representatives from the department of transportation; (c) (~~two~~) one representative(~~s~~) of public transit systems; (d) a private sector representative; (e) a member representing the ports; (f) a member representing nonmotorized transportation; and (g) a member representing special needs transportation.

(2) Of the county members of the board, one shall be a county engineer or public works director of a county with a population of one hundred twenty-five thousand or more; one shall be (~~the executive director of the county road administration board~~) a county engineer or public works director of a county of less than one hundred twenty-five thousand population; one shall be a county planning director or planning manager; one shall be a county executive, councilmember, or commissioner from a county with a population of one hundred twenty-five thousand or more; one shall be a county executive, councilmember, or commissioner of a county who

serves on the board of a public transit system; and one shall be a county executive, councilmember, or commissioner from a county with a population of less than one hundred twenty-five thousand. (~~All county members of the board, except the executive director of the county road administration board, shall be appointed.~~) Not more than one county member of the board shall be from any one county. No more than two of the three county-elected officials may represent counties located in either the eastern or western part of the state as divided north and south by the summit of the Cascade mountains.

(3) Of the city members of the board one shall be a chief city engineer, public works director, or other city employee with responsibility for public works activities, of a city with a population of twenty thousand or more; one shall be a chief city engineer, public works director, or other city employee with responsibility for public works activities, of a city of less than twenty thousand population; one shall be a city planning director or planning manager; one shall be a mayor, commissioner, or city councilmember of a city with a population of twenty thousand or more; one shall be a mayor, commissioner, or city councilmember of a city who serves on the board of a public transit system; and one shall be a mayor, commissioner, or councilmember of a city of less than twenty thousand population. (~~All of the city members shall be appointed.~~) Not more than one city member of the board shall be from any one city. No more than two of the three city-elected officials may represent cities located in either the eastern or western part of the state as divided north and south by the summit of the Cascade mountains.

(4) (~~Of~~) The transit member(~~s, at least one shall~~) must be a general manager, executive director, or transit director of a public transit system (~~in an urban area with a population over two hundred thousand and at least one representative from a rural or small urban transit system in an area with a population less than two hundred thousand~~)).

(5) The private sector member shall be a citizen with business,

management, and transportation related experience and shall be active in a business community-based transportation organization.

(6) The port member shall be a commissioner or senior staff person of a public port.

(7) The nonmotorized transportation member shall be a citizen with a demonstrated interest and involvement with a nonmotorized transportation group.

(8) The specialized transportation member shall be a citizen with a demonstrated interest and involvement with a statewide specialized needs transportation group.

(9) The governor shall make all appointments (~~(of county, city, Washington department of transportation, transit, port, nonmotorized transportation, special needs transportation, and private sector representatives shall be made by the secretary of the department of transportation. Appointees shall be chosen)~~) from a list of two persons for each position nominated by the Washington state association of counties for county members, the association of Washington cities for city members, the Washington state transit association for the transit member((s)), and the Washington public ports association for the port member. The private sector, nonmotorized transportation, and special needs members shall be sought through classified advertisements in selected newspapers collectively serving all urban areas of the state, and other appropriate means. Persons applying for the private sector, nonmotorized transportation, or special needs transportation member position must provide a letter of interest and a resume to the ~~((secretary of the department of transportation))~~ governor. In the case of a vacancy, the appointment shall be only for the remainder of the unexpired term in which the vacancy has occurred. A vacancy shall be deemed to have occurred on the board when any member elected to public office completes that term of office or is removed therefrom for any reason or when any member employed by a political subdivision terminates such employment for whatsoever reason or when a private sector, nonmotorized transportation, or special needs

transportation member resigns or is unable or unwilling to serve.

(10) Appointments shall be for terms of four years. Terms of all appointed members shall expire on June 30th of even-numbered years. The initial term of appointed members may be for less than four years. No appointed member may serve more than two consecutive four-year terms.

(11) The board shall elect a chair from among its members for a two-year term.

(12) Expenses of the board shall be paid in accordance with RCW 47.26.140.

(13) For purposes of this section, "public transit system" means a city-owned transit system, county transportation authority, metropolitan municipal corporation, public transportation benefit area, or regional transit authority.

3. **Sec.** RCW 47.26.140 and 1999 c 94 s 19 are each amended to read as follows:

The transportation improvement board shall appoint an executive director, who shall serve at its pleasure and whose salary shall be set by the board, and may employ additional staff as it deems appropriate. All costs associated with staff, together with travel expenses in accordance with RCW 43.03.050 and 43.03.060, shall be paid from the urban arterial trust account (~~(, public transportation systems account,)~~) and the transportation improvement account in the motor vehicle fund as determined by the biennial appropriation.

4. **Sec.** RCW 47.26.164 and 1999 c 94 s 20 are each amended to read as follows:

The board shall adopt reasonable rules necessary to implement the ~~((city hardship assistance))~~ road transfer program as recommended by the road jurisdiction study.

The following criteria shall be used to implement the program:

(1) Only those cities with a net gain in cost responsibility due to jurisdictional transfers in chapter 342, Laws of 1991, as

determined by the board, may participate;

(2) Cities with populations of fifteen thousand or less, as determined by the office of financial management, may participate;

(3) The board shall develop criteria and procedures under which eligible cities may request funding for rehabilitation projects on city streets acquired under chapter 342, Laws of 1991; and

(4) The board shall also be authorized to allocate funds from the ~~((city hardship assistance))~~ road transfer program to cities with a population under twenty thousand to offset extraordinary costs associated with the transfer of roadways other than pursuant to chapter 342, Laws of 1991, that occur after January 1, 1991.

5. **Sec.** RCW 47.26.167 and 2005 c 319 s 130 are each amended to read as follows:

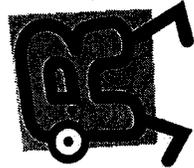
(1) The legislature recognizes the need for a multijurisdictional body to review future requests for jurisdictional transfers. The ~~((board is hereby directed, beginning September 1, 1991, to))~~ commission shall receive petitions from cities, counties, or the state requesting any addition or deletion from the state highway system. The ~~((board is required to utilize))~~ commission shall use the criteria established in RCW 47.17.001 in evaluating petitions and to adopt rules for implementation of this process. The ~~((board))~~ commission shall forward to the senate and house transportation committees by November 15th each year any recommended jurisdictional transfers. If the legislature takes no action during the next ensuing session, the recommendation of the commission shall stand.

(2) Until such time as the legislature provides the commission with additional staffing to support this function, the transportation improvement board shall provide the staff support necessary to carry out this mandate.

6. **Sec.** RCW 47.26.190 and 1994 c 179 s 18 are each amended to read as follows:

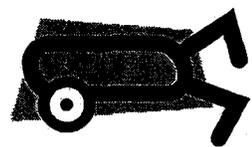
The board shall adopt rules that provide geographical diversity in selecting improvement projects to be funded from the urban arterial trust account and ((small-city)) transportation improvement account funds.

APA DEFINITIONS



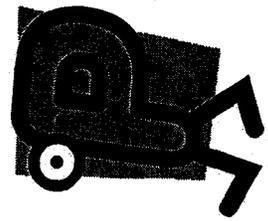
“Rule”

vs.



“Interpretive
Statement”

and



“Policy
Statement”





“RULE”

“Rule” means any agency order, directive, or regulation of general applicability

- (a) the violation of which subjects a person to a penalty or administrative sanction;
- (b) which establishes, alters, or revokes any procedure, practice, or requirement relating to agency hearings;
- (c) which establishes, alters, or revokes any qualification or requirement relating to the enjoyment of benefits or privileges conferred by law;
- (d) which establishes, alters, or revokes any qualifications or standards for the issuance, suspension, or revocation of licenses to pursue any commercial activity, trade, or profession; or
- (e) which establishes, alters, or revokes any mandatory standards for any product or material which must be met before distribution or sale.

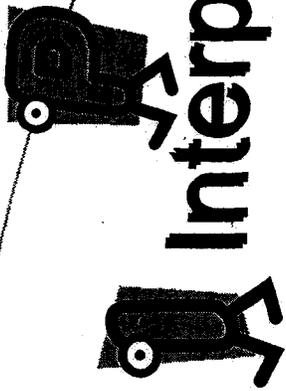
- RCW 34.05.010(16)

“POLICY STATEMENT”



"Policy statement" means a written description of the current approach of an agency, entitled a policy statement by the agency head or its designee to implementation of a statute or other provision of law, of a court decision, or of an agency order, including where appropriate the agency's current practice, procedure, or method of action based upon that approach.

- RCW 34.05.010(15)



Policy and Interpretive Statement Provisions

- APA also encourages agencies to “advise the public of [their] current opinions, approaches, and likely courses of action by means of interpretive and policy statements.”

- RCW 34.05.230(1)

- Are not rules and are advisory rather than binding.
- Often play a role in the development and articulation of agency policy, provide opportunity for experimentation and flexibility.

- 1987 Senate Journal at 607, 611-612.



Policy and Interpretive Statement Provisions (cont).

- Agencies are “encouraged” to “convert long standing interpretive and policy statements into rules.”

- RCW 34.05.230(1)

- “A person may petition an agency requesting the conversion of interpretive and policy statements into rules. Upon submission, the agency shall notify the joint administrative rules review committee of the petition. Within sixty days after submission of a petition, the agency shall either deny the petition in writing, stating its reasons for the denial, or initiate rule-making proceedings in accordance with this chapter.”

- RCW 34.05.230(2)

**Transportation Improvement Board
July 22, 2005
Spokane Transit Authority
Spokane, Washington**

MINUTES

TIB BOARD MEMBERS PRESENT

Commissioner Leo Bowman, Chair
Councilmember Jeanne Burbidge, Vice Chair
Mr. John Akers
Mr. George Cress
Ms. Kathleen Davis
Councilmember Bill Ganley
Councilmember Calvin Goings
Ms. Paula Hammond
Councilmember Neil McClure

Mr. Dave Nelson
Mr. Dave O'Connell
Commissioner Greg Partch
Mr. David Stalheim
Ms. Heidi Stamm
Mr. Steve Thomsen
Mr. Arnold Tomac
Mr. Jay Weber

TIB STAFF

Steve Gorcester
Rich Struna
Eileen Bushman/recorder

TIB BOARD MEMBERS NOT PRESENT

Mr. Dick McKinley
Ms. Robin Rettew

CALL TO ORDER

Chair Bowman called the meeting to order at 9:00 AM.

GENERAL MATTERS

A. Approval of May 20, 2005 Minutes

MOTION: It was moved by Mr. Nelson with a second from Mr. Tomac to approve the minutes of the May 20, 2005 Board meeting as printed. Commissioner Partch and Mr. Weber abstained. Motion carried.

- B. Communications** – Steve Gorcester referred the Board to the communications section in the Board packet, specifically noting two items: 1) the letter from the City of Issaquah withdrawing the SE Bypass project, and 2) the letter of Board resignation from Mr. Yu who accepted a new position at OFM and is no longer eligible to sit on the Board.

LOCAL PRESENTATIONS

Glenn Miles, Transportation Manager for the Spokane Regional Transportation Council, gave a presentation on the growth, development, and events around the Spokane area and the transportation challenges that need to be addressed to accommodate this growth.

NON-ACTION ITEMS

A. Chair's Report to the Board

Chair Bowman included the following items in his Chair's report:

- Formally welcomed the newest Board members to the Board, Commissioner Greg Partch and Ms. Robin Rettew. Commissioner Partch represents a county elected official from a county with a population less than 125,000 and replaces Commissioner Shelton. Ms. Rettew was appointed by the Governor and replaces Mr. Yu.
- Asked that the other Board members contact him with any concerns or issues they would like to see addressed.

- Encouraged other Board members to follow the event-planning strategies that the City of Prosser used during the Wine Country Road ribbon cutting. That event was coordinated with the Governor's schedule so she could attend.
- Presented a plaque to former Board member Kim Zentz, thanking her for her dedication and support to the TIB and to Washington's transportation system.

B. Executive Director's Report

Steve Gorcester reported on:

- The activities and project events that he has been involved with between May to July 2005. He provided a handout listing these activities.
- The small city focus groups that TIB staff coordinated to get customer input on the development of the Pavement Preservation Program. Two focus groups were held; one in Olympia and one in Colfax.
- 2006 legislative considerations, including:
 - housekeeping changes in WACs
 - changes in program names
 - changes in board composition

The board composition change reduces the size of the board to nineteen members. It eliminates the two vacant transit positions since TIB no longer has funding for a transit program. Also, it was noted that it is difficult to draw transit candidates from the Washington State Transit Association (WSTA) without transit funding. Additionally, it was suggested to change the ex-officio CRAB Executive Director position to a small county engineer or county public works director to be consistent with existing city representation.

This prompted discussion from the Board requesting Steve to revisit this issue with WSTA. The board would like to keep at least one transit member since this position could offer a different perspective on transportation issues placed before them.

Mr. Weber supported the change of the ex-officio CRAB position to a county engineer or public works director, stating that CRAB will continue to work with TIB.

- The agreement between the City of Ferndale and the Ferndale School District regarding the Malloy Street project, which is in front of the Ferndale High School. Steve worked with the city and the school district, resolving the issue by recommending a roundabout design, but the Ferndale City Council voted it down. Steve recommended withholding construction funding until both parties agree on a design that will work for the city and the high school.
- Recent TIB projects events:
 - City of Sammamish – Issaquah Pine Lake Road (ribbon cutting)
 - City of West Richland – Keene Road (ribbon cutting)
 - City of Liberty Lake – Harvard Road Pedestrian Bridge (ribbon cutting)
 - City of Shoreline – Aurora Corridor (groundbreaking)
 - City of Camas – NW Lake Road/SE 1st Street (ribbon cutting)
 - City of Prosser – Wine Country Road (ribbon cutting)
 - Yakima County – Keys Road

Upcoming events:

- City of Federal Way – Pacific Highway South ribbon cutting (Aug. 9 at 10:00 AM)
- City of Bellevue – 148th ribbon cutting (Sept. 13 at 10:00 AM)
- City of Spokane – Monroe Street Bridge ribbon cutting (Sept. 17 – time TBD)

C. Financial Report

Rich Struna reported that the TIA expenditures totaled \$82 million, with an account balance of \$8 million. This amount is \$3 million less than anticipated. The UATA account balance is \$10 million, with expenditures totaling \$94 million. This \$10 million account balance is \$3 million more than expected. The \$3 million difference in each account is the result of seven projects that were transferred from the UATA to the TIA. The Administrative account balance is at \$242,000, which will result in approximately \$100,000 left at the end of the biennium.

D. Project Activity Report

Steve Gorcester reported that 70 percent of TIB projects are currently coming in over the engineers' estimates because of the rising cost of construction materials. Requests for increases are occurring more frequently. In the AIP, an administrative increase of \$360,000 was given to the City of Edmonds and a \$100,000 increase to the City of Tacoma. As a result, this program is up \$548,000 in TIB obligations. The SCP has a slight overall increase of \$63,000, while the TPP has a slight reduction of \$44,000. Project activities for this reporting period resulted in a net increase of \$581,036 in TIB commitments.

