



Transportation Improvement Board

January 26-27, 2006 – Lacey, Washington

Meeting Location: Lacey Community Center, 6729 Pacific Avenue, SE, Lacey, WA
(360) 412-3191

Lodging Location: AmeriTel Inn, 4520 Martin Way, Lacey, WA
(360) 459-8866

**January 26, 2006
WORK SESSION AGENDA**

WORK SESSION		Page
	<i>Emergent Nature Request</i>	
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	<i>Sidewalk Deviation Request</i>	
2:30 PM B.	Spokane County: Hayford Road	Gloria Bennett 51
	<i>Program Issues and General Matters</i>	
3:00 PM C.	Small City Pavement Preservation Selection	Steve Gorcester 54
4:00 PM D.	Criteria Review – FY 2008	Greg Armstrong 1
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Dinner (on your own)



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**January 27, 2006 – 9:00 AM
BOARD AGENDA**

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Proposed Criteria Changes for FY 2008 Funding Programs January 26, 2006

BACKGROUND

Staff reviewed the last three cycles of TIB funding program ratings. They identified categories that were under or over utilized, categories that did not reflect expected point generation, and updates to respond to changes in program or legislative focus.

Staff compiled the following report to summarize the proposed criteria changes for each funding program

URBAN CORRIDOR PROGRAM (UCP)

Issue: Projects that complete gaps but did not complete the entire urban corridor between logical termini were at a minor disadvantage under the FY 2007 criteria.

Proposal: Revise the criteria to provide a more equitable distribution between Extends Improvements, Completes Gap, and Completes Corridor.

<u>Criteria Change</u>	<u>Original Point Range</u>	<u>Proposed Point Range</u>
Extends Improvements	0 to 4	0 to 5
Completes Gap	3 to 6	5 to 10
Completes Corridor	5 to 15	10 to 15

SMALL CITY ARTERIAL PROGRAM (SCAP)

Issue: The FY 2007 program criteria added Planning as part of Local Support. Cities with a completed Economic or Community Development Plan or an active Economic Development or Revitalization Team received ten points. Ten points represents one-third of the Local Support maximum.

Proposal: The suggested change reduces the maximum for Planning to five points. While staff still believes Planning is an important factor to consider, the ten-point range skewed Local Support ratings.

<u>Criteria Change</u>	<u>Original Point Range</u>	<u>Proposed Point Range</u>
Planning	0 to 10	0 to 5

RECOMMENDATION

Direct staff to release the criteria change summary for public comment during February 2006. Staff will present customer survey results to the Board at the March 2006 meeting. If the Board adopts the new criteria, the changes will take effect beginning with the FY 2008 funding cycle.



Corridor Completion Initiative

January 26, 2006

BACKGROUND

Many corridor improvements are staged according to the limited financial resources rather than following natural termini. When corridor projects are funded in multiple stages, the lead agency goes through the process of securing funding many times.

In May 2005, the Board authorized a \$30 million call for corridor completions projects. TIB received 30 applications requesting \$118 million in TIB funds. These projects leveraged \$158 million from other funding sources. Each project was then evaluated against the eight threshold criteria listed below.

- Consistent with local and regional transportation plans
- Final Corridor Link
- TIB Corridor
- Able to attain full funding
- Completion between natural termini
- Reasonable contributions
- Clear path to completion
- Feasible TIB funding level

Based on the review of the threshold requirements, 12 projects were scheduled for a corridor interview. The interview process included TIB staff and Board members and produced valuable information to determine which projects were good corridor investments. After the process was completed, four projects were recommended to the Board for adoption, totaling \$30.5 million in TIB funds. These projects leveraged \$38 million from other funding sources.

In addition, five projects were funded through the UAP and UCP programs. These projects requested \$16.3 million in TIB funds. These projects leveraged \$13.5 million from other funding sources.

The total impact of this program will be the completion of nine significant corridors with a total TIB investment of \$46.8 million. Investments in these corridors began as early as 1990.

BENEFITS OF CORRIDOR COMPLETION PROJECTS

TIB's goal is to complete vital transportation corridors. Some of the benefits are:

- Accelerated final completion of corridors.
- Reduction of TIB increase requests due to project delay.
- Realizing the full value of prior investments in the corridor.
- Offers a more targeted investment than just increasing program sizes.

FY 2007 Submitted Corridor Completion Projects

Agency	Project	TIB Funds	Local Fund	Total	Threshold	Funded
Everett	112th St SE	\$2,943,558	\$1,962,372	\$4,905,930	Passed	Yes
Lynnwood	Olympic View Dr	\$5,000,000	\$3,037,600	\$8,037,600	No	No
Snohomish County	20th St SE	\$6,500,000	\$19,200,000	\$25,700,000	No	Partial
Colville	Railroad St (Alternate Truck Route)	\$2,064,268	\$3,165,268	\$5,229,536	No	Yes
East Wenatchee	Eastmont Avenue	\$3,670,500	\$1,223,500	\$4,894,000	Passed	No
Spokane Valley	Evergreen Road - Project 2	\$2,613,560	\$653,390	\$3,266,950	No	No
Federal Way	Pacific Highway South HOV Lanes Phase IV	\$9,240,000	\$6,660,000	\$15,900,000	Passed	Yes
Newcastle	Coal Creek Parkway Corridor	\$11,300,000	\$19,152,697	\$30,452,697	Passed	Yes
Tukwila	Interurban Ave S	\$4,750,000	\$1,900,000	\$6,650,000	Passed	No
Tukwila	Tukwila International Blvd	\$2,400,000	\$600,000	\$3,000,000	No	No
Yakima	B St & Lincoln Ave (BNSF RR Corridor Crossings)	\$5,000,000	\$25,250,000	\$30,250,000	No	Partial
Benton County	I-82 Interlie Completion	\$4,000,000	\$4,615,970	\$8,615,970	Passed	Yes
Kennewick	Olympia St	\$1,816,494	\$1,210,996	\$3,027,490	No	No
Richland	Gage Blvd	\$1,900,000	\$1,640,000	\$3,540,000	Passed	Yes
Vancouver	NE 28th St	\$2,100,000	\$3,650,000	\$5,750,000	Passed	No
Vancouver	NE 137th Ave	\$8,500,000	\$19,380,000	\$27,880,000	No	Partial
Clark County	NE 15th Ave	\$2,468,700	\$4,065,025	\$6,533,725	Passed	No
Walla Walla County	SR 125/US 12 Interconnect (Myra Rd Ext.)	\$6,000,000	\$7,526,032	\$15,526,032	Passed	Yes
Bainbridge Island	Winslow Way	\$850,000	\$245,000	\$1,095,000	No	No
Buckley	Ryan Rd and 112th St	\$1,565,000	\$1,800,000	\$3,365,000	No	No
Edgewood	Jovita Blvd Realignment	\$4,409,777	\$2,045,001	\$6,454,778	No	No
Lakewood	Stellacoom Blvd SW	\$549,351	\$249,999	\$799,350	No	No
Lakewood	Bridgeport Way SW	\$9,117,500	\$3,319,000	\$12,436,500	No	No
Puyallup	Shaw Road	\$1,300,000	\$15,000,000	\$16,300,000	No	No
Sumner	West Valley Hwy	\$1,823,735	\$781,600	\$2,605,335	No	No
Sumner	136th Ave E	\$2,859,368	\$1,090,593	\$3,949,961	No	No
Tacoma	South Alaska St	\$3,014,760	\$2,009,840	\$5,024,600	No	No
Pierce County	Canyon Rd E	\$5,500,000	\$3,983,300	\$9,483,300	Passed	Yes
Thurston County	Yelm Hwy	\$3,900,000	\$2,700,000	\$6,600,000	Passed	Yes
Stellacoom	Rainier and Puyallup Streets	\$838,354	\$557,820	\$1,396,174	No	No
Total Applications Submitted		30	\$117,994,925	\$158,675,003	\$278,669,928	
Projects Receiving Interview		12	\$57,772,758	\$59,078,896	\$118,851,654	
Applications Funded from CCI		4	\$30,540,000	\$37,954,699	\$70,494,699	
Applications with Complete UAP or UCP		5	\$16,307,826	\$13,450,940	\$29,758,766	
Applications with Partial Funding UAP or UCP		3	\$12,000,000	\$38,107,017	\$50,107,017	

**Transportation Improvement Board
November 18, 2005
Vancouver Hilton
Vancouver, 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 Neil McClure
Mr. Dick McKinley

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

TIB STAFF

Steve Gorcester
Greg Armstrong
Theresa Anderson
Eileen Bushman/recorder

AGO

Elizabeth Lagerberg, AAG

TIB BOARD MEMBERS NOT PRESENT

Councilmember Calvin Goings
Ms. Paula Hammond
Mr. Dave O'Connell
Ms. Robin Rettew

CALL TO ORDER

Chair Bowman called the meeting to order at 9:05 AM. He introduced the following people in the audience: Ken Nelson (City of Kennewick), Mayor John Idsinga (City of Battle Ground), Sam Adams (City of Battle Ground), Dean Lookingbill (Regional Transportation Council), Thayer Rorabaugh (City of Vancouver), and Lloyd Halverson (City of Camas).

GENERAL MATTERS

A. Approval of July 22, 2005 Minutes

MOTION: It was moved by Councilmember McClure with a second from Councilmember Burbidge to approve the minutes of the July 22, 2005 Board meeting as printed. Motion carried unanimously.

B. Communications – Steve Gorcester referred the Board to the newspaper articles in the board packet. He specifically noted the Ferndale article and reported that the Ferndale project is now moving forward with a roundabout. He also referred the Board to the article regarding Commissioner Partch's appointment to the Board and the groundbreaking event in Fife with Governor Gregoire.

LOCAL PRESENTATIONS

Lloyd Halverson, City Administrator for the City of Camas, provided a presentation on the Lake Road project. This \$10 million project boosted the economy and would not have been possible without the coordinated partnership with WaferTech and TIB funding.

Thayer Rorabaugh, City of Vancouver Transportation Services Manager, gave a presentation on the growth and development in the Vancouver area. The Vancouver City Council authorized \$42 million in bonds, leveraging \$200 million in transportation projects to help pay for the demands on the growing infrastructure system.

NON-ACTION ITEMS

A. Chair's Report to the Board

Chair Bowman announced the appointment of Harold Taniguchi to the Board. Mr. Taniguchi is the Director of King County Department of Transportation, which includes the Metro Transit division. He

replaces Kim Zentz and represents the public transit system in an urban area with a population over 200,000.

Chair Bowman extended apologies from Councilmember Goings and Ms. Rettew who were unable to attend the meeting due to respective budget meetings.

B. Executive Director's Report

Steve Gorcester reported on:

- The activities and project events that he has been involved with between August to October, 2005 specifically noting two recent presentations – the TIB Dashboard at the Information Systems Management Association and speaking at the Washington Asphalt Conference as the keynote. He provided a handout listing all activities.
- The proposed Governor's budget, which places \$1 million from the UATA in reserve. OFM is aware that TIB is not in agreement with this and the Board agreed to leave any discussion on this to the Legislature in the transportation or financial committees.
- Recent TIB projects events:
 - City of Federal Way – Pacific Highway South, Phase 2 (ribbon cutting)
 - City of Covington – Wax Road (ribbon cutting)
 - City of Spokane – Monroe Street Bridge (ribbon cutting)
 - City of Lynnwood – 176th (ribbon cutting) and 44th Avenue West (ribbon cutting)
 - Pierce County – Lake Tapps Parkway (ribbon cutting)
 - City of Naches – Old Naches Highway (ribbon cutting)
 - City of Fife – Pacific Highway (groundbreaking)
 - City of Bellevue – 148th Avenue SE (ribbon cutting)
 - City of West Richland – Bombing Range Road (ribbon cutting)
 - Snohomish County – Lundeen Parkway (ribbon cutting)
 - Town of LaCrosse – North Main & A Streets (ribbon cutting)
 - Douglas County – Grant Road (ribbon cutting)
 - City of Mill Creek – Dumas Road (ribbon cutting)
 - Town of Cathlamet – Division & River Streets (ribbon cutting)

C. Financial Report

Theresa Anderson reported that the UATA fund has an account balance of \$14 million and the TIA fund is at \$7.6 million. The Administrative account has an appropriation of \$3.2 million for the biennium. She also reported TIB does an average of \$8 million to \$10 million of progress billings each month.

Theresa provided a "Dashboard" presentation, which shows live, real-time data. In "project payments vs. allotments," the TIA is within \$1 million of its allotment, and the UATA is within \$15 million of its allotment.

In September, the revenue forecast showed a \$2.5 million loss. The November forecast not only recovered the \$2.5 million, but also increased the revenue by \$1.7 million (\$1 million in the UATA and \$750,000 in the TIA).

TIB's remaining obligation continues a steady decline. In 2001, TIB had 950 projects with outstanding financial commitments totaling \$35 million. The agency stopped making payments 5 months before the end of biennium, and after three years, TIB completed its financial recovery.

D. Project Activity Report

Greg Armstrong reported on the activities for the past four months from July to Oct. 31, 2005. There were 140 project actions, of which 30 were contract completion actions. Six projects resulted in a surplus of \$1.6 million, and six projects received increases totaling \$1.2 million. Project activities for this four-month reporting period resulted in a net reduction of \$547,082 in TIB commitments.