ACTION ITEMS

A. Delayed Projects

1. City of Bothell: 39th Avenue – The 39th Avenue project in the City of Bothell is on the TIB delayed projects list, and needs to start construction immediately in order to receive TIB funding. The city attended the Board meeting and explained that the project has not been able to go to construction due to environmental study requirements and a delay in right-of-way acquisition. The city is hoping to obtain additional funding from the Regional Transit Investment District (RTID) or another funding source. The Board discussed the possibility of granting an extension to the City of Bothell providing the project is fully funded by November 2006.

MOTION: It was moved by Mr. Nelson with a second from Councilmember McClure to extend the City of Bothell's 39th Avenue project until November 2006, pending RTID approval or identification of another construction funding source. TIB funding may be expended once full construction funding is certified.

Motion carried unanimously.

2. City of Spokane Valley – The City of Spokane Valley was requested to appear before the Board regarding the Valley Couplet project, which has been delayed for a variety of reasons. The project was put on hold in May 2002 when Spokane Valley became incorporated. Additionally, the Spokane Regional Transportation Council (SRTC) denied Spokane Valley's listing request in the Metropolitan Transportation Plan (MTP), which is a TIB requirement to receive funding. Spokane Valley was requested by SRTC to evaluate and provide alternative models. Spokane Valley is developing a preferred alternative and is working with SRTC on traffic analysis. Also, the city will request the Valley Couplet project be added to the MTP in November 2005.

MOTION: It was moved by Commissioner Partch with a second from Mr. Weber to extend the City of Spokane Valley's Valley Couplet project until July 2006 pending listing in the Metropolitan Transportation Plan (MTP) and starting design. Motion carried unanimously.

B. 2006 Meeting Schedule

The following meeting schedule was proposed to the Board:

DATE	CITY
January 26-27	Olympia
March 23-24	Bellingham
May 18-19*	Spokane
July 27-28	Richland
September 21-22	North Bonneville
November 16-17**	Federal Way

*Meeting date moved to THIRD Thursday & Friday of month due to Memorial Day weekend.

**Meeting date moved to THIRD Thursday & Friday of month due to Thanksgiving.

It was noted that, at times, the CRAB meetings conflict with the TIB meetings. In the future, TIB staff will try to avoid this conflict. There was a brief discussion of meeting locations, and Steve Gorcester told the Board that site selection is based on a 10-year historical review of past board meeting locations. Also, there was discussion about schedule conflicts with the remaining 2005 TIB meetings, but it was the consensus of the Board to leave those meetings as approved in July 2004.

MOTION: It was moved by Mr. Weber with a second from Councilmember McClure to approve the 2006 meeting schedule as presented. Motion carried unanimously.

FUTURE MEETING

The next Board meeting is scheduled in Walla Walla on September 22-23, 2005. A notice regarding the September meeting will be sent out on September 2, 2005. *(Special Note: Since the July 22 meeting, it was decided on August 17 to cancel the September 22-23, 2005 Board meeting.)*

ADJOURNMENT

The meeting adjourned at 10:45 AM.

The Star - Online

News and Advertising in the Grand Coulee Dam Area

07/20/2005

Town to fix sidewalks despite protest

By: Roger S. Lucas

The town of Coulee Dam is going ahead with a sidewalk project along Columbia Avenue, despite strong opposition from residents who fear the intentional cutting of roots will kill the town's big trees.

About 50 people showed up at a special council meeting Monday night that was scheduled to answer resident complaints that the sidewalk project could seriously harm the large Norway maples along both sides of the street.

Council members listened for about 90 minutes before councilman Ben Alling made a motion to continue with the project. It passed 4-1, with Councilmember Steve Chapman dissenting.

The council heard a wide range of opinions. One visitor, from Bellingham, Wash., spoke to the large turnout and cautioned the council that a town is not made up of sidewalks and trees alone, but people. He said that elected officials should listen to people.

Columbia Avenue resident David Schmidt said he wanted the sidewalks to be fixed, but didn't want to compromise the trees. Project plans call for all new sidewalks on both sides of the street with the contractor cutting out large roots that have caused the sidewalks to heave.

Schmidt said cutting the large roots will cause undue stress on the trees. He cited the comments of a forester who said that cutting the roots back might result in the loss of half the trees.

An official from Canfield & Associates, the town's insurance carrier, said that the sidewalks need to be fixed to prevent liability. He cited a case several years ago when someone tripped on an elevated portion of the sidewalk, sued the town and was awarded \$57,000. He said if city officials know of a problem and don't make an effort to fix it, then there is liability if someone is injured.

Tree roots have raised and broken parts of the sidewalks along Columbia Avenue, making it dangerous for walkers.

Kelly Cash, who lives along Columbia, said the town should replace the trees one at a time, and place them a little farther apart. Councilman Dale Singer told the audience that the trees were planted too close to each other. He said that was why branches point upward rather than the way the maples normally develop.

Several residents asked if the grant could be vacated and the town re-apply later after the tree issue was settled. It was suggested that the places where the sidewalk was raised could be temporarily fixed to avoid liability.

Mayor Snow said the granting agency wouldn't allow a piecemeal job.

Singer said the process to put in sidewalks has been going on for some time and he could see no reason to delay any longer.

Linda Murphy, a member of the Natural and Historical Resources Board, said the grant was given for all-new sidewalks only

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because that is what the town requested. But a TIB official told her the town could re-apply with different specifications.

The NHRB set up by the town council several years ago, serves as an advisory board on such issues and originated as a "tree board" to advocate for the town's urban forest asset.

A statement issued the next day by NHRB chair Sally Marrs, who was out of town, stated in part:

"I feel it is very unfortunate that the Town of Coulee Dam town council moved to go ahead with the sidewalk construction, ignoring the citizens and the HNRB's recommendations concerning the health and survival of the 50+ year old trees."

Several people told the council Monday that the tree-lined streets were one of the things that attracted them to the town. They pointed out the historical significance of the town and the trees.

People from Grand Coulee and Electric City spoke also, stating that they would like to have the paved streets, sidewalks and trees in their town.

In the end, the vote came as a surprise to many, and the meeting was over.

The controversy began at the council's last meeting July 13, when members of the tree board and residents along Columbia Avenue showed up and asked the town to delay the bid process until it could come up with a better plan for the sidewalk replacement.

The bid specifications called for the contractor to cut the large roots that were causing the sidewalk upheaval. Those who spoke to the issue cited a report that indicated that if the roots were cut that severely, the town could eventually lose half of the trees.

"This is unacceptable," Schmidt said.

He said people comment on how beautiful the boulevard is, and that taking a chance on harming the trees was not the way to go. He told the council that the town had a tree problem, not a sidewalk problem, and that they should focus on the welfare of the trees.

The council listened for about an hour Wednesday, before they agreed to contact the town's engineer and see if he would come for a special meeting to address the issue. The engineer did not show up for the special meeting Monday.

The next day signs appeared along Columbia Avenue saying, "Save Our Trees" and other slogans to create interest in looking at alternative ways of solving the bulging sidewalks. Some said the trees needed saving from the mayor and town council.

The E & H Engineering firm drew up the plans and prepared the bid information. The work went to bid and the town plans to open the bids this week and select a contractor at the council's next meeting, July 27.

Statement of HNRB Chair Sally Marrs on the sidewalk vote:

I feel it is very unfortunate that the Town of Coulee Dam town council moved to go ahead with the sidewalk construction, ignoring the citizens and the HNRBs recommendations concerning the health and survival of the 50+ year old trees. ALL of the trees will be affected, some more so than others, if the project proceeds. The tree damage information is supported by forestry experts. An alternate plan would be to turn back the grant this year, and rewrite the grant application as a repair and replace where necessary grant for next year. According to Bob Moorhead of TIB (Transportation Improvement Board) for the State of Washington this would not have been a problem, and the town would have had more time to explore all other options.

Sally Marrs

HNRB chair

The Star - Online

News and Advertising in the Grand Coulee Dam Area

08/31/2005

Town gets new information on sidewalks, trees

By: Roger S. Lucas

The Coulee Dam Town Council heard about trees, tree roots and sidewalks from a near-capacity crowd at its meeting last Wednesday night.

The exchange between visitors and council members was more conciliatory than previous meetings, as a variety of people shared their thoughts on the pending sidewalk project on Columbia Avenue and Douglas Street.

The town had put the sidewalk project up for bid earlier, but there were no takers. So officials asked Tom Haggarty, of the town's engineering firm, E&H, of Spokane, to re-advertise the project when firms that do this type of work are not as busy. Haggarty had told the council that early September might be a good time to do this.



This uplifted sidewalk on Columbia Avenue is typical of the problems tree roots are causing the town.

Comments were all over the board Wednesday night.

Speaking for the town's "tree board," Judy Miles said the board had had an opportunity to gather more information and she urged the council to hear out visiting tree experts.

Tree consultant Scott Wendt said major root trimming could cause some trees to blow over in a wind storm. He confirmed what others had been saying, that the Norwegian maples were the wrong type of tree for the street and that they had been planted too close together.

The ideas that council members heard included:

* Developing a deep watering system for the trees that would force roots seeking water to grow down, rather than grow up.

* Lift cement sidewalk panels where there is a root problem,

shave the roots and then put the sidewalk sections back down.

* Raise the sidewalks high enough to move them above the roots, and curve the sidewalks away from the roots.

* As trees die replace them with a different type of tree.

* Council members were reminded that the uneven sidewalks where tree roots had raised panels are a serious liability problem for the town. A spokesman for the town's insurance carrier, Canfield & Associates, had commented earlier that they had paid out a \$57,000 claim when a person stumbled and was injured after tripping on a raised sidewalk panel.

* The council was asked if it could still get the grant if it changed the request to repairing the sidewalk instead of replacing it.

The council was asked again if it would delay the bid process until better answers to the problem could be worked out.

But as the evening progressed it became clear that there were no easy answers.

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Mayor Quincy Snow said the council would review the information provided before any decision would be made on the project.

The project, whatever form it takes, is largely funded by a \$90,000 grant from The Transportation Improvement Board. Town officials said that they would check with the agency to see if the grant would still be approved if the specifications changed.



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News and Advertising in the Grand Coulee Dam Area

09/21/2005

Agreement reached on tree controversy

By: Roger S. Lucas

An agreement was made between Coulee Dam town officials and property owners along Columbia Avenue and the "Save Our Trees" signs came down.

The town council voted to amend the specifications of its sidewalk project at its meeting last Wednesday night and it seemed like everybody left happy.

Residents had appeared before the council a couple weeks ago asking officials to make changes to the sidewalk specifications before letting it go to bid for the second time. The first time, no one bid on the job. The council didn't make any changes and the bids were opened Sept. 8. The lone bidder, Rains Contracting of Malott, was awarded the project with a bid of \$197,385, more than \$45,000 higher than the state Transportation Improvement Board grant.

Mayor Quincy Snow said that TIB officials had been contacted and agreed to provide \$40,892 more towards the total, leaving only \$4,793 for the town to pay.

The meeting was not without its moments. Columbia Avenue property owner, and former councilman, David Schmidt said that it appeared that when people appeared before the council to speak on issues a "curtain is drawn and we talk into a curtain."

Schmidt's wife had placed "Save Our Trees" signs along Columbia Avenue early on this summer, frustrated because she felt town officials didn't seem concerned about the trees.

Sally Marrs, of the town's tree board, told the council that the board had decided that six trees along Columbia should be removed as part of the sidewalk project. Later she changed her mind and said five trees should come out. Later she identified three trees that should be removed.

At the close of the meeting, Marrs said that the Tree Board would meet the next day and make a final decision on the number of trees to be removed.

The issue on the number of trees came up as town engineer Tom Haggerty told the audience that the specifications called for removal of up to six trees.

"I need to have the trees clearly marked so the contractor doesn't remove the wrong trees," he said. The cost of removing a tree, according to the bid, was just under \$600 each.

Haggerty also told the audience that the contractor was aware of the interest of residents in regard to saving the trees and he had assured him that this would be done.

The agreement came when Councilman Ben Alling said he would move to require the contractor to shave the roots rather than cut them if they were in the way of the new sidewalk. Residents had been concerned that cutting the roots would not only weaken the trees but probably kill them.

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Haggerty said that he would see that the roots were treated after they were shaved.

Schmidt had said that he wanted to hear the change in how the roots were to be handled in the form of a motion. He got his wish, and it appeared that most people were satisfied that their concerns had been heard and acted on.

The next day the tree board met and identified six trees that should be removed. They marked the trees with a large white "x."

The six trees mentioned by the tree board are:

* 201 Columbia; the tree is too close to the fire hydrant, and removal of the sidewalk will make the tree unstable.

* 303 Columbia; the tree is dying and is planted in too small an area bounded on both sides by a driveway.

* 315 Columbia; two trees are the smallest of four trees planted too close together and are not healthy. Removal will improve the health of the other trees.

* 319 Columbia; the tree has a utility guy wire installed directly alongside and is about to grow around the wire.

-320 Columbia; the tree is growing directly over a recently installed water meter.



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TODAY IN SCHOOLS

High school bass player Bradley Day-Bazhaw is playing in the Marrowstone Music Festival this summer, **A6**
Also, events listed in Whatcom County Almanac, **A5**

TRANSPORTATION

Ferndale rejects roundabout approach

City concerns include uneven terrain in area

AUBREY COHEN
THE BELLINGHAM HERALD

The Ferndale City Council has scrapped plans for a traffic roundabout at a busy, angled intersection, although the idea may not be dead yet.

City officials want to improve safety at Vista Drive and Malloy Road,

which has been the site of about 25 crashes in the last five years. They looked into a roundabout after school officials objected to the idea of making Malloy come into Vista at a right angle with a traffic light.

That would require closing nearby Shuksan Street, where school buses line up near Ferndale High School at the end of the day.

City officials are particularly sensitive to school concerns because the city

needs school district land to make the project work. But the roundabout plan drew objections from City Council members and from firefighters, who worried about getting a fire truck around it while going downhill in snow and ice.

Last month, the council voted 6-1, with Mel Hansen opposed, to go back to a light.

"The terrain in that area is not really level," council member Susan Cole said. "With all the extra drive-

MEETING TONIGHT

The Ferndale City Council meets at 7 tonight in the City Hall Annex, 5694 Seabird Ave. Details: 384-2392

ways entering into it, I didn't feel it was a good option for the community."

Council member Steve Oliver said a single-lane roundabout would not

keep Shuksan Street open. City Administrator Greg Young said the decision also surprised him.

No matter what happens at Vista and Malloy, he said he was not giving up on roundabouts altogether.

"They're the safest traffic-control device known to man," he said. "The thing is, they're just new and anything new takes some time to get used to."

have nearly enough capacity for all the traffic at the intersection. On Friday, however, Oliver said there was a good chance the council would revisit the decision at tonight's meeting.