ACTION ITEMS

- A. City of Woodinville: Woodinville Trestle Scope Change Request** – The City of Woodinville requested 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 Avenue NE. This change would also eliminate replacing the existing railroad trestle avoiding an increase in costs and an uncertain future for the BNSF line. The scope change would result in an \$800,000 decrease in TIB funds.

MOTION: It was moved by Mr. Stalheim with a second from Mr. Weber 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. Motion carried unanimously.

B. Small City Pavement Preservation

1. Criteria Adoption – The criteria for the Small City Pavement Preservation Program were reviewed at the November 17, 2005 work session. The criteria were developed through comments from a small city panel that presented small city needs to the Board (January 2005), discussions with small city focus groups (July 2005), surveys with customer agencies with follow-up interviews (October and November 2005), and a training workshop at the IACC Conference (November 2005).

Mr. David Vorse, City of Castle Rock Public Works Director, provided comments during the November 17 work session. Mr. Vorse opposed the competitive process and asked the Board to consider giving small cities \$10,000 annually for road maintenance and to lower the population cut-off for small cities to 3,500. He also voiced concerns regarding the significance placed on Pavement Condition Rating scores, as this did not address important sidewalk issues. It was noted that SSB 5775, which is the statute for this program, includes sidewalk maintenance as an eligible cost.

After additional discussion, the Board agreed that this is to be viewed as the pilot criteria, which will be reviewed next year. Concerns regarding how this program works during its first year will be addressed during the criteria review period.

MOTION: It was moved by Mr. McKinley with a second from Commissioner Partch to adopt the criteria for the Small City Pavement Preservation Program as presented. Motion carried unanimously.

Councilmember McClure and Commissioner Partch thanked the staff for their time and commitment necessary to draft criteria for a new program.

2. Authorize Call for Projects – TIB staff recommended a call for projects for the Small City Pavement Preservation Program of \$2 million, with \$1 million available in FY 2006 and \$1 million available in FY 2007. A two-year call provides a better opportunity to use the funds before the end of the 2005-07 biennium.

MOTION: It was moved by Commissioner Partch with a second from Councilmember McClure to authorize a \$2 million call for projects, with payment scheduled per biennia: \$1 million in FY 2006 and \$1 million in FY 2007. Motion carried unanimously.

- C. FY 2007 Project Selection** – The FY 2007 priority array was presented to the Board for adoption. Seventy-nine projects totaling \$106 million were recommended. The breakdown of programs and funding included:

- 13 Urban Arterial Program projects totaling \$27.3 million
- 10 Urban Corridor Program projects totaling \$34.4 million
- 17 Sidewalk Program projects totaling \$2.1 million
- 19 Small City Arterial Program projects totaling \$9.7 million
- 16 Small City Sidewalk Program projects totaling \$2.0 million
- 4 Corridor Completion Initiative projects totaling \$30.5 million

Steve Gorcester noted that projects in the UATA could receive funding immediately, and those funded by the TIA would begin receiving payment July 1, 2006 unless otherwise approved by the Executive Director. The Corridor Completion Initiative projects would be funded from the source most readily available.

MOTION: It was moved by Mr. McKinley with a second from Mr. Nelson to adopt the FY 2007 Priority Array as presented, with funds available for UATA funded projects effective immediately; funds available for TIA funded projects beginning July 1, 2006, unless otherwise approved by the Executive Director, and CCI projects funded from the best available funding source. Motion carried unanimously.

There was some discussion on limiting the number of applications that each agency may submit. TIB staff will determine if this is feasible, and if so, will provide a recommendation at a future meeting. If it is advised to limit applications, this would be developed as a WAC rule.

FUTURE MEETINGS

The next meeting is scheduled for January 26-27, 2006 in Lacey. Meeting notices will be sent out on January 6, 2006.

EXECUTIVE SESSION

Chair Bowman adjourned the public meeting at 11:05 AM for an executive session to discuss personnel matters. The public meeting was expected to reconvene within 15 minutes. Mr. Weber excused himself from the executive session noting a possible conflict of interest.

RECONVENE PUBLIC MEETING

Chair Bowman reconvened the public meeting at 11:19 AM.

MOTION: It was moved by Mr. McKinley with a second from Mr. Nelson to increase the Executive Director's salary by 3.2 percent, effective September 1, 2005. Motion carried with one abstention from Mr. Weber.

The State Committee on Agency Officials' Salaries (SCOAS) increased the salary plateau maximums by 3.2 percent to coincide with the September 1, 2005 cost of living general increase for non-represented state employees approved by the Legislature. Commissioner Partch asked that the record reflect that this increase is viewed as a merit increase rather than a COLA.

ADJOURNMENT

The meeting adjourned at 11:22 AM.



State kicks in \$2 million for Riverside Drive project

By Rick Steigmeyer World staff writer
Sunday - November 20, 2005

WENATCHEE -- The City of Wenatchee has received a \$2 million state grant to start work on Riverside Drive, a key component in the city's riverfront development project.

The state Transportation Improvement Board announced the award Friday. Grant funding is generated by statewide gas taxes.

"We had a lot of people on pins and needles Friday waiting for this announcement. We're very excited," Allison Williams, the city's executive services director, said Saturday morning.

The grant, Williams said, will pay for design and right-of-way acquisition for Riverside Drive, a new road between Fifth and Ninth streets that will connect Worthen Street with Walla Walla Avenue to create a continuous route.

The area will eventually include condominiums, shops, restaurants and possibly a \$30 million sports and events arena.

Last month, the city unveiled plans for future riverfront development that includes both public and private projects.

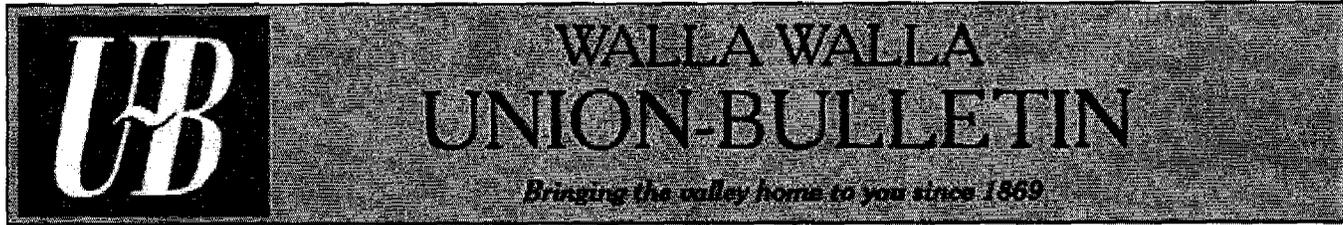
Williams said the grant shows the state wants to invest in the \$6 road project and is likely to support its future phases.

"It means we're on our way," Williams said.

Rick Steigmeyer can be reached at 664-7151 or by e-mail at steigmeyer@wenworld.com

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Tuesday, November 22, 2005

Myra Road work nets \$2 million more

By Andy Porter of the Union-Bulletin

Tuesday, November 22, 2005

A project to provide a straighter route between two highways will receive an additional \$2 million grant.

The state Transportation Improvement Board had awarded the Myra Road project \$2 million in 2004 and was slated to give it an additional \$4 million over the next two years.

The latest grant, which replaces the original TIB funding, brings the total to \$8 million, said Phil Merrell, Walla Walla County Public Works director.

In addition, the money will be available immediately instead of in installments, said Merrell.

The board also approved a \$34,560 grant to the city of Walla Walla for sidewalks on Plaza Way.

Both grants were awarded Friday at the board's meeting in Vancouver, Wash.

The joint project by the county and cities of Walla Walla and College Place will extend Myra Road from its intersection with Rose Street north to U.S. Highway 12 to create a new route between the highway and State Route 125, which leads south to Milton-Freewater.

In a release, TIB Executive Director Stevan Gorcester said the \$6 million is a 'corridor completion project' grant paid for with money from the new gas tax, which voters rescued from oblivion by turning down Initiative 912 in the Nov. 8 election. The initiative would have rejected a 9.5 cents a gallon gas tax hike approved by the Legislature in 2004 to fund transportation projects throughout the state.

The project has also won a \$4.25 million grant from the Freight Mobility Strategic Investment Board. Added together with the TIB funds, the grant money to pay for the project now stands at about \$12.25 million, Merrell told Walla Walla County commissioners Monday.

According to the last estimate, the cost of the project is about \$14.2 million, Merrell said today. That includes slightly more than \$1 million in contingency funds.

Another factor which may affect the project's cost is whether a noise barrier will be constructed. That issue is still to be decided, Merrell said.

Commissioner Gregg Loney said being approved for the state grants was the best-case scenario commissioners and other officials hoped for when they discussed the project last year.

``That (was) kind of our most optimistic view,' he said.

Commission Chairman Greg Tompkins said the credit for obtaining the money belongs to the voters who turned down I-912.

``I've got to tell you, the voters of Walla Walla County need to be thanked,' he said. ``If it weren't for them, we wouldn't be talking about this,' he said.

Merrell said the additional funds will most likely be used to buy property for the right of way to connect between its intersection at Rose Street to U.S. Highway 12.

If all goes well, the first phase of construction will begin in late 2006, Merrell said.

WHAT IS THE TIB?

The 21-member state Transportation Improvement Board was created by the Legislature in 1988 to distribute grants for transportation projects to cities and counties. Grant funding comes from revenue generated by three cents of the statewide gas tax.

ON THE INTERNET

www.tib.wa.gov

Related Links

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Nov. 23, 2005

YAKIMA HERALD-REPUBLIC

Funding for two long-planned railroad underpasses in downtown Yakima received a \$5.5 million boost from two sources Tuesday, city officials said.

"We're closer to actually building the underpasses than we've ever been before," Bill Cook, director of community and economic development, said in a news release.

The city announced the state Transportation Improvement Board has awarded the city \$3 million, while Sen. Patty Murray, D-Wash., told the city she has secured \$2.5 million in a House-Senate compromise on the 2006 transportation funding bill.

The project has a cost estimate of \$30 million. The latest announcements bring the total pledged so far to \$27.5 million.

The underpasses are planned for Lincoln Avenue and B Street between First Street and First Avenue.

Increasing train traffic along the "Stampede Pass" line is fueling underpass projects in Tacoma, Prosser and Kennewick as well as Yakima. Burlington Northern Santa Fe also is planning improvements to the line designed to encourage more shippers to use rail.

"The underpasses will ensure that employees, shoppers and freight trucking can continue to move easily east and west regardless of the business decisions of BNSF to increase rail traffic through the city," Cook said.

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Eastside cities to get money for road projects

Duvall, Sammamish and Redmond are among the King County cities that will receive a share of \$16.4 million to fix roads and sidewalks.

Eastside grants from the state **Transportation Improvement Board** include \$3.8 million for Kenmore to widen and add sidewalks to Bothell Way. Snoqualmie's Highway 202 project received \$1.7 million. Redmond's Union Hill Road project received \$2.3 million.

Renton will receive more than \$2 million to widen the Maple Valley Highway from Interstate 405 to Blaine Drive. The project will include car-pool bypass lanes, sidewalks, landscaping, signal upgrades and access to Renton Community Center.

Other cities that received grants include Duvall, \$500,000; Sammamish, \$150,000; and North Bend, \$600,000.

Revenue from the statewide gas tax pays for the grants. The board gave a total of \$70.3 million around the state to 64 agencies.

Woodinville

\$8 million on way

for traffic help

Woodinville traffic flows will benefit from about \$8 million the city is receiving in state funding to help with two long-talked-about projects.

The money is from the state Transportation Improvement Board, which distributes funds from a 3-cent statewide gas tax.

The biggest portion, \$5.9 million, will be used to make safety and capacity improvements at Highway 202 and Northeast 175th Street on the western edge of the city near the Sammamish Slough. That money was freed up partly because of changes in plans for a rail trestle near Highway 522, which may be converted to a King County rails-to-trails route.

In addition, \$2.1 million will be provided toward a \$3.9 million roundabout project at Highway 202 and Northeast 145th Street on the east side of the Sammamish River Valley. The developer of a project there, Woodinville Village, is expected to provide about \$1 million more toward intersection improvements, said Mick Monken, city public-works director.

NORTHWEST NEWS

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Community News Since 1976

Edition Date: November 28, 2005

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Woodinville.com



Translate



Woodinville receives state funding to improve key traffic chokepoints

from the City of Woodinville

The City of Woodinville stands to receive \$5,926,000 in state transportation funding after competing successfully with agencies throughout the state to fund two critical projects on State Route (SR) 202. Woodinville will use the funds to improve streets in the vicinity of the SR202 intersection at NE 175th Street and to create a roundabout to reduce congestion at SR202/NE 145th Street intersection at the city's south gateway.

In an unusual move, the City reworked a 2002 commitment from TIB (Transportation Improvement Board) slated to fund the Burlington Northern Trestle Project and submitted an additional application for the new project in Woodinville's Tourist District. Both projects were funded by the state TIB.