The council did not notify school officials before or after the vote, said Ron Cowan, the Ferndale district's assistant superintendent for business.

"We were really shocked," he said. Cowan said he's still hoping to find a way to

Reach Aubrey Cohen at aubrey.cohen@bellinghamherald.com or 715-2289.

CULTURE



GROWTH

Waterfront site has rich history

Some buildings on G-P site to be developed

FOR THE BELLINGHAM

SOME HISTORY

Lumbering in Bellingham began in the early 1850s with the development of a

Commissioner Partch appointed to state transportation board

Whitman County Commissioner Greg Partch was recently appointed to the Washington State Transportation Improvement Board (TIB) by Secretary of

Transportation Doug McDonald. The TIB provides state funds of more than \$100 million annually to transportation projects for cities and urban counties statewide. Members of the TIB represent cities and counties, non-motorized and specialized transportation services, transit, the Governor's office, and the Washington State Department of Transportation. The Washington State Association of Counties nominated Partch for the TIB position vacated by Commissioner Mike Shelton of Island County.

The Washington State Legislature created the TIB to foster state investment in quality local transportation projects. Funds are awarded on a competitive basis, and usually require local financial participation. Typical projects address congestion, safety and the impacts of economic development. The TIB has 478 active projects across the state with a collective value of over \$528 million.

"In my statewide activities, I constantly hear how important the TIB program is to local governments, particularly small rural towns and cities such as we have," Partch said. "I have worked closely with several of these in bringing together multi-jurisdictional road projects and am committed to keeping good roads in both the cities and counties." Partch has represented Whitman County rural cities and towns on the ISTE-TEA 21 boards from its inception in 1986. In addition to sitting on the TIB, he was recently appointed to the County Road Administration Board.

Since 1990, TIB has funded 42 percent of the \$22.3 million in road improvement projects in cities within Whitman County, providing \$9.3 million in grants to 52 projects. In addition to direct grants, the TIB provides matching funds for small cities that receive awards from the federal transportation program, enabling communities like Palouse and Colfax to construct expensive transportation improvements without breaking small city budgets. His own hometown of Garfield is just completing a \$111,000 sidewalk improvement project.

Skagit Valley Herald

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Skagit River Bridge project on the mark

BY BEVERLY CRICHFIELD STAFF WRITER

Federal approval pending on road design

MOUNT VERNON — Workers are on schedule and on budget for demolishing the old Skagit River Bridge between Burlington and Mount Vernon.

But the City of Mount Vernon still has to approval from the U.S. Army Corps of Engineers on the design for Whitmarsh Road, which runs east and west under the new bridge.

Prime contractor Strider Construction of Bellingham has spent the past month tearing down two concrete piers of the old two-lane bridge that was replaced by a four-lane structure in 2003.

Workers have been using flexifloats — steel and wood barges that are assembled on site — to ferry the cranes, jackhammers, other equipment and workers to the piers and collect the falling rubble. The state won't allow any rubble to fall in the river, said Dave Crisman, project engineer for the state.

So far, workers have taken two of the six piers out of the river and are about three-quarters of the way finished taking down two others, Crisman said. Workers have to finish removing the piers from the river by Nov. 1. Concerns about salmon and fall flooding mean the in-river work must be completed between July 1 and Nov. 1.

Another part of the project includes rebuilding Whitmarsh Road which runs east and west under the bridge on the north side of the river.

Mount Vernon is still designing the road and needs to receive approval from the Corps of Engineers before work can begin, Crisman said.

The entire \$2.5 million project must be completed by Dec. 31.

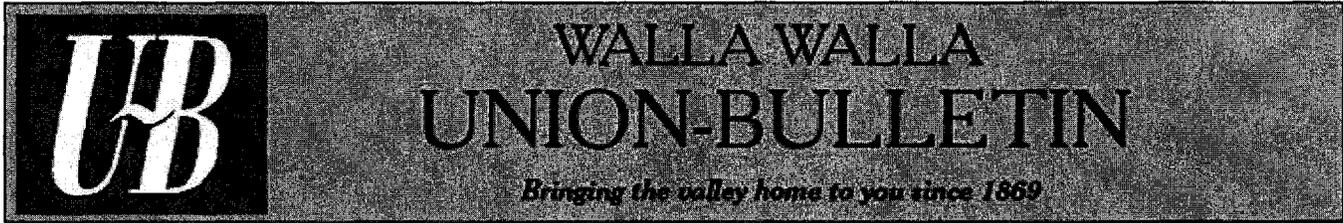


A large jackhammer mounted on an excavator is used to demolish a concrete pier of the old Skagit River bridge between Burlington and Mount Vernon, which was replaced in 2003 by a larger, four-lane bridge just to the west.

Matt Wallis / Skagit Valley Herald

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Thursday, August 04, 2005

Plans to extend Myra Road to link up to US Highway 12 date to 1960s

By Vicki Hillhouse of the Union-Bulletin

Thursday, August 04, 2005

As far back as 40 years ago, state and local planners had a vision for Myra Road.

Hardly developed - except the pavement itself - Myra Road held the answer to freight mobility concerns. Extended north to U.S. Highway 12, the route would provide direct access between the highway and State Route 125, serving as a bypass for truck traffic packing the commercially developed Ninth Avenue.

But in the decades since the extension was first broached, the city of Walla Walla-owned Myra Road has become home to numerous developments, including a mall, Home Depot and the retirement community of Sunset Villa Mobile Home Park, at the edge of the road where it intersects with Rose Street.

As a result, too much development has occurred for the extension to be considered a ``bypass.' So why build an arterial connector that will displace residents and possibly a Banner Bank branch when it, in many ways, will mirror Ninth Avenue?

If you're the city of College Place, the answer is a matter of necessity, said City Engineer Nicola Metzger. When Highway 12 is relocated as part of a widening project, College Place will lose direct access to the highway from Gose Street and Wallula Road.

``To this day, there are some citizens in College Place who don't understand why we would invest city dollars on a road that's not ours,' Metzger said.

``When (the highway) is relocated to the north, our main access points into College Place will go away. The citizens here need to have access in and out of the community.'

For Walla Walla, the extension is a much-needed traffic connection, said city Public Works Director Hal Thomas.

With relatively few north/south routes available, Myra's extension is a chance for a direct connection to the highway.

``We're looking at ways to move traffic from the south of the city to the north of the city,' Thomas said.

But along with Walla Walla County, the regional transportation authority and lead agency on the project, the cities have faced criticism from some area residents - some of whom face relocation and some of whom will get to stay but deal with aftermath of construction, noise and a new road as their neighbor.

Thomas said frustrations are to be expected, especially considering people have gotten comfortable in the decades it's taken to get the project to the forefront.

And why shouldn't they have, he said.

``It was a plan you never knew would get funded,' Thomas said. ``If you're a gambling person, what's the chance if the funding came through your house would be impacted?'

Nevertheless, construction, set to start by next summer, will have some sort of effect on the neighborhood - even for people who won't be relocated, Metzger said.

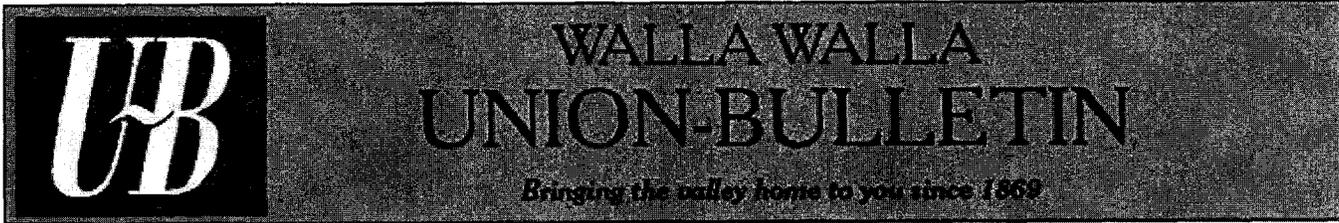
``Anybody who lives there will have a certain impact - whether it's a detour during construction or having more traffic go by their house,' she said.

While the agencies involved have a pragmatic role in addressing the transportation need, Metzger said they will also attempt to make things as painless as possible.

``We listen to those stories, and we're human and we care,' she said.

Related Links

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Wednesday, August 17, 2005

No objections raised to road choice

The proposed alternative for the road extension did draw some concerns about noise and funding.

By Andy Porter of the Union-Bulletin

Wednesday, August 17, 2005

Costs, noise concerns and other impacts surrounding the extension of Myra Road topped the agenda at a joint meeting of local officials Tuesday.

Elected officials from Walla Walla County and the cities of Walla Walla and College Place went over the latest figures on the project and potential funding shortages if a state gas tax is repealed by voters.

The project will extend Myra Road north from its intersection with Rose Street to connect U.S. Highway 12 with State Route 125. Consultants for the project, HDR Engineering Inc., delivered their recommendation on the final alignment for the roadway to local officials last week.

Phil Merrell, Walla Walla County Public Works director, said the latest cost estimate for the recommended alignment is about \$14 million. Estimated cost for the second proposed route would be \$15.6 million.

At Tuesday's meeting, Julie Nelson, project engineer with HDR Engineering Inc., said that while the recommended route is not as ideal as the second alignment, it will disturb some 22 households while the second route would have affected 35 households.

A total of 36 parcels will be affected by the recommended alignment, Nelson said. The second proposal would have affected 48 parcels.

Judging from comments received on the two alignments so far, opinions have been almost unanimous in favor of the recommended route, she said.

'I cannot think of one public input that we got that was in favor of alternate two,' she said Tuesday.

Merrell told officials that under the best-case scenario state grants will provide \$12.23 million for the project, leaving a \$1.8 million shortfall.

However, if voters approve an initiative to repeal a new gas tax approved by the Legislature, ``the (funding) picture gets fuzzier,' Merrell said.

If that happens, one major source of money, the Freight Mobility Strategic Investment Board, will have to re-evaluate all projects not under construction while additional funds from a second agency, the Transportation Improvement Board, would probably be cut back, Merrell said. This could drive the shortfall up to \$5.43 million, he said.

Merrell said funding for the project was ``OK in the short term.' The possible shortfalls could affect later phases of the project, he said.

Hal Thomas, city of Walla Walla Public Works director, also said that funding projections are ``a moving target right now' because other funding sources could be obtained in the future.

Merrell said according to the draft cost sharing agreement, the county will be responsible for 56.3 percent of the project cost, the city of Walla Walla 30.5 percent and the city of College Place 13.2 percent.

During discussion, Walla Walla City Councilwoman Barbara Clark asked if any plans have been made to address impacts to Fort Walla Walla and its surrounding nature preserve if the project increases traffic noise levels.

``That should be in there as a contingency if (noise) becomes an issue,' she said.

While the project will have an impact, it's not clear at this time how much it will be, Merrell said. Walla Walla County Commission Chairman Greg Tompkins also said officials can't make a determination on impacts without first knowing how developments south of State Route 125 may affect traffic flow along Myra Road.

Walla Walla County Engineer David Eids said today that noise measurements are being done along the corridor to gather more information, which will be presented at the next joint agency meeting.

Ben Floyd, HDR public information officer, said the next steps will be sending out a newsletter to all residents in the area on the latest developments and holding another open house in September.

Project workers will also continue geotechnical explorations of property north of Electric Avenue and work on noise studies along the entire route, including the existing portion between Rose Street and State Route 125.

Other work will include site assessments along the route and preliminary design work and right of way acquisition.

The Seattle Times

seattletimes.com

Saturday, August 6, 2005 - 12:00 AM

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Woodinville awaits new villages

By Lara Bain

Seattle Times Eastside bureau

Woodinville's 18-year-old tourist district will see big changes in the coming year with two major projects scheduled to open or break ground, along with traffic improvements at the area's busy Hollywood intersection.

Plans to grow new businesses in the heart of the tourist district have been fermenting for the last decade, but at least two appear ready to take shape.

A collection of boutiques called Apple Farm Village is scheduled to open in September followed by the January groundbreaking of Woodinville Village just a block away.

Apple Farm Village

Owner Barbara Kelson confirms that signs reading "Coming Soon" posted on the edge of her Woodinville property do mean September.

After years of delay, the first set of boutiques are scheduled to open next month at Apple Farm Village, the cluster of old farmhouses located at the gateway to the tourist district at Northeast 145th Street and Highway 202. Tim Schriever, project engineer, was at the site last week wearing a tool belt around his waist.

"It's been a long process," he said. "I'm going to race around and get everything done now."

Public hearing

A public hearing on the Woodinville Village proposal will be held at 7:30 p.m. Monday at Woodinville City Hall, 17301 133rd Ave. N.E.

Apple Farm Village will be the first development of its kind in Woodinville, he said. Businesses will be privately owned — including a hobby shop, art gallery and specialty culinary store.

When fully built out, the village will have 44,000 square feet of retail and 23,000 square feet of restaurants, plus a bed and breakfast that may open in three years, Schriever said. The grounds will be landscaped with a central courtyard, brick walkways, flower gardens and a pond.

Four tenants have signed lease agreements, including The Kitchen Shoppe, Italian Country Antiques,



DEAN RUTZ / THE SEATTLE TIMES

After a decade of planning and construction, the main house of Apple Farm Village is scheduled to open in September. It has a wraparound porch and room for five or six small boutiques. Future plans include a bed and breakfast, restaurants and a pond.

Gretchen Scott Salon and Alliant Engineering. Retail spaces vary in size from 900 to 1,500 square feet.

The \$8 million project began 12 years ago when Kelson purchased a 3-acre plot of brambles adjacent to the Chevron gas station with hopes of turning it into a collection of shops and restaurants like Issaquah's Gilman Village. In 1995, she and Schriever transplanted a Craftsman-style house, circa 1910, from what is now a Molbak's parking lot to her property down the street. Two 1940s cottages followed two years later and construction began.

But all sawing and hammer ceased soon after Kelson learned that plans to build a roundabout at the clogged intersection had been bumped down on the city's priority list.

In order to open her business before the roundabout was built, she would have had to pay the full cost of installing it sooner — an estimated \$3 million. The houses sat untouched for seven years, further deteriorating, until the roundabout project moved back on the priority list and the city assumed the majority of the transportation costs.

Woodinville Village

A \$52 million development will break ground a block away down Northeast 145th in January. Kirkland-based MJR Development plans to build a wine-themed, European-style village on 18 acres of pasture land next to Instant Lawn Park.

MJR envisions a network of public plazas and cobblestone lanes connecting 220 condos, cheese shops, chocolatiers, tasting rooms, restaurants and five or six local wineries. Buildings will be three stories high, with retail shops at street level and condos above.

Shoppers and residents will be walking distance from Chateau Ste. Michelle and Columbia wineries, Red Hook Brewery and The Herbfarm restaurant.

Condos will be offered for sale beginning in October, with the first retail openings planned for fall 2006. Several wineries have already committed, including Woodinville Wine and Facelli Winery. "Our project is going to take these wineries that are scattered through Woodinville and bring them into the center of the city," said MJR founder Mike Raskin.