In September, the City Council approved a restructuring of the City's Bottleneck Relief Project (BNRP), which was threatened by issues beyond the City's control. The project scope for the trestle replacement project was changed in response to elevated costs to replace the trestle and to the possibility of a Rails-to-Trail conversion of the rail line between Renton and Woodinville by King County. King County has authorized property negotiations on the rail line, putting long-term rail use (and the viability of the TIB investment in the trestle) in doubt. With the possibility of discontinued rail use, the City argued successfully that an equally beneficial street improvement in the corridor between SR 522 and NE 175th Street would be more prudent.

The revised project will make safety and capacity improvements at the intersection of SR202 and NE 175th Street and add an eastbound receiving lane on NE 175th Street from SR202 at 131st Avenue NE.

"Staff presented a solid proposal and we can now move forward on both projects with great benefit at two of the city's highest congestion chokepoints," says Woodinville Mayor Don Brocha.

Funding for the two Woodinville projects was announced by the State TIB Board meeting on Nov. 18, in Vancouver, Wash.

The recent purchase of the former Molitor property immediately north of the city's sports fields also contributed toward the change in scope. As part of that purchase the City acquired additional right of way to accommodate a second left turn lane for south-bound drivers to turn onto NE 175th Street, significantly relieving morning and afternoon commute congestion.

The purchase also contributes toward improvements to the Woodinville Community Center, including additional parking for Willmot Gateway Park and the sports fields.

The approximate \$2.5 million total savings to the City over the escalated price of the trestle replacement project serves as a valuable "discount" on the Molitor property purchase.

In addition to the downtown improvements, state funding from TIB's Urban Corridor Program will provide \$2.1 million of the \$3,964,529 project total cost for the Hollywood roundabout in Woodinville's Tourist District. It is anticipated that the Woodinville Village, a mixed-use development featuring small wineries, housing, and retail will contribute approximately \$1 million toward the intersection

improvements in cash, impact fees, frontage improvements and possible land dedications.

The Washington State Legislature created the Transportation Improvement Board (TIB) to foster state investment in quality local transportation projects. The TIB annually distributes grant funding, which comes from the revenue generated by three cents of the statewide gas tax, to cities and counties for funding transportation projects.

Scheduled transportation improvements in and around the city total \$237,400,000 through the year 2020. In-city improvements under construction and slated for the next six years total approximately \$23 million. Each Woodinville tax dollar leverages almost \$40 in state transportation project funding.

To see a list of TIB statewide funded projects, including the Woodinville projects, visit <http://www.tib.wa.gov/Applications/Previous/FY2007/default.htm> or visit the City's Web site at <http://www.ci.woodinville.wa.us/government/projects.asp>.



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The Statesman-Examiner

Northeast Washington's largest community weekly newspaper.

Alternate truck route gets TIB funding

Two-million dollar TIB grant enough to finish truck route

BY MAGGIE ULMER

S-E Staff Reporter

City of Colville Engineer Mark Freiberger learned on Nov. 21 that Colville's application for a Washington State Transportation Improvement Board (TIB) grant has been awarded.

The \$2,064,268 will be available in July 2006. Freiberger said the amount is enough to complete Railroad Avenue from First Street to SR 395, including the anticipated roundabout at the north end of the truck route.

The total truck route project cost is estimated at \$5,034,592, including the work completed in 2005. Although Freiberger was happy to see the funding come to fruition, he cautioned that there are still a few minimal obstacles.

"After we receive the money, we need to coordinate with the county," Freiberger explained.

The truck route's path goes through part of the Stevens County Maintenance Facility. The proposed roundabout will be located partially in that complex's parking lot.

"The county has until July 2007, per our agreement, before they need to relocate," Freiberger continued. "Hopefully we can work out an arrangement that will let us at least work in the parking lot area."

"It really is a win-win situation for the city and the county," Colville Mayor Dick Nichols added. "The facility the city bought from the county was too small to meet their needs anymore, and the parcel of property was really important for the truck route."

Mayor Nichols pointed out that the county has been very accommodating on other truck route issues, too.

"When we were working with them on the property at the Stevens County Fairgrounds, they were very accommodating and very good to work with," the mayor said.

Mayor Nichols and Freiberger agreed that even if construction can not move ahead in the area of the County Maintenance Facility, work could certainly be done in 2006 on Railroad Avenue, north of First Street.

"The state is looking at the plans for the roundabout right now for conceptual approval," Mayor Nichols said. "We're hoping to get word on that before too long."

Steve Gorcester from the TIB pointed out that the award is the largest TIB grant Colville has ever received.

"The TIB awarded road and sidewalk grants to 79 local agency projects that total \$106 million," Gorcester said. "The grant funding comes from the revenue generated by three cents of the statewide gas tax dedicated by the Legislature to competitively selected projects."

Print Page



State gives local governments \$106 million for road projects

THE NEWS TRIBUNE

Last updated: November 26th, 2005 02:45 AM (PST)

A total of \$106 million for road and sidewalk improvements will go to 79 local governments, including Pierce County, Eatonville, Roy and Lakewood, the state Transportation Improvement Board announced this week.

Pierce County was among the major recipients, getting \$5.5 million to fully fund the widening of Canyon Road between Highway 512 and South 176th Street.

The county also got \$1.5 million toward widening South 176th Street from Gem Heights Drive East to Highway 161.

"Investing in local communities is vital to advancing economic development, helping to build safer communities and preserving quality of life," said Pierce County Councilman Calvin Goings (D-Puyallup), a member of the Transportation Improvement Board.

Eatonville, Roy and Lakewood received a combined \$1 million for sidewalk and street improvements.

Aaron Corvin, The News Tribune

Originally published: November 26th, 2005 02:30 AM (PST)



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County gets funds for Yelm Hwy. work

BY CHRISTIAN HILL

THE OLYMPIAN

The money to widen a congested stretch of Yelm Highway is in hand.

□ The state Transportation Improvement Board granted the final piece — \$3.9 million — on Friday to widen the highway between Henderson Boulevard and Rich Road.

Thurston County must complete the design, secure any remaining permits and acquire needed right-of-way. Construction is scheduled to begin in 2007.

The highway is two lanes with a center turn lane between Henderson Boulevard and Boulevard Road. From Boulevard to Rich Road, the highway is two lanes westbound and one lane eastbound with a center turn lane.

During morning and evening rush hours, the stretch clogs at the intersection with Boulevard Road. With growth exploding in the southern part of the urban area, the congestion is expected to worsen.

The project will widen the 1.2-mile stretch of the highway to include four travel lanes throughout, as well as bike lanes, sidewalks and noise walls where needed. It will install roundabouts at Boulevard and Brassfield roads.

Neighbors have raised concerns about their ability to turn onto the improved highway from access roads and driveways when roundabouts allow a constant stream of motorists without lengthy periods of waiting. They've urged construction of a frontage road to make turning onto the highway easier.

Kelly Thompson, a 57-year-old contract administrator, has lived along Yelm Highway for 13 years and may sue to force the county to install noise mitigation. The county won't install noise walls on his side of the highway, he said, although those homes will endure the loudest volumes.

The chief concern of neighbors from the beginning was the county would cut corners to reduce the project cost, he said.

"That's exactly what's happened," he said.

Opposition to the project among most neighbors has quieted as officials have explained the reasoning behind the design, County Engineer Dale Rancour said

The county would need to remove three homes and acquire property from about 50 private parcels for the project, he said.

The bottom line

The total price tag for the project is \$6.6 million. Other funding sources include \$1.1 million from Thurston County; a \$1 million federal grant; \$355,000 from the city of Olympia; \$140,000 in development mitigation fees; and \$15,000 from Intercity Transit. Olympia is contributing money because 900 feet of the highway lies within the city limits.

The transportation improvement board also granted \$150,000 so Olympia can link gaps in the sidewalk along Division Street on the city's west side. It also provided \$565,000 so Yelm can extend Stevens Street from First to Edwards streets.

The grants are awarded annually. This year, the board granted 76 local projects across the state a total of \$106 million.

Revenue generated from three cents of the statewide gas tax pays for the grants.



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

Published: Tuesday, November 22, 2005

Local roads get gas tax grants

By Lukas Velush
Herald Writer

An overcrowded road between Everett and Lake Stevens can now go from a failing grade to a passing one.

Everett's long effort to widen one of its main east-west routes can now finish.

Granite Falls can now rebuild its hammered main drag.

Each jurisdiction made out big when the state Transportation Improvement Board on Monday announced \$106 million in grants for 2006. Agencies from throughout the state competed for money collected from three cents of the state's gas tax.

In all, \$8 million will be coming to Snohomish County.

The county will get \$4.5 million to continue its effort to widen 20th Street SE, said Steven Gorcester, the board's executive director.

Traffic is so bad there that in 2004 the street was issued a failing grade. No new development can occur there until that grade improves, said John Sharp, the county's transportation program supervisor.

"This is the biggest chunk of money that we have received for the corridor so far," Sharp said.

The new money will be used to help widen 20th Street SE from 91st Avenue SE to Cavalero Road. Thanks to county funds, developer fees and past board grants, the county now has \$48 million to widen the street all the way to Lake Stevens Road.

To fully widen the 2.25-mile corridor, the county only needs \$3.5 million for the segment from Cavalero Road to the U.S. 2 trestle.

Construction is scheduled to start in 2008 and continue to 2012, Sharp said.

Meanwhile, Everett heard that it will receive \$2.9 million to finish its 15-year effort to rebuild and widen 112th Street from Mukilteo Speedway to Highway 527.

The last chunk of money will help widen 112th Street SE from the east side of I-5 to Highway 527, or the Bothell-Everett Highway, said Brian Jones, Everett's engineering services manager.

When done, the entire four-mile project will have cost \$51 million, Jones said. The road will be five lanes with sidewalks the entire length of the road.

Two segments are complete and two are under way. This last widening effort and a plan to rebuild the 112th Street SE bridge over I-5 will take place from 2006 to 2008.

Granite Falls is getting \$576,935 to rebuild S. Granite Avenue from Galena Street to Union Street. The money will pay for most of the \$607,300 project.

"The old surface has been giving way, and it's in total disrepair," said Lyle Romack, Granite Falls mayor. "This is a big thing for us."

The work will take place in 2007 and last one construction season, he said.

The Argus

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BURLINGTON, WASHINGTON VOL. 114, NUMBER 49

WEDNESDAY, NOVEMBER 30, 2005

City awarded \$1.9 million to improve the Boulevard

BY STEPHANIE KOSONEN
Chief News Reporter

BURLINGTON — The City of Burlington will receive \$1.9 million from the Washington State Transportation Improvement Board (TIB) to widen the north part of Burlington Boulevard, from Avon Avenue to its junction with Chuckanut Drive, Highway 99 and Interstate 5.

The half-mile section will be widened to make room for four traffic lanes and one center turning lane like the rest of the boulevard, a project for which the city's Director of Public Works, Rod Garrett, has tried to get TIB funding for more

than once. The addition of sidewalks along Burlington-Edison High School are also included in the plan.

"It definitely will improve the traffic in that particular area and allow a freer flow and easier access to the side streets that are along that route," said Burlington City Administrator Jon Aarstad.

He said because of Garrett's commitment to obtaining the TIB funds for this project, the boulevard will be safer and less congested.

The project is one of eight "corridor completion projects" statewide that the TIB is funding, said Stevan Gorcester,

executive director of the TIB.

Corridor completion projects are ones that have been started and need one last infusion of cash to finish, he noted. The majority of Burlington Boulevard, which is just over three miles long, was widened in 1989, and funded solely by the city.

Money from the state gas tax funds the TIB grant, which is awarded to various agencies each year the Friday before Thanksgiving. On Friday, Nov. 18, the TIB announced contributions to 79 local agencies totaling \$106 million, based on

Continued on page 3

Widening the boulevard

Continued from page 1

a competitive process.

The congestion at that end of Burlington Boulevard, as well as safety issues around the high school, helped make Burlington one of those 79 cities. Also, the Washington State Department of Transportation (WSDOT) has plans to improve the I-5 interchange there, so by funding this project it is hoped that all the work will be completed at the same time.

"We're going to work together on

just coordinating everything, so hopefully we won't have one project finish and the other start," Gorcester said. "That way we'll get the whole net improvement rather than multiple stages of projects."

Gorcester said the TIB made two lists of projects, ones that would be done if gas tax money was available, and ones that would be funded if that money was not in the budget. This project, he observed, was so highly ranked that it was of priority even if the gas tax money was not available. Page 20

"Burlington was funded in both of those cases," he said.

Gas tax money increased project funding by 30 percent statewide this year, Gorcester said, but the only connection that has with Burlington's project is that if Initiative 912 had passed, the Burlington Boulevard project could have squeezed a few of the other projects out of the running. Because voters rejected I-912, however, the TIB was able to award funds for more projects this year.

YAKIMA HERALD-REPUBLIC - www.yakimaherald.com

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Grants will fund road, sidewalk projects

PUBLISHED ON: NOVEMBER 24, 2005

BY LEAH WARD

PAGE:

SECTION: MAIN/HOME FRONT

YAKIMA HERALD-REPUBLIC Five Lower Yakima Valley cities have received grants from the state **Transportation Improvement Board** for road and sidewalk improvement projects.