Last December, MJR overcame its biggest hurdle when the Woodinville City Council approved a zoning change to allow for residential housing to be built in the tourist district. Council approved the plan under a development agreement that gives the city some oversight and ability to guide the project.

"The village will increase our attraction as a visitor destination, which is the goal of the city," said Carl Smith, city planner.

The city will hold a public hearing on the proposal Monday.

Traffic roundabout

Already the second-worst congested area in the city, the intersection of Highway 202 and Northeast 145th will see some major changes soon. The Woodinville Village project alone is expected to add

600 to 700 daily trips to the intersection, according to MJR estimates.

Construction of a two-lane roundabout in the middle of the intersection, just below Hollywood Schoolhouse, will begin next spring and will be completed by the fall of 2006, if state funding is approved.

The city is applying for a grant from the state Transportation Improvement Board to cover a portion of the \$3 million cost of the project. Both Apple Farm Village and Woodinville Village will contribute to the cost through traffic-impact fees.

The roundabout system is critical to the success of both projects and should help bring additional tax revenue to the city, said Jim Katica, city finance director.

"Our goal is not to accommodate just one business, but to make it easier for citizens and visitors to get around," said Katica.

Lara Bain: 206-464-2112 or lbain@seattletimes.com

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BACK

SEND TO A FRIEND

FEEDBACK

Two down, three to go for Pacific

Aug 03 2005

By ERICA HALL
The Mirror

City officials and local dignitaries attended a ribbon-cutting ceremony yesterday to celebrate the completion of the second of five stages to widen and improve Pacific Highway South in Federal Way.

The project -- to add high-occupancy vehicle (HOV) lanes, turn-only lanes, curbs, gutters and sidewalks, as well as the controversial solid medians -- began several years ago, when the City Council approved the five-phase road improvements.

The solid median has generated considerable protest from business owners along Pacific, who have said the medians cut into their sales because they prevent potential customers from turning left into their businesses.

The medians also created some grumbling among drivers who weren't clear on who had the right-of-way and weren't prepared to have to backtrack to their destinations.

While some business owners along the highway are still angry about the medians, drivers at least appear to be getting used to the U-turns. As road crews finished Phase I (from South 312th to South 324th streets) last year, traffic engineers took sign proposals to the public to ensure new U-turn and HOV lane signs made sense. There was initial confusion and angry honking, but now that Phase 2 -- from South 324th Street to South 340th Street -- is finished, drivers seem to be getting better at negotiating the solid medians.

"It's a little bit of a learning process," Federal Way Police officer Ron Potts said.

While there wasn't an increase in collisions associated with people making U-turns, Potts said, there were several near-misses from drivers turning right at a red light who were unprepared for drivers with the right-of-way making U-turns into their lanes.

As it stands, those with a green left-turn arrow have the right-of-way to make a U-turn. Those waiting to turn right at a red light have to yield to U-turners.

"The city's educating drivers," Potts said. "Basically, people are getting used to medians."

Meanwhile, road crews are working on Phase 3, and city officials are pulling for state and federal grants to cover the costs of the project.

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For Phase 2, which cost \$16 million, the city received a \$6.8 million grant from the Federal Highway Administration, a \$5 million grant from the Transportation Improvement Board, and a \$1.2 million grant from the state.

Phase 3 -- from South 284th Street to State Route 509 -- includes adding HOV lanes and a second southbound left-turn lane at South 288th Street, and installing a raised median.

The city directed \$750,000 to the project last year, when it started, followed by another \$2.5 million this year. The city's six-year Transportation Improvement Plan (TIP) includes \$6.69 million in 2006 and \$6.26 million in 2007, for a project total of \$16.2 million.

Phase 4, which will see the installation of HOV lanes and raised medians from SR-509 to South 312th Street, is scheduled to begin in 2006. In the TIP, the council approved a \$550,000 allocation for that year, followed by \$2.8 million in 2007, \$6.75 in 2008 and \$5.4 million in 2009, for a project total of \$15.5 million.

Phase 5, the final part of the project, isn't on the city's TIP.

Staff writer Erica Hall: 925-5565, ehall@fedwaymirror.com

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TOWN OF FRIDAY HARBOR

Guard Street project moving forward

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posted 08/17/05

Walking from Friday Harbor to San Juan Library will be much easier in the future now that the town has been awarded \$1.2 million in grants. A \$500,000 grant from the state TIB funds and \$650,000 from the federal transportation bill and \$50,000 through the county's .08 fund will pay for the majority of the work. The town has saved up \$350,000 towards the project.

The town council directed town staff to apply for the TIB grant this year. The grant was for the Tucker Avenue to Marguerite section of Guard Street. The next section of the project - Marguerite to Park - would remain on the town's to-do list until funding could be found.

The funding came unexpectedly when U.S. Rep. Rick Larsen (D-2nd District) called and asked Town Administrator King Fitch about pending projects. The federal transportation bill passed in July 2005 contained \$650,000 for Friday Harbor.

Fitch told the town council at their August 4, 2005 meeting, the project would most likely be done in two phases. While there would be an economy of scale by doing both sections at the same time, he felt "to take out such a large stretch of an arterial may be too much. We have to work through that."

He also raised concerns about the requirements that must be met when using federal funds. "The devil is in the details," he said. "It has to be administered by state. San Juan County will be asked to serve as the administrator locally. It will complicate the process somewhat."

The town has been saving up for years for the match money for the Tucker to Marguerite section. "This \$650,000 (federal money) is for Marguerite to Park. We have no match for that. Are you as a council, prepared to go into debt for the difference?" he asked the council.

The engineering for the first section is underway. When it was first discussed several months ago, Councilmember Wally Gillette suggested both sections should be engineered at the same time. The decision was made to engineer the first section.

YAKIMA HERALD REPUBLIC Tue, August 23, 2005
A Daily Part of Your Life

PUBLISHED ON TUESDAY, AUGUST 23, 2005

Union Gap road extension costs increase

By LIA STEAKLEY
YAKIMA HERALD-REPUBLIC

UNION GAP— The city's plan to extend Valley Mall Boulevard is running short on time and money.

It will cost \$6 million more to complete the third phase of extending Valley Mall Boulevard to the airport, which could force city officials to scale back the project or complete it in phases, said Mike Pawlak, a project manager for Bucher, Willis & Ratliff Corp.

The project includes building out Valley Mall Boulevard from South Third to South 16th avenues, improving the intersection at South 16th and Washington avenues and extending South 10th Avenue to Ahtanum Road starting at Valley Mall Boulevard.

In 2003, the estimated cost for Phase III of the Valley Mall Boulevard extension was roughly \$12.7 million. But the price tag is closer to \$19 million now because of inflation, material spikes in fuel and steel and costly new environmental and stormwater requirements.

Union Gap has asked its project partners such as the city of Yakima and the Federal Aviation Administration for financial help, but the city came up empty handed.

"There has not been an abundance of money coming from our funding partners," said Pawlak. "Many of their projects are suffering from the same problem."

The only option might be to divide the project into three phases: extending Valley Mall Boulevard, improving the intersection of South 16th and Washington avenues and extending South 10th Avenue to Ahtanum Road.

If the project is completed in phases, then individual funding packages could allow each portion to be funded separately but under construction simultaneously.

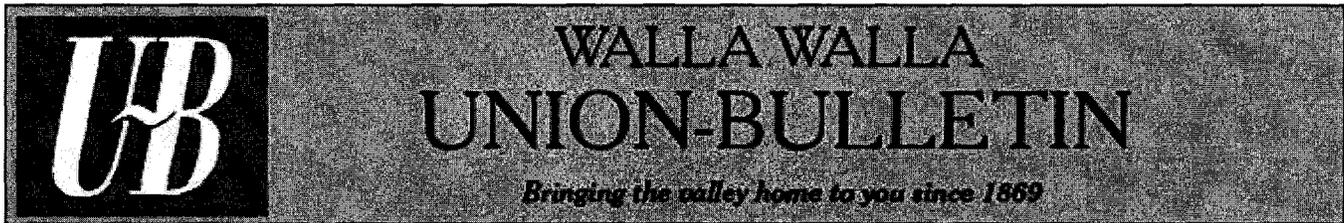
The city of Yakima expressed interest in trying to attain additional funding for the South 16th and Washington avenues intersection through the state Transportation Improvement Board, said Pawlak. In addition, he is pursuing federal Homeland Security funds because the road extends to the airport in Yakima.

The project must begin construction by March 2007 or Union Gap will lose a portion of its funding from a Federal Aviation Administration grant, said Pawlak, who is working to complete the project's environmental requirements.

Pawlak will meet with local and federal agencies in the coming weeks in hopes of persuading them to contribute more to the project. On Sept. 12, he will report back to the City Council on additional funding options, dividing the project into three phases or cutting the project down to the original \$12.5 million budget.

** Reporter Lia Steakley can be reached by phone at 577-7685, or by e-mail at lsteakley@yakima-herald.com.*

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Friday, October 07, 2005

Isaacs Avenue funding up in air

Without a \$2 million state grant, the city would need a long-term bond or LID to fund work.

By Kathy Korengel of the Union-Bulletin

Friday, October 07, 2005

How to find funding for Isaacs Avenue improvements is another piece of the budget puzzle the Walla Walla City Council will be putting together over the next few months.

Representatives of a group developing a plan to revitalize the Eastgate neighborhood updated the Council at its Wednesday work session.

Group member Dave Warkentin, who also is executive director of the Walla Walla Valley Chamber of Commerce, said the Eastgate revitalization group plans to present its final strategic plan to the Council about Nov. 11.

In addition, the group has given the city input on planned improvements to Isaacs Avenue between Wilbur Avenue and Tausick Way.

It is recommending the road be widened to five lanes with a raised median and turn lanes in the middle lane, Warkentin said.

Under the most recent plan, the city hopes to start the project in the spring.

But for now, what and when it will be built is a ``financial question,' said Walla Walla City Manager Duane Cole.

The answer depends partly on whether the city gets a \$2 million state grant. In November, the city will hear whether it receives the Transportation Improvement Board grant.

If the city doesn't receive the grant, Cole told the Council on Wednesday, other options to fund the \$4 million project include selling a \$2 million bond.

At a 5.5 percent interest rate, the city would have to set aside \$170,000 a year from the

general fund for 20 years to pay the bond back.

``That's a significant 20-year commitment,' Cole said. It also means the Council would have to look at cuts in the general fund in the 2006 budget.

Another option would be to reduce the size of the project, but the Eastgate revitalization group members have told the city they don't want that, Cole told the U-B.

Or, the city could wait and apply for a TIB grant again next year, delaying the work for a year.

Still another option would be to approach people in the neighborhood about forming a Local Improvement District. But, that takes time and likely could delay the project for years, Cole said.

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Highway roundabout money OK?

By Jessie Stensland

Oct 12 2005

The City of Oak Harbor is putting money behind plans for roundabouts, medians and a wider highway.

The City Council approved a \$302,000 contract last week with Everett-based consulting firm Perteet, Inc. It's for a pre-design study of Highway 20, from Swantown Avenue to Beeksma Drive.

The work will be funded with a \$156,000 grant from the Transportation Improvement Board and the rest comes from the city's arterial road fund.

Once the design work is complete, the city will be another step further in its plans to improve the highway in the congested section. The plans are complicated by the fact that the state Department of Transportation is responsible for highway improvements, but the state has very limited dollars to spend on non-safety-related projects.

"It will help us to get out of the starting blocks and maybe get around the first curve," said City Engineer Larry Benfield.

City Development Director Steve Powers added that completing pre-design work will help the city convince the DOT to stay involved in the corridor.

"Frankly, we are trying to keep the Department of Transportation interested in this project," he said.

Benfield said the pre-design work will incorporate concepts from a recently-completed corridor study of the stretch of highway from Swantown to Cabot Drive.

The corridor study was a joint project between the city and Department of Transportation. The city kicked in \$20,000 and the state matched with \$10,000 to do the study.

The study recommends that the section of the highway be improved to a four-lane section with medians and bike lanes. Also, it states that roundabouts should be considered at the three intersection on the highway - at Beeksma, Erie and Swantown.

The matter of the roundabouts caused a little confusion at the council meeting.

Councilman Paul Brewer said council should first decide whether or not they want roundabouts before the circular traffic features are designed.

Powers pointed out, however, that the city and DOT held a series of public open houses and council workshops to discuss the design, including roundabouts. The council then voted to approve the recommendation from the study, which included roundabouts.

"I'm not an engineer," Councilman Eric Gerber said, speaking to Powers. "If you guys tell me roundabouts are the way to go, I'm all for it."

In the end, the council passed the motion approving the contract. Brewer abstained.



The Herald - Everett, Wash. - www.HeraldNet.com

Published: Saturday, October 8, 2005

State Avenue project resumes

The first phase to widen the north end of State Avenue to five lanes will start in about six weeks.

By Cathy Logg
Herald Writer

MARYSVILLE - The Marysville City Council has awarded a \$6 million contract to Marshbank Construction of Lake Stevens, and work to widen a section of State Avenue is expected to begin in about six weeks.

The project is the first of three that eventually will make State Avenue five lanes wide to 152nd Street NE. The total cost is estimated at about \$30 million, though the city doesn't know yet where it will get money for the final phase.

The north end of State Avenue will be a construction zone for years, city project manager Pat Gruenhagen said.

While there will be some delays, most early work won't close current lanes but will be done on the west side of the road behind concrete barriers.

The first phase, from 116th to 136th Streets NE, will include an upgrade of the intersection of State Avenue and 116th Street, and will take about a year.

"There's going to be a ton of improvements to that intersection with this project," city engineer Kevin Nielsen said.

The city has applied for a state Transportation Improvement Board grant to improve the south side of 116th Street from just west of the railroad tracks to I-5. Developers of the Gateway Center shopping center will pay for improvements on the north side of that portion of 116th Street.

Improvement of 116th Street from State Avenue to I-5 is expected to cost about \$4 million. Work could begin soon if the state approves the grant.

"We've got our fingers crossed," Nielsen said. "It's a corridor that definitely needs to be improved."

Fixes at 116th Street and State Avenue also are overdue. Southbound semitrucks frequently have trouble turning from State to 116th and knock out railroad crossing warning lights every couple of months, Nielsen said. The city has to pay to replace them. The upgrade will include a pedestrian crossing and a battery backup for the railroad crossing signal.

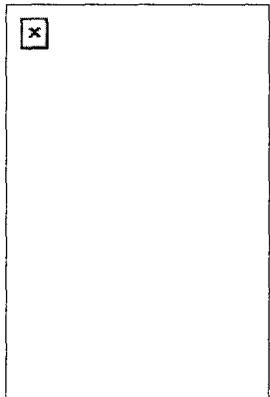
The project will widen State Avenue from two lanes to three along a 1.3-mile section and add curbs, gutters, sidewalks, storm sewers and a planting strip.

Two additional lanes on the east side will be added in the next phase, bringing the total estimated cost to \$7.7 million.