They are:

- * \$476,000 to Toppenish to reconstruct Toppenish Avenue and Second Avenue over the railroad tracks.
- * \$250,750 to Zillah to extend Second Avenue improvements to the city limits.
- * \$100,000 to Mabton for improving 1,800 feet of school walking routes for the disabled.
- * \$415,140 to Granger for phase II improvements to East E Street.
- * \$684,400 to Wapato for Track Road improvements.

The grant funding comes from the revenue generated by 3 cents of the state gas tax. As previously reported, the city of Yakima received \$3 million toward construction of railroad underpasses downtown.

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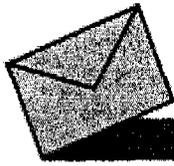
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BE Daily 12/2/2005

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State funding kick-starts county road projects

Port shipment launches rebuilding effort in Indonesia

Wind turbines generating electricity for PSE customers

BP takes ownership of pipeline

Olympia downtown shuttle will hit the road in January

Program helps displaced homemakers, businesses

Local businesses make personnel moves

UP residents want streetlights, sidewalks

Shipper gets Ecology designation

State funding kick-starts county road projects

Design work is proceeding on unincorporated Pierce County transportation projects that received state grant awards totalling \$7.5 million recently.

The bulk of the money -- \$5.5 million -- is from the state Transportation Improvement Board for widening Canyon Road East between 160th and 172nd streets. Construction is expected to start in 2008. The county also received \$1.5 million for widening 176th Street East between Gem Heights Drive and State Route 161. Construction is scheduled for June.



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\$100,000 state grant awarded to city of Blaine

By Tara Nelson

The Washington State Transportation Improvement Board (WSTIB), a state organization that distributes grant money for local transportation improvement projects, awarded \$100,000 to the city of Blaine this month to be put toward extending Semiahmoo Parkway path trail to Mallard Street in west Blaine.

The WSTIB estimates the total cost of the project at approximately \$131,760. This will fund a six-foot asphalt pathway along the east side of Semiahmoo Parkway from Mallard Street to the existing trail on Semiahmoo Parkway. The new pathway will be separated from the traffic lanes by an asphalt curb to increase pedestrian safety.

The grant money is funded by revenue from the statewide gas tax, and is used to fund projects throughout the state.

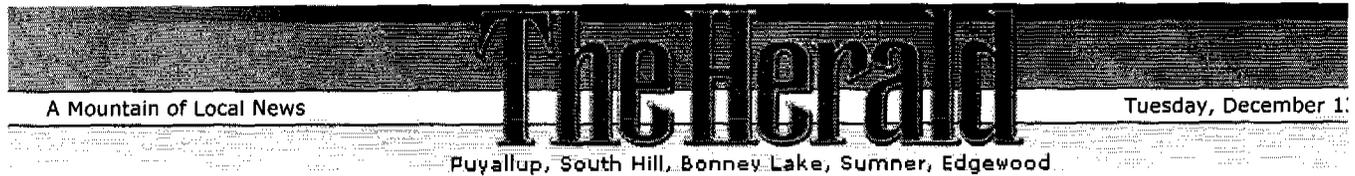
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12-01-05 East Pierce nets \$7M for road projects

Canyon road East, 176th Street East projects receive funding.

by Philip Palermo/of The Herald

The East Pierce region came away with \$7 million in funding from the state's Transportation Improvement Board following its Nov. 18 meeting.

"This is a huge victory for Pierce County," county councilman and TIB boardmember Calvin Goings said.

The funds will go toward two projects in South Hill and near the Frederickson area:

- * \$1.5 million to widen 176th Street East from Gem Heights Drive East to State Route 161; and
- * \$5.5 million to widen Canyon Road East from 172nd Street East to 160th Street East.

While improvements to Canyon Road East should aid industries located in Frederickson, the 176th Street East project will benefit residents and motorists.

Several large communities have access along 176th Street East, including Gem Heights, Sunrise, and Silver Creek.

Overall, the county received more than \$8 million from the board, which awarded \$106 million to other areas across the state.

Goings said the \$8 million will allow nearly \$15 million worth of road and sidewalk projects to be completed.

"It's a good leverage of scarce projects," he said, "and that's what I call a good investment."

TIB Director Stevan Gorcester said funds are awarded based on a competitive process.

"In general, we look at congestion, growth and development, safety and conditions of the street," Gorcester said.

If there's a problem with the road or traffic is very high, that's a good candidate for TIB funds, he said.

In comparison to the Puget Sound region, both Canyon Road East and 176th Street East stood out due to their growth and traffic issues, Gorcester added.

TIB, he said, tends to fund the final phases of corridor construction projects to encourage their completion.

"It seems to take a long time for corridors to get built," Gorcester said.

Along Canyon Road East, for example, TIB is funding the final phase of a widening project that

State Route 512 and will finish at 176th Road East.

Statewide, Gorcester said the county's total funding was second only to Snohomish county's \$8 million.

"Pierce County did very well and generally has in the last few years," Gorcester said.

Reach Reporter Philip Palermo at 253-841-2481 ext. 314 or philip.palermo@puyallupherald.com

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City gets multimillion dollar grant for completion of Coal Creek Parkway

City receives largest TIB grant of the year and second largest in agency's history

Megan Erb
Editor

Friday, Nov. 18, was a multi-million dollar day for the city of Newcastle — a \$12.35 million day to be exact.

The first millions came in the form of the Transportation Improvement Board (TIB) grant

of \$11.3 million for the completion of phases two and three for Coal Creek Parkway. News of an additional \$1.5 million came a few hours later when King County Councilman Reagan Dunn was able to secure money for Coal Creek Parkway and city parks from King County's 2006 budget.

"It's a grand grant," John Starbard, city manager, said about the TIB grant. "The city of Newcastle has had the importance of Coal Creek Parkway as

its No. 1 priority for years. The grant that the TIB just awarded us all but means we'll be able to complete the corridor very soon."

Engineering for phases two and three is about 60 percent complete for the project, Starbard said. Phases two and three call for extending four lanes of traffic south from Southeast 84th Street to Southeast 95th Way. Plans also call for widening the May Creek bridge. City leaders hope to

break ground on the project in early 2007.

"Staff is definitely not going to drag its feet to get this project implemented," he added. "We will be out there with a shovel as fast as we can."

His enthusiasm was echoed by city Public Works Director Maiya Andrews.

"I'm just thrilled, just bouncing off the walls," she said shortly after learning of the grant.

See **GRANT** Page 2

GRANT

Continued from Page 1

"This is going to be a great project for the city, and I'm thrilled to have the funding on its way."

At \$11.3 million, the city was awarded the largest grant this year from the TIB — and the second largest grant in the agency's history.