That phase includes \$2.5 million in state money and about \$400,000 in federal funding. The remainder will be paid by the city.

Marshbank, which also was the contractor on a \$6.4 million upgrade of State Avenue from First Street to Grove Avenue that was completed in August 2004, was chosen from among six bidders.

The second phase of the project, widening State Avenue from 136th Street NE to 152nd Street NE, will take about 1 1/2 years and is expected to cost about \$11 million, including about \$1 million in federal money and \$3.5 million in state funds.



The third phase will be to fix the State Avenue bottleneck where the road crosses Quilceda Creek just north of 100th Street NE, Nielsen said.

"The culvert has been settling slowly over the years," he said.

The city has tried for federal money, but officials say it should be replaced with a bridge and would be too short to qualify for regular federal bridge money, Nielsen said.

That portion of the road "definitely would be damaged if there's an earthquake," he said.

If the culvert fails, the approximately 10,000 cars that cross it daily would have to drive six miles to get around, he added.

Reporter Cathy Logg: 425-339-3437 or logg@heraldnet.com.

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Local Business News for Wednesday, Oct. 12, 2005

Gregoire attends groundbreaking near Port

Gov. Christine Gregoire today kicked off the first phase of a project on Pacific Highway East, between the Port of Tacoma Road and Alexander Avenue, that will increase trade capacity for the Port of Tacoma.

"We're here to make our economy healthier and our roads safer, and to recognize that we all have a stake in the health of our infrastructure," said Gregoire. "This project also shows the power of working together to improve our economic vitality."

The road will enhance safety on Pacific Highway East as well as the capacity for trade through more efficient transfer of goods from the Port of Tacoma to Interstate 5.

Partners in the project include the City of Fife, the Transportation Improvement Board, the Freight Mobility Strategic Investment Board, the Federal TEA-21 ST, and the Puyallup Tribe.

"We all have something to gain from an infrastructure that works, and something to lose if it doesn't," she said.

The next phase of the project will widen the southbound on-ramp to I-5 from one to two lanes. Once completed, the double left turn lanes on Pacific Highway will feed directly onto I-5.

The Port generates more than \$91 million in tax revenues and provides 43,000 jobs in Pierce County and 110,000 jobs statewide.

"In Washington state, one out of three jobs is dependent on trade," Gregoire said. "Our capacity for trade depends on the capacity of the infrastructure connecting our ports to the rest of the country."

"We are America's gateway to Asia, but unless we make overdue investments in our infrastructure, we will lose that distinction," she added. "We will lose jobs as well because our ports compete against ports in San Francisco, Los Angeles and British Columbia."

The governor recently announced that the Port of Seattle and the Port of Tacoma partnered for the Ports Initiative, a shared 20-year vision for keeping Washington's competitive advantage in trade.

<http://www.businessexaminer.com/home.htm>

*Tri-City Herald
Tulsa, Oct. 11, 2005*



PRESS RELEASE

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www.naco.org

FOR IMMEDIATE RELEASE
September 19, 2005

Contact: Jeremy Ratner 202-942-4220
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Benton County Commissioner Leo Bowman Appointed To Help Lead National Committee

WASHINGTON, D.C.—Benton County Commissioner Leo Bowman was appointed vice-chairperson of the National Association of Counties (NACo) Transportation Steering Committee. Newly elected NACo President and Umatilla County, Ore. Commissioner Bill Hansell appointed Bowman to the post at NACo's 2005 Annual Conference on July 20 in Honolulu, Hawaii.

The Transportation Steering Committee deals with all matters pertaining to comprehensive transportation planning; rights of way; highway finance and safety; public transit development and finance; airport development; railroads; waterways; research and development of new modes of transportation.

"Commissioner Bowman will be a strong advocate for counties on Capitol Hill," NACo Executive Director Larry Naake said.

The National Association of Counties (NACo) is a full-service organization that provides legislative, research, technical and public affairs assistance to county governments. Created in 1935, NACo continues to ensure that the nation's 3,066 counties are heard and understood in the White House and Congress.

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The Herald - Everett, Wash. - www.HeraldNet.com

Published: Friday, October 28, 2005

New way to bypass crowded highway

It took 14 years to secure funding and a design to extend Lundeen Park Way near Lake Stevens.

By Jeff Switzer
Herald Writer

Congestion on Highway 9 is expected to ease by about 3,000 cars a day once the county opens a new bypass west of Lake Stevens this afternoon

It took Snohomish County contractors 18 months to punch through Lundeen Park Way, to the tune of about \$12.5 million, with years of planning before that.

A housing boom in the area has clogged roads, said Steve Thomsen, county director of public works.

"There's been a tremendous amount of growth out there in the Frontier Village area, and it's been suffering for lack of a transportation network," he said. "All the neighborhoods and subdivisions that were built have had to rely on Highway 9 to get to and from the grocery stores."

Some neighbors feared the new 1.1-mile, 35-mph parkway would become a bypass for heavy trucks traveling between highways 9 and 204. Consequently, Lundeen Park Way was designed with curves and traffic signals, Thomsen said.

"We designed it so it wouldn't be an attractive shortcut," he said. "It's suitable for local trips, and the regional trips stay on 204 and 9. An errant truck will probably only try it once and go, 'This was a dumb idea.'"

County officials plan a ribbon-cutting from 2 to 2:30 p.m. today on a new bridge over a tributary to Weiser Creek. A caravan of cars will then cross the bridge.

The road was built primarily using county road funds - \$7.75 million - but also included \$2.74 million from developer fees and a \$1.99 million state grant.

The road network focusing on Lundeen Park Way, Market Place and improvements on Highway 204 cost \$18.8 million and took 14 years to build, Thomsen said.

About \$77 million in roadwork is planned in the next six years in the Lake Stevens urban growth area outside the city limits, Thomsen said.

Reporter Jeff Switzer: 425-339-3452 or jswitzer@heraldnet.com.

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Benton county commissioners approve Finley road extension

This story was published Tuesday, November 1st, 2005

By Elena Olmstead, Herald staff writer

Benton County Commissioners took the first step Monday in what will be the final section connecting Finley to Interstate 82.

The final piece of the puzzle is the extension of Piert Road.

Monday, commissioners approved, in a 2-1 vote, the route the new road will take between the intersection of the new road, currently called County Route 397, and the existing portion of Piert Road, north to Bowles Road.

The new portion of the road will cut through property owned by Agrium, the Port of Kennewick and Columbia Colstor.

Commissioner Max Benitz said he voted against the project because he doesn't think the county is in a financial position to pay for the work.

The county plans to borrow about \$3.25 million for the third phase of the road project and extending Piert Road, said Ross Dunfee, Benton County's public works director.

Commission Chairman Claude Oliver said they chose that route because it disrupts the fewest number of property owners.

Oliver said Piert Road is an important part of the project because it completes the transportation corridor the county has been trying to create in Finley.

Dunfee said the intertie and Piert Road will help businesses in the 1,000 acres of industrial property in Finley.

He said there already are barges and rail cars going in and out of the area daily, and the new road will make it easier for semi-trucks to access the area as well.

Last year, the county completed the first phase of the project, which extended County Route 397 from the interstate to Olympia Street.

The county is at work on the second phase of the project, extending County Route 397 to Finley Road.

Dunfee said contractors are creating a path for the second phase. He said 200,000 dump truck-loads of dirt will have to be moved for the 51/4-mile section of road.

The third phase is being tied in with the Piert Road project. Dunfee said the third phase includes rebuilding parts of existing roads. He said improvements will be made to about a half-mile of Finley Road, one mile of Riek Road and one mile of Piert Road.

Then the Piert Road project will begin, creating a new section of roadway that goes north to Bowles Road.

Dunfee said one reason the third phase of the intertie and the Piert Road project were combined was to make it easier to find funding to complete the transportation corridor.

The county is requesting \$4 million in state Transportation Improvement Board money to complete the third phase and Piert Road.

But it's not clear if the state board will have the money to pay for the project.

Dunfee said if Initiative 912, which repeals the gas tax, passes Nov. 8, the agency definitely won't have the funds.

Oliver said he wanted to approve the engineer's report on Piert Road quickly to show the state the project is important and moving forward.

Dunfee said the state is scheduled to make a funding decision Nov. 18.

If the money is approved, the county plans to go out for bids on the Piert Road project next spring. The cost of the 81½-mile intertie project, including improvements to the current roads, is estimated at \$17 million.

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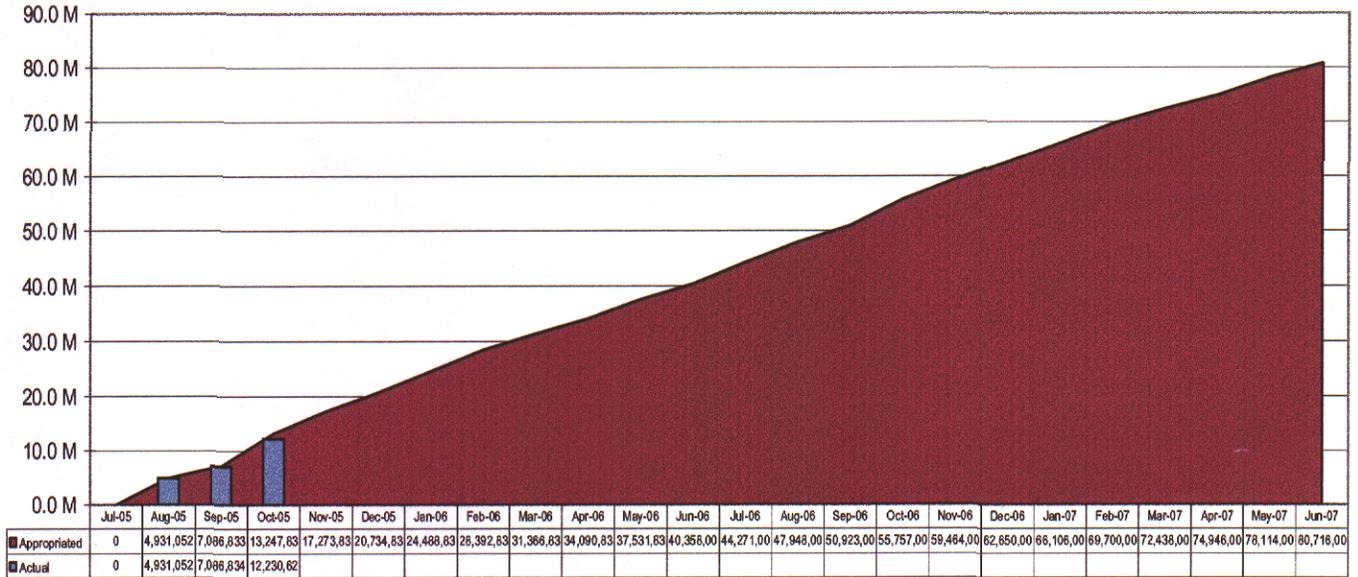
7-10:30 a.m. Sundays and holidays

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Washington State Transportation Improvement Board
Transportation Improvement Account (TIA)

2005-07 Transportation Improvement Account (TIA)
Urban Corridor Program
Appropriated vs. Actuals



Account	Expenditures	Appropriation	Appropriation Balance	Account Balance
Urban Corridor Program	12,230,626	80,716,000	68,485,374	
UCP Total	12,230,626	80,716,000	68,485,374	7,639,105

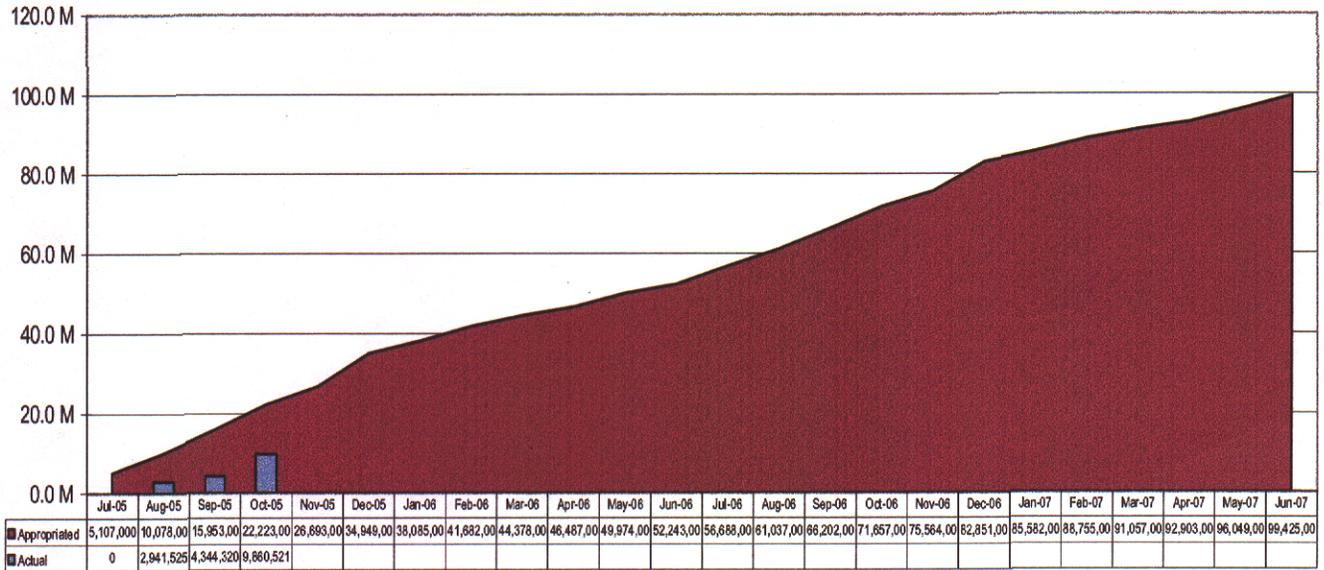
Notes:

- TIB's 2005-07 Capital Appropriation provided \$80,716,000 for the Transportation Improvement Account.
- New law revenue of \$5,000,000 is included in this appropriation, of which \$2,500,000 has already been deposited into the TIA account.
- TIA has \$14,143,000 remaining in bond authority.
- TIB's Capital Appropriation is managed using the accrual method of accounting.



Washington State Transportation Improvement Board
Urban Arterial Trust Account (UATA)

2005-07 Urban Arterial Trust Account (UATA)
Urban Arterial Program, Small City Arterial Program, Sidewalk Program, and Road
Transfer Program
Appropriated vs. Actuals



Program	Expenditures	Appropriation	Appropriation Balance	UATA Account Balance	Small City Pavement Account
Urban Arterial	6,321,940				
Small City Arterial	2,688,453				
Sidewalk Program	850,127				
Road Transfer	0				
TOTAL	9,860,520	99,425,000	89,564,480	15,568,939	1,006,250

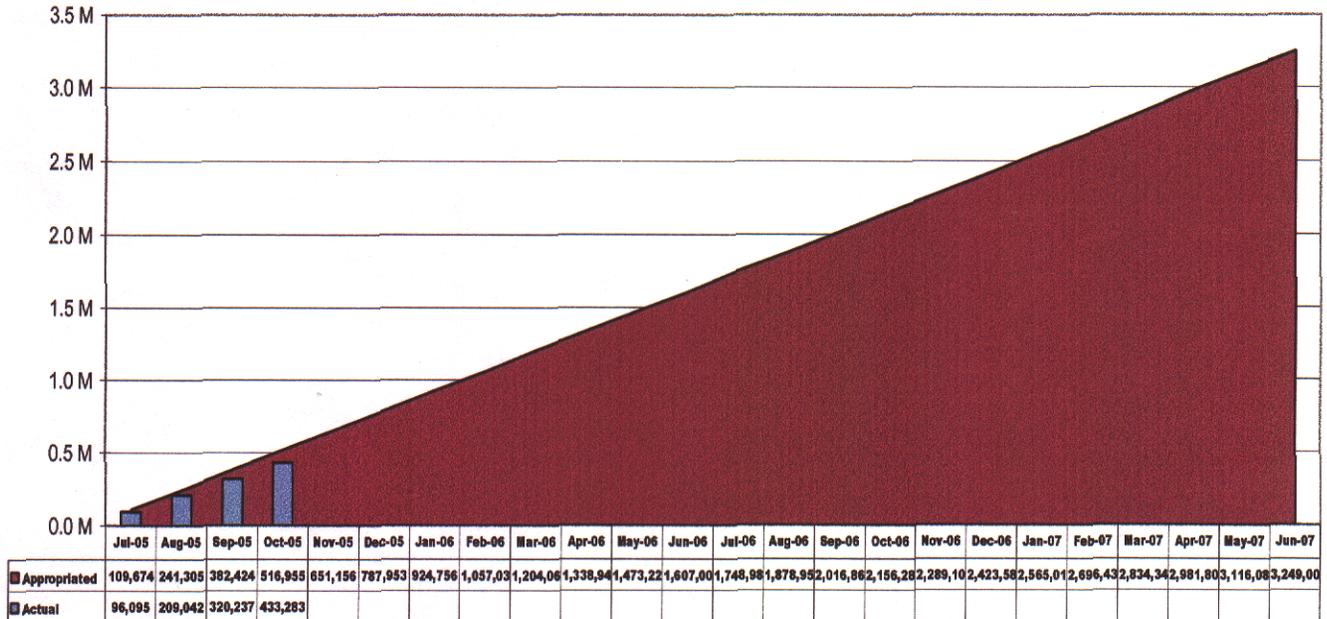
Notes:

- TIB's 2005-07 Capital Appropriation provided \$99,425,000 for the Urban Arterial Trust Account.
- New law revenue provided \$2,000,000 for the Small City Pavement and Sidewalk Account, of which TIB has received \$1,000,000.
- TIB's Capital Appropriation is managed using the accrual method of accounting.



Washington State Transportation Improvement Board Administrative Expenses

2005-07 Administrative Expenditures Appropriated vs. Actuals



Account	Expenditures	Appropriation	Appropriation Balance
UATA	216,642.10		
TIA	216,640.47		
Administration	433,282.57	3,249,000	2,815,717.43

Notes:

- TIB's 2005-07 Operating Appropriation provided expenditure authority for 15.9 FTE's.
- TIB's Operating Appropriation is managed using the accrual method of accounting.

A – Salary and Wages	287,435.64
B – Employee Benefits	63,495.95
C – Service Contracts	6,139.16
E – Goods and Services	54,916.20
<u>G – Travel</u>	<u>21,295.62</u>
Administration Total:	433,282.57



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 07/01/2005 to 10/31/2005

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
SCAP Program							
6-P-808(009)-1	BUCKLEY	Ryan Road	Design	DE	47,991	0	Director
6-P-801(103)-1	CARNATION	West Entwistle Sidewalks	Audit	CC AD	5,400	0	Director
6-W-979(004)-1	CATHLAMET	Division & River Streets	Bid Award	BA	603,562	125,000	Director
6-E-848(B04)-1	CHELAN	Chelan River Bridge Study	Audit	CC FV AD	12,309	-7,691	Director
6-W-191(105)-1	COSMOPOLIS	Downtown Corridor Improvement Phase 2	Design	DE	10,925	0	Director
6-W-827(106)-1	COUPEVILLE	Broadway Pedestrian Path	Bid Award	CN BA	12,442	3,153	Director
6-E-869(002)-1	CRESTON	Creston Avenue N & Foster Street	Bid Award	BA	477,955	3,335	Director
6-E-870(008)-1	DAVENPORT	Fifth Street	Bid Award	BA	435,424	24,424	Director
6-W-825(002)-1	FORKS	Calawah Way	Design	DE	56,803	0	Director
6-E-843(004)-1	LIND	SR 21	Bid Award	BA	529,398	29,398	Director
6-E-891(N04)-1	METALINE FALLS	4th and 5th Newstreets Overlay	Construction	DE CN	145,000	0	Director
6-W-957(004)-1	MONTESANO	Main Street	Design	DE	55,672	0	Director
6-W-961(N02)-1	MORTON	Adams Street	Bid Award	DE CN BA	71,450	-163,550	Director
6-W-962(003)-1	MOSSYROCK	State Street - Phase 1	Bid Award	BA	596,468	96,468	Director
6-P-804(102)-1	NORTH BEND	Tanner Trail	Audit	CC FV AD	25,275	-2,817	Director
6-W-973(B04)-1	NORTH BONNEVILLE	Greenleaf Creek Bridge	Audit	CC FV AD	14,431	-2,669	Director
6-E-872(101)-1	ODESSA	Alder Street/SR 21 Realignment	Audit	CC AD	130,293	16,200	Director
6-P-813(007)-1	ORTING	Calistoga Street E	Design	DE	40,425	0	Director
6-E-929(002)-1	POMEROY	Columbia Street	Bid Award	CN BA	577,872	77,872	Director
6-E-873(003)-1	REARDAN	Cedar Street/Spokane Street/Aspen Street	Construction	CN	408,900	0	Director
6-E-873(104)-1	REARDAN	Oak Street/Spokane Street	Construction	CN	41,150	5,375	Director
6-E-855(N02)-1	REPUBLIC	Citywide Arterial Overlay	Audit	FV	476,473	0	Director
6-E-906(003)-2	SPRINGDALE	W Shaffer/N 2nd/Main St (SR 231)	Bid Award	BA	125,233	0	Director
6-W-974(103)-1	STEVENSON	SR 14/2nd Street Couplet	Audit	CC FV AD	181,013	17,167	Director
6-W-968(005)-1	WINLOCK	SE First Street	Design	DE	42,018	0	Director
6-W-978(007)-1	YELM	103rd Street	Bid Award	CN BA	492,500	0	Director



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 07/01/2005 to 10/31/2005

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
SP Program							
P-W-830(P01)-1	BAINBRIDGE ISLAND	Madison Avenue/New Brooklyn Road	Contract Completion	CC	150,000	0	Director
P-P-800(P01)-1	BLACK DIAMOND	Baker St/Morgan St	Bid Award	BA	125,000	25,000	Director
P-P-800(P02)-1	BLACK DIAMOND	Morgan Street	Bid Award	BA	101,141	1,141	Director
P-P-144(P02)-1	BRIER	Old Poplar Way	Audit	CC FV AD	126,000	0	Director
P-W-191(P05)-1	COSMOPOLIS	Second Street	Bid Award	BA	50,823	-4,297	Director
P-W-191(P06)-1	COSMOPOLIS	J Street	Bid Award	BA	51,125	-14,397	Director
P-E-878(P04)-1	COULLEE DAM	Columbia Avenue	Bid Award	BA	142,899	53,314	Director
P-E-878(P05)-1	COULLEE DAM	Douglas Avenue	Bid Award	BA	68,227	-10,823	Director
P-P-138(P03)-1	EVERETT	100th Street SW	Construction	DE CN	75,735	0	Director
P-W-825(P03)-1	FORKS	Spartan Avenue	Construction	DE CN	100,000	0	Director
P-E-911(P01)-1	GARFIELD	Central Business District Sidewalks	Audit	CC FV AD	110,431	0	Director
P-P-127(P02)-1	GIG HARBOR	Rosedale Street	Construction	DE CN	97,200	0	Director
P-E-935(P05)-1	GOLDENDALE	South Columbus Avenue	Bid Award	BA	92,810	-7,190	Director
P-E-183(P01)-1	GRANDVIEW	Multiple Arterial Street Intersections	Bid Award	BA	92,648	-3,352	Director
P-W-969(P03)-1	ILWACO	Brumbach Street	Construction	DE CN	100,000	0	Director
P-P-118(P01)-1	LAKE FOREST PARK	Brookside Blvd and SR 522	Withdrawn	WD	0	-32,461	Director
P-P-199(P04)-1	LAKEWOOD	Lakewood Dr SW (East Side)	Bid Award	BA	150,000	0	Director
P-P-199(P05)-1	LAKEWOOD	Lakewood Dr SW (West Side)	Bid Award	BA	136,850	-13,150	Director
P-W-956(P05)-1	MCCLEARY	Third Street	Construction	DE CN	10,725	0	Director
P-E-928(P02)-1	MESA	May Avenue	Audit	CC FV AD	75,375	7,175	Director
P-P-804(P06)-1	NORTH BEND	Downing Avenue North	Contract Completion	BA CC	94,867	-5,133	Director
P-W-150(P01)-1	PORT ANGELES	Park Avenue	Bid Award	DE CN BA	141,500	0	Director
P-W-151(P02)-1	PORT TOWNSEND	Discovery Road	Construction	DE CN	89,000	0	Director
P-P-102(P01)-1	RENTON	Benson Road S	Bid Award	BA	53,949	-96,051	Director
P-E-865(P03)-1	SOAP LAKE	Canna St and Various Intersections	Audit	CC FV AD	90,670	-210	Director
Total SCAP Change					221,665		



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 07/01/2005 to 10/31/2005

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
P-E-945(P01)-1	TIETON	Maple Street, Wisconsin Avenue, Elm Street, Tieton Avenue	Bid Award	BA	83,365	4,315	Director
P-E-875(P03)-1	WILBUR	Main Street	Bid Award	BA	95,110	-4,890	Director
Total SP Change						120,656	
UAP Program							
8-2-154(011)-1	ANACORTES	H Ave	Audit	CC FV AD	712,680	0	Director
8-1-110(004)-1	DES MOINES	216th St Intersection	Bid Award	BA	322,722	0	Director
8-1-113(005)-1	FEDERAL WAY	Pac Hwy S HOV Lanes Stage II (Construction Only)	Contract Completion	CC	2,542,287	39,272	Director
8-1-134(011)-1	FIFE	Pacific Highway East	Bid Award	CN BA	1,540,586	0	Director
8-1-017(061)-1	KING COUNTY	140th Avenue SE	Audit	CC FV AD	4,501,382	-198,618	Director
8-4-019(001)-1	KITTITAS COUNTY	Airport Industrial Rd/Bowers Rd	Audit	CC FV AD	132,390	0	Director
8-1-199(004)-1	LAKEWOOD	Stellacoom Blvd/Gravelly Lk Dr/Lakewood	Audit	CC FV AD	1,476,800	0	Director
8-1-143(004)-1	MARYSVILLE	State Avenue	Bid Award	CN BA	2,500,000	185,600	Director
8-1-132(003)-1	MILTON	Milton Way	Design	DE	367,031	0	Director
8-5-195(015)-1	OLYMPIA	Harrison Avenue	Design	DE	174,395	0	Director
8-1-027(063)-1	PIERCE COUNTY	112th Street E	Design	DE	2,051,700	0	Director
8-1-129(016)-1	PUYALLUP	9th Street SW	Design	DE	861,886	0	Director
8-1-107(021)-1	REDMOND	Union Hill Road	Design	DE	768,298	0	Director
8-1-101(151)-1	SEATTLE	Bridge Way N and Fremont Circulation	Bid Award	BA	2,044,000	142,343	Director
8-3-032(052)-1	SPOKANE COUNTY	Sprague Avenue	Audit	CC FV AD	1,910,735	-294,910	Director
8-3-032(055)-1	SPOKANE COUNTY	Sullivan Road	Audit	CC FV AD	1,766,938	-285,870	Director
8-3-032(056)-1	SPOKANE COUNTY	University Road	Audit	CC AD	1,504,800	0	Director
8-3-032(057)-1	SPOKANE COUNTY	16th Avenue	Audit	CC FV AD	1,242,679	0	Director
8-3-032(057)-2	SPOKANE COUNTY	16th Avenue	Audit	CC AD	736,152	0	Director
8-3-160(022)-1	WENATCHEE	Columbia Street	Bid Award	CN BA	764,203	67,103	Director
Total UAP Change						-345,080	



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 07/01/2005 to 10/31/2005

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
UCP Program							
9-W-948(002)-1	BATTLE GROUND	SR 502	Contract Completion	CC	3,340,009	0	Director
9-P-125(001)-1	BURIEN	Maplewild Avenue SW	Contract Completion	CC	302,255	-81,281	Director
9-W-006(023)-1	CLARK COUNTY	I-5/Salmon Creek Interchange Project	Design	DE	4,370,000	0	Director
9-P-113(004)-3	DES MOINES	Pacific Highway South (SR-99) Redevelopment	Contract Completion	CC	4,855,947	331,489	Director
9-E-009(002)-1	DOUGLAS COUNTY	Badger Mountain Road	Construction	CN	1,900,000	0	Director
9-P-138(011)-1	EVERETT	California Street Overcrossing	Contract Completion	CC	3,350,741	-713,356	Director
9-P-108(004)-1	ISSAQUAH	Sunset Interchange on I-90	Audit	CC FV AD	4,999,972	-28	Director
9-W-018(001)-1	KITSAP COUNTY	SR 3 - SR 303 (Waaga Way) Interchange	Bid Award	CN	2,482,280	0	Director
9-P-112(002)-1	NORMANDY PARK	First Avenue South Enhancement	Audit	CC FV AD	1,337,896	0	Director
9-P-112(002)-4	NORMANDY PARK	The Highline Corridor Emergency Relief	Audit	CC FV AD	472,049	0	Director
9-E-174(003)-1	PASCO	Ainsworth Railroad Crossing (Construction Only)	Construction	CN	1,000,000	0	Director
9-P-027(016)-1	PIERCE COUNTY	Pacific Avenue South (SR 7)	Bid Award	BA	3,360,064	198,454	Director
9-W-158(002)-2	POULSBO	SR 305	Bid Award	CN BA	220,000	0	Director
9-P-107(008)-1	REDMOND	Redmond Overlake Traffic Signal & Transit Priority	Bid Award	CN BA	329,175	-44,825	Director
9-P-107(009)-1	REDMOND	Redmond Way (SR 202)	Audit	CC FV AD	362,000	0	Director
9-P-102(012)-1	RENTON	Maple Valley Hwy (SR 169)	Design	DE	240,000	0	Director
9-P-031(004)-4	SNOHOMISH COUNTY	Airport Rd/128th St/132nd St (SR 96)	Bid Award	CN BA	362,000	0	Director
9-P-031(015)-1	SNOHOMISH COUNTY	20th St SE	Design	DE	743,155	0	Director
9-E-032(014)-1	SPOKANE COUNTY	Country Vista Road	Audit	CC FV AD	1,049,990	-218,033	Director
9-P-128(017)-1	TACOMA	D Street Overpass	Construction	CN	5,184,200	0	Director
9-E-181(003)-1	UNION GAP	Ahtanum Road	Bid Award	BA	1,247,061	-33,939	Director
9-E-039(007)-1	YAKIMA	Washington Avenue	Bid Award	BA	1,831,257	238,860	Director
Total UCP Change						-322,659	



Washington State Transportation Improvement Board
Project Activity Report

Reporting Period
 From 07/01/2005 to 10/31/2005

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
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Total Change -547,082

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

Scope Change Request Staff Review Transportation Partnership Program (TPP)

Board Meeting Date: November 18, 2005

REGION	Puget Sound	FUNDING YEAR	FY 2004
LEAD AGENCY	City of Woodinville	PROPOSED BID AWARD	9/1/2006
PROJECT NUMBER	9-P-198(006)-1	PROJECT LENGTH	0.04 miles
PROJECT NAME	131st Ave NE (SR 202)	AADT	33,550
	NE 177th Place to NE 175th St	FUNCT CLASS	Minor
		VE STUDY	Complete
CURRENT PHASE	Design Phase approved February 28, 2003		

Phase	TIB Funds	Local Funds	Total Cost
DESIGN	Funds to be approved for Design	754,000	250,000
	Funds to be approved for Right of Way	29,000	139,000
CONSTRUCTION	Funds estimated for Construction	<u>3,843,000</u>	<u>1,918,000</u>
TOTAL		4,626,000	6,933,000
NONELIGIBLE COST 0		TIB REIMBURSEMENT RATIO 66.7%	

LOCAL MATCH	WOODINVILLE \$1,907,000; WSDOT \$100,000; Federal Funds \$300,000 for a total of \$2,307,000																
EXISTING FACILITIES	The existing roadway has four travel lanes passing under a railroad crossing, which causes a bottleneck. The center pier separates the travel lanes and will not allow any additional space for needed turn lanes and storage capacity.																
ORIGINAL SCOPE	This project will reconstruct the existing railroad trestle to allow the roadway to be widened. Other improvements include curb, gutter, sidewalk, reconfiguration of the NE 177 th Street and NE 175 th Street intersction to add turn lanes, modify traffic signals, and provide a landscaped gateway to the city of Woodinville.																
DISCUSSION	<p>The city requests a scope change to make safety and capacity improvements at the intersection of SR-202 and NE 175th and add an eastbound lane on NE 175th Street from SR-202 at 133rd Ave NE.</p> <p>The scope change results in an \$800,000 decrease in TPP Funds as shown in the table below.</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th style="width: 20%;">Phase</th> <th style="width: 15%;">TIB Funds</th> <th style="width: 15%;">Local Funds</th> <th style="width: 50%;">Total Cost</th> </tr> </thead> <tbody> <tr> <td>Project Selection</td> <td style="text-align: right;">4,626,000 66.7%</td> <td style="text-align: right;">2,307,000 33.3%</td> <td style="text-align: right;">6,933,000</td> </tr> <tr> <td>Scope Change</td> <td style="text-align: right;"><u>3,826,000 66.7%</u></td> <td style="text-align: right;"><u>1,910,000 33.3%</u></td> <td style="text-align: right;"><u>5,736,132</u></td> </tr> <tr> <td>Change</td> <td style="text-align: right;">-800,000 17.2% Decrease</td> <td style="text-align: right;">-396,868 17.2% Decrease</td> <td style="text-align: right;">-1,196,868 17.2% Decrease</td> </tr> </tbody> </table>	Phase	TIB Funds	Local Funds	Total Cost	Project Selection	4,626,000 66.7%	2,307,000 33.3%	6,933,000	Scope Change	<u>3,826,000 66.7%</u>	<u>1,910,000 33.3%</u>	<u>5,736,132</u>	Change	-800,000 17.2% Decrease	-396,868 17.2% Decrease	-1,196,868 17.2% Decrease
Phase	TIB Funds	Local Funds	Total Cost														
Project Selection	4,626,000 66.7%	2,307,000 33.3%	6,933,000														
Scope Change	<u>3,826,000 66.7%</u>	<u>1,910,000 33.3%</u>	<u>5,736,132</u>														
Change	-800,000 17.2% Decrease	-396,868 17.2% Decrease	-1,196,868 17.2% Decrease														
PROJECT RATING	Original Scope Rating 67 Revised Scope Rating 70 Revised Scope Rating within Priority Array Funding Level Yes																
PROJECT HISTORY	This project was originally selected November 22, 2002. The city is designing improvements and working with BNSF to gain approval to replace the existing trestle.																

- Costs to replace the BNSF Trestle have increased by \$2.3 million due to additional railroad requirements. Since the trestle already exists, BNSF will not participate in the replacement cost. This increases the cost of the project from \$6.9 to \$9.2 million.
- King County is currently in the process of negotiating with BNSF to purchase the corridor. It is estimated these negotiations will take 3 to 5 years to complete. If successful, the trestle could be removed or replaced with a more cost effective structure.

DISCUSSION

Justification for the change in project scope is detailed below:

- The proposed scope change will gain greater levels of congestion relief and safety improvements at the SR-202 / NE 175th Street intersection than the original project at a lower project cost.
- The city's recent property purchase of the parcel at the southeast corner of the SR-202 / NE 175th Street intersection allows the extension of NE 175th Street east to 133rd Avenue. This eliminates a severe weaving problem at the intersection and improves access to the downtown core and newly constructed city hall campus. The right of way cost is bore by the city and not included in the project cost.
- By implementing the proposed changes, the project would be completed within the original schedule and under budget.

**STAFF
RECOMMENDATION**

Staff recommends approval of the scope change as presented.

BOARD ACTION

- Motion to approve a scope change to makes safety and capacity improvements at the intersection of SR-202 and NE 175th and the eastbound lane on NE 175th Street from SR-202 at 133rd Ave NE.

1 November 2005

Stevan Gorcester
Executive Director
Transportation Improvement Board
P.O.Box 40901
Olympia, WA 98504-0901

RECEIVED

NOV 02 2005

TIB

Subject: BNRP Trestle Replacement – Revised Scope



*"Citizens, business and local government;
a community commitment to our future."*

Dear Mr. Gorcester:

The City of Woodinville is requesting that the TIB approve a revision of the scope of the BNRP Trestle Replacement project and the continued use of grant dollars at the current match percentage.

The City has made efforts to complete the project design, with construction expected to begin in late 2005 and completion by 2007. During coordination efforts with BNSF, within the past few months, the City has learned of policy changes by BNSF that have caused significant cost increases in the project. These cost increases, combined with construction market inflation factors, have caused a total project cost increase of \$2.3 million dollars.

Another factor that came into consideration this spring was King County's announcement of negotiations with BNSF for the possible acquisition of the railroad right-of-way. While it cannot be determined what the final outcome will be, it has raised the question as to whether spending the additional \$2.3 million dollars at this time is the best investment of public funds.

Facing a 33% project cost increase and King County's action, the City has decided to re-examine the project and explore other alternatives. This effort has resulted in a project alternative that will achieve a similar level of service at a lower cost and without the need to replace the trestle. This alternative was made possible by the City's purchase of additional right-of-way in the spring of 2005. The alternative is described in the attachment.

With the implementation of this alternative, construction is expected to take place within the original schedule. Considering the lower costs associated with the new alternative, the City estimates that the revised scope will return over \$800,000 to the TIB. A breakdown of the cost from the original, current, and the proposed project is included in a table at the end of Attachment A.

Using the revised scope, the project will be performed on schedule, meet the original levels of service, and prove less costly than the original scope. The City is committed to the BNRP project and has made expenditures to date of nearly \$5.7 million. We are eager to complete the leg of the corridor and hope that TIB will support our efforts by approving this request.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mick Monken', written over a horizontal line.

Mick Monken, P.E.
Director of Public Works

ATTACHMENT A

BNRP – North Corridor Scope Revision Background

RECEIVED

NOV 02 2005

TIB

Original Project Scope

The project was broken into two key elements: north leg and south leg/ trestle replacement. These included:

- North leg – widening a five lane section to add an additional northbound through lane and an additional southbound left turn lane, signal modifications improvements at Little Bear Creek Parkway (NE 177th) intersections, and pedestrian improvements.
- South leg – removal of the center supported trestle and replacement with a wider free span trestle, widening of the five lane section of SR 202 with an additional north bound through lane and a south bound right turn pocket, signal modifications improvements for the south bound approach at NE 175th intersection, and pedestrian improvements.

This is shown on Attachment B.

Revised Project Scope

This revised scope is also broken into two key elements: north leg and south leg. This includes:

- North leg – same as original project scope.
- South leg – widening of the five lane section of SR 202 on the south side of the trestle to include an additional southbound left turn lane and a southbound right turn pocket, widening of a 4 lane section of NE 175th Street west approach to include an additional receiving/through lane, signal modifications improvements for all legs, and pedestrian improvements. The trestle would remain.

This is shown on Attachment C.

Completed BNRP Improvements

The City has completed, or will have completed in 2005, the following construction improvements directly associated with the BNRP project. Included is the investments made to date with TIB contributions shown.

- Little Bear Creek Intersection (\$1.5 million local funds) – improvement the east and west intersection approaches, provide additional eastbound receiving lane, new traffic signal, and pedestrian improvements. **Completed 2003.**

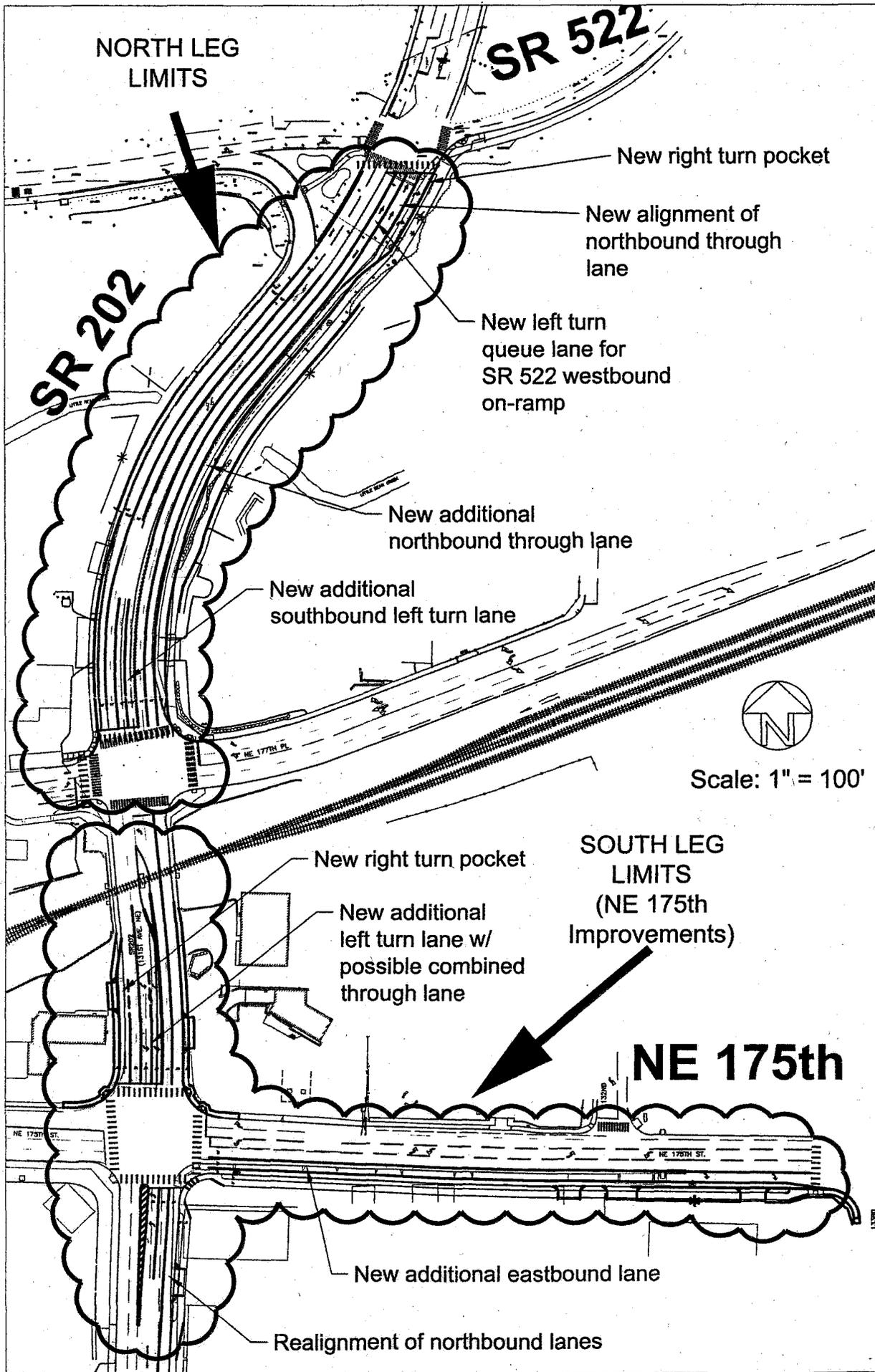
- NE 175th Street Westbound Right Turn Lane (\$0.3 million local funds) – full block widening to provide for an additional right turn lane. **Completed 2004.**
- Transit Flyer Stops (\$0.7 million Sound Transit and local funds) – flyer stop improvements to both SR 522 ramp sets, transit turn movement enhancements, and pedestrian improvements. **Nov 2005 completion.**
- North Wall (\$0.6 million - \$0.4m TIB & \$0.2m local funds) – installation of a retaining wall and fill for construction improvements of the north leg section widening. **Nov 2005 completion.**
- NE 175th Right of Way Purchase (\$3.0 million local funds) – purchase of private property. This right of way purchase is what has made the made the proposed revised BNRP scope possible. **Completed 2005.**

Project Cost Breakdown

The following table is a comparison of the original cost estimate (as submitted to TIB), the current estimate showing the recent project cost increases, and the proposed revised scoped project.

Improvement	Original	Current	Proposed
Trestle	3.2	5.5	0.6
North Leg	1.9	1.9	1.9
South Leg	0.8	0.8	0.8
177th Street	0.3	0.3	0.3
175th Street	0.7	0.7	0.9
East Leg	0	0	1.2
Total Cost	6.9	9.2	5.7
Original Grant	4.6	4.6	4.6
TIB Funds @ 66.7%	4.6	6.1	3.8
Change in TIB Funds	0	1.5	-0.8

v:\Projects\Active Projects\BNRP - Trestle Replacement RO-27A (03-0101)\Study\Trestle Analysis Drawings\BNRP Analysis Plan Sheet.dwg, 10/18/2005 4:46:08 PM, HP LaserJet 5000 Series PS





State of Washington

Transportation Improvement Board

Small City Pavement Preservation Program

November 17, 2005

BACKGROUND

During the 2005 legislative session, Substitute Senate Bill 5775 created the Small City Preservation and Sidewalk Program. The Transportation Improvement Board is responsible for administration of this program. The legislation provided a \$2,000,000 biennial appropriation to assist those cities and towns with populations less than five thousand with maintenance, repair, and resurfacing of their arterial and local access streets and sidewalks. Since creation of the program, TIB staff is working to create guidelines and policies to effectively implement and manage the program.

STATUS

In June 2005, TIB contracted with Paul Sachs to provide training to TIB staff on pavement preservation treatments and management of street systems. While employed by the Washington State Department of Transportation, Mr. Sachs developed the StreetWise Pavement Management System. StreetWise provides a method for small cities to rate pavement and manage their street maintenance.

In August 2005, the TIB Executive Director conducted customer focus groups with small cities on both sides of the state to discuss the proposed program.

During the summer of 2005, all five TIB project engineers worked to complete data collection of small city street systems. This effort required 110 days and over 23,000 miles of travel to complete the inventory.

TIB staff, in consultation with Mr. Sachs, developed criteria for the Pavement Preservation Program (PPP). Draft criteria evaluate pavement condition, roadway width, roadway loading, sidewalk maintenance and economy of scale. (See attached draft criteria).

On October 13, 2005, all small cities received the draft criteria for review and comment. The review period ended on November 10, 2005 in conjunction with the close of the Infrastructure Assistance Coordinating Council (IACC) Conference. The results are generally very positive although some agencies would like less emphasis on arterial streets.

IMPLEMENTATION SCHEDULE

June 2005	Contract with pavement management consultant
July – October 2005	TIB Project Engineers complete small city street inventory
November 8, 2005	IACC Small City pavement management training
November 18, 2005	TIB announces call for Small City Pavement Preservation Program applications.
December 1, 2005	Applications mailed to small cities
January 4, 2006	Applications due to TIB
January 27, 2006	Board selects Pavement Preservation projects
Summer 2006	Pavement Preservation projects begin

STAFF RECOMMENDATION

Staff recommends that the Board adopt the Small City Pavement Preservation Program (SCPPP) criteria and authorize the size and call schedule as presented by the staff.

BOARD ACTION

Motion to:

1. Approve the FY 2007 SCPPP program criteria
2. Authorize the Small City Pavement Preservation Program call of \$1 million for FY 2007

Small City

Pavement Preservation Program Criteria

THRESHOLD REQUIREMENTS

- Street is NOT a State Highway
- Street is Public Street on City-owned Right of Way
- Utility Impact (Threshold for Overlays Only)
 - No Utilities or No Impact to Utilities
 - Sufficient Material & Age to outlast treatment life

PAVEMENT CONDITION RATING (50 Max)

Seal Coats (Chip Seal, Slurry Seal)	85 - 70
	69 - 50
Asphalt Overlay (1" or 2")	69 - 40
	39 - 30
	29 - 20

ROADWAY WIDTH (5 Max)

1 point deduct for each foot different (+/-) from LAG City/County Standards

ROADWAY LOADING (20 max)

- Heavy Vehicle Usage
 - Bus, Truck or Recreational Vehicle Trips
- Trip Generators
 - Primary or Secondary Route to Industrial, Commercial or Agricultural Sites, Institutions, Recreational or Tourism Areas

SIDEWALK MAINTENANCE (10 max)

- Compliant Sidewalk & Ramps
- No Sidewalk or Ramps Required
- Compliant Sidewalk with Substandard Ramps
- Compliant Sidewalk with No Ramps
- Partial Sidewalk Required
- New Sidewalk Required

TIB Arterial	Local Access
10-35 pts	20-50 pts
N/A	49-30 pts
21-50 pts	5-34 pts
49-32 pts	35-21 pts
31-15 pts	20-4 pts
0-15 pts	0-15 pts
0-10 pts	0-10 pts
10 pts	10 pts
10 pts	10 pts
3 - 8 pts	3 - 8 pts
3 pts	3 pts
3 - 8 pts	3 - 8 pts
0	0

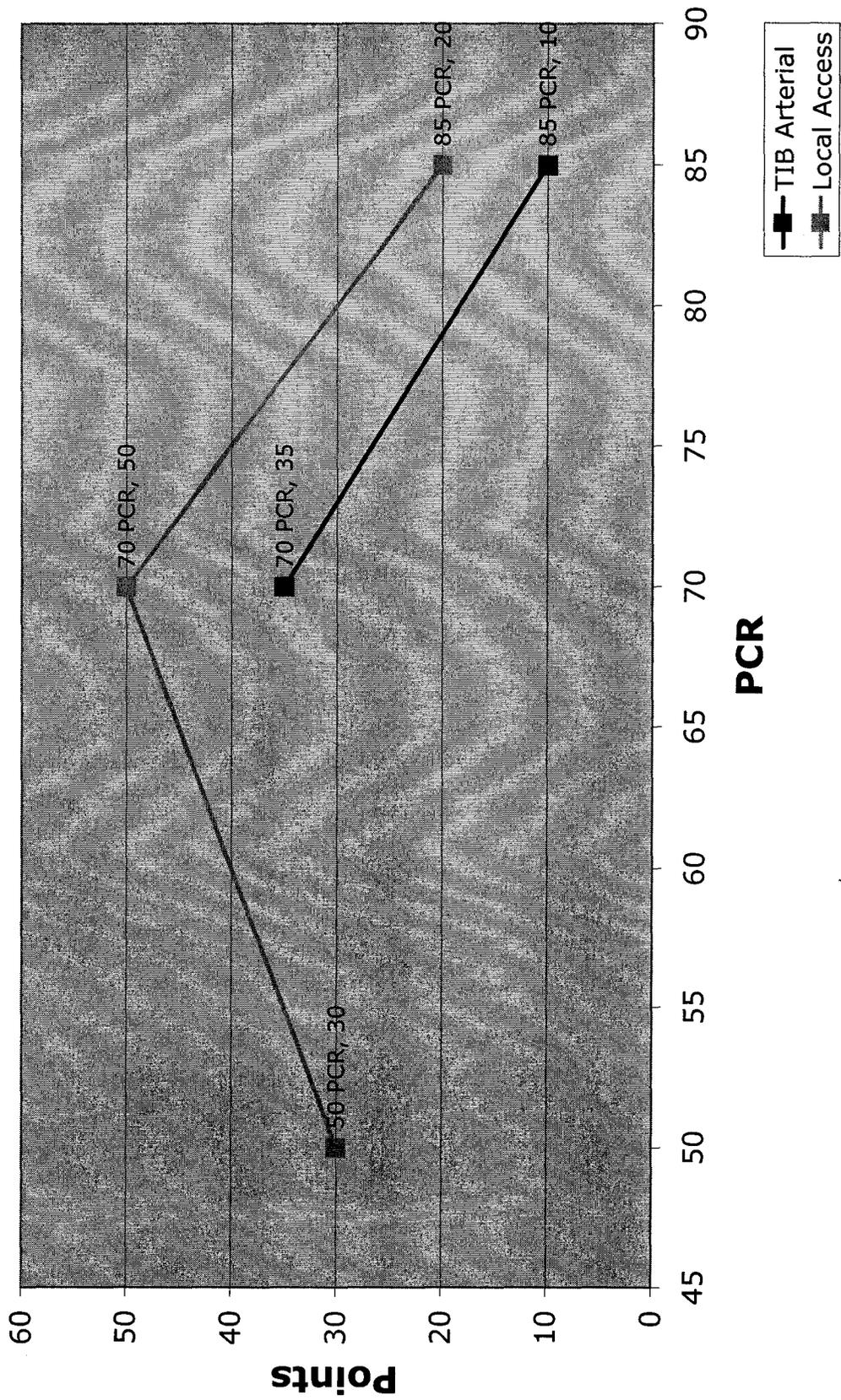
ECONOMY OF SCALE (15 Max)

Commitment Letter from Provider	15 pts	15 pts
Documented Contact with Provider - NO Commitment Letter	5-12 pts	5-12 pts
Contacted with Provider - NO response to date	5 pts	5 pts

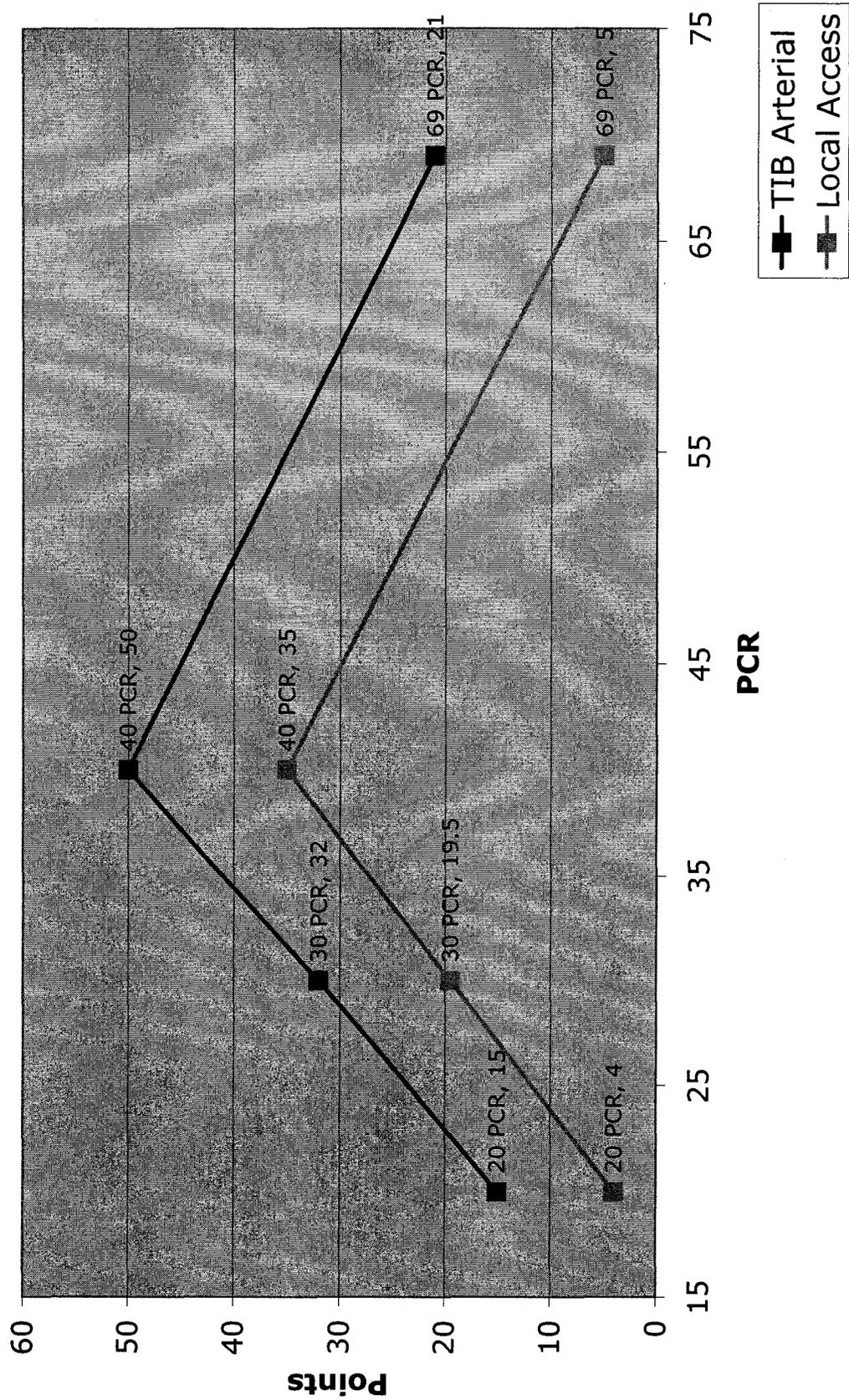
Each segment will be scored against the criteria for Pavement Condition, Roadway Width, Roadway Loading & Sidewalk Maintenance. A weighted average for the segment will be calculated based on square footage or length of improvements. A composite score is generated by totalling all weighted segment ratings.

The Economy of Scale rating is added to the composite score to determine the total rating for the city.

Seal Coat



Overlay





FY 2007 Priority Array Summary November 18, 2005

BACKGROUND

The FY 2007 Priority Array for the TIB's five primary funding programs is presented for approval at this meeting. The overall timeline of activities that have brought us to this project selection milestone are as follows:

May 2005: Board sets target sizes for FY 2007 funding cycle.

June 2005: TIB staff conducted 26 funding workshops across the state.

August 31, 2005: Deadline for submitting applications

Summary of Applications Received

Program	Applications	Funds Requested	Funds Available
UAP only	46	\$76 million	\$25 – 35 million
UCP only	22	\$64 million	\$35 – 40 million
UAP & UCP	116	\$287 million	
SCAP	99	\$44 million	\$6 – 8 million
SP & SCSP	129	\$15 million	\$3 – 4 million
TOTALS	412	\$486 million	\$69 – 87 million

Timeline

Sept.-Oct. 2005

TIB staff entered project application data, calculated preliminary ratings, and made site visits to the application project sites.

Oct. – Nov. 2005

Based on field reviews, staff finalized ratings in each program and reviewed the results with the Executive Director. The proposed priority array was assembled and printed.

Nov. 18, 2005

The Board selects the FY 2007 projects in each funding program.

Feb. 1, 2006

The project list is transmitted to the Senate and House Transportation Committees.

July 1, 2006

TIB funds become available.

Summary of Recommended Funding (without 9 ½ Cent Gas Tax)

Program	# of Recommended Projects	Recommended TIB Funds	Total Project Cost
UAP	13	\$27,348,619	\$48,329,904
UCP	10	\$32,587,518	\$89,381,242
SP	17	\$2,090,750	\$6,251,497
SCAP	19	\$9,681,476	\$12,361,954
SCSP	16	\$1,877,866	\$2,257,289
TOTALS	75	\$73,586,299	\$158,581,886

Summary of Recommended Funding (with 9 ½ Cent Gas Tax)

Program	# of Recommended Projects	Recommended TIB Funds	Total Project Cost
UAP	13	\$27,348,619	\$48,329,904
UCP	10	\$34,447,518	\$107,181,242
SP	17	\$2,090,750	\$6,251,497
SCAP	19	\$9,681,476	\$12,361,954
SCSP	16	\$1,877,866	\$2,257,289
CCI	4	\$30,540,000	70,494,699
TOTALS	79	\$105,986,229	\$246,876,585

RECOMMENDATION

Staff recommends the Board adopt the FY 2007 Priority Array as presented.