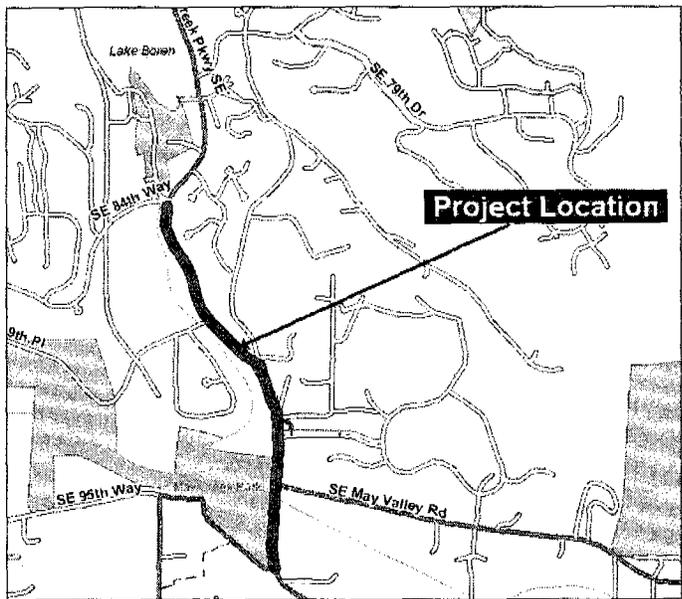
The largest grant was a little more than \$12 million, Stevan Gorcester, TIB executive director said.

City officials originally asked for about \$12 million but indicated in meetings that they'd be able to work with \$11 million, Gorcester said.

"Usually our large grants are around 5 million," he said. "In this case, 5 million wouldn't get the job done. We're on a mission to get the job done."

The TIB invested \$25 million in five earlier phases of Coal Creek Parkway stretching from Interstate 405 in Bellevue, south through Newcastle and down to state Route 900. Newcastle received a nearly \$9.3 million TIB grant to finish the first phase of Coal Creek Parkway in 1999. Phase one opened for traffic Nov. 8, 2003.

The city submitted its \$12.3 million grant application through the Corridor Completion project. Coal Creek Parkway is just one of a number of corridors TIB has been con-



Map courtesy of www.tib.wa.gov

The \$11.3 million grant will help fund Coal Creek Parkway construction phases two and three from Southeast 84th Way to the city's southern limit.

tributing to. The road also ranks high on its completion list.

"The fact that there are few arterials on the Eastside means that Coal Creek Parkway was one of our highest priorities," Gorcester said.

The project will cost the city an estimated \$31 million. Last month, in order to help secure their chances of getting the TIB grant, City Council members approved a resolution agreeing to finance \$4.5 million to finish the project — even if that meant going into debt. They

also upped the amount the city would contribute to the project, from \$900,000 to \$2 million.

It was a resolution Councilman Bill Erxleben voted against.

"If they are successful in covering the \$4.5 million gap, then it will be a successful project," Erxleben said. "If they can't get it covered, then basically we should have waited."

While he credits city staff members with a great job of presenting Newcastle's case to the

In this case, 5 million wouldn't get the job done. We're on a mission to get the job done."

- Stevan Gorcester
Transportation Improvement Board executive director

TIB, he believes incurring additional debt could come at a high cost to residents.

But city leaders are confident they'll be able to secure the additional funds to cover the gap in grants.

"In cobbling together funding for a project this large, it's essential to be strategic in approaching how we get the funding, and that's what the council has done," Councilman Sonny Putter said.

Andrews is already looking at available grants coming up in the next year.

"It's the value of the project that enables us to get grants," she said, referring to Coal Creek Parkway's importance to the region.

For more information on how phases two and three of the Coal Creek Parkway project fared with the TIB, or to see other projects that received grants, log onto the TIB's Web site at www.tib.wa.gov.

WHITMAN COUNTY GAZETTE

THURSDAY, NOVEMBER 10, 2005 · VOL. 128, NO. 45

COLFAX



LaCrosse marks street project finish

The Town of LaCrosse had a ribbon cutting ceremony Nov. 1 to celebrate completion of a Transportation Improvement Board project. The project was a Small City Arterial project selected for a grant for 2005. The total TIB funding was \$344,300. Project improvements included overlay of the existing roadway with minor widening, construction of a sidewalk with curb and gutter on both sides of Main Street and A Street, and installation of a storm drainage system with a lift station. The improvements enhance vehicle and pedestrian travel and eliminate flooding across the North end of Main Street. Pictured with the ribbon from left to right are Cory Bell, project manger from Transtate Paving; Terri Koller, LaCrosse clerk/treasurer; Larry (Butch) Burgess, LaCrosse City Council, Randy Noble, engineer with Thomas, Dean & Hoskins, Inc.; Greg Parch, Transportation Improvement Board member and county commissioner; Mayor Donald O. Dorman, Jr., Les Wigen, county commissioner; Don Keeney, LaCrosse public works manager; Ron Cinder, LaCrosse Park maintenance; and Jerry Finch, county commissioner. Behind is Peter Sawyer, on-site engineer for Thomas, Dean & Hoskins.



Newcastle News

YOUR COMMUNITY NEWSPAPER

NEWS

Nov. 4, 2005

City willing to go \$4.5 million in debt for Coal Creek Parkway construction

Megan Erb
News editor

City Council members voted 5-2 to approve a resolution that could put the city \$4.5 million in debt in order to finish financing the Coal Creek Parkway project.

The only other option was to risk losing nearly \$13 million in potential funding from the state's Transportation Improvement Board (TIB).

While the majority of the council members, with the exception of Bill Erxleben and Gordon Bisset, voted in favor of the resolution, none were pleased with the options presented to them at the Oct. 18 City Council meeting.

The resolution also included an increase in the city's contribution of funds, raising it from \$900,000 to \$2 million. That contribution is separate from the debt city officials are willing to incur.

The resolution came after city leaders learned Oct. 14 that their grant application for \$12.36 million from the TIB was at risk because the TIB director doesn't like to fund projects that aren't ready to go, City Manager John Starbard said.

That was the case even though the project had already been narrowed down from 40 to 12 among cities applying for the Corridor Completion Program funds.

City officials had to act fast. Within days of learning their grant could possibly be ousted from contention, they worked to revamp their action plan.

"If we don't show our level of commitment to the TIB this week, our grant application will probably be recycled," Starbard said in an interview Oct. 18.

"Newcastle is committed to finish Coal Creek Parkway, and we're going to pursue all options," Starbard added. "In the event that doesn't work, the city is willing to go into debt to finish the project."

Public Works Director Maiya Andrews presented Newcastle's new funding plan, complete with the \$4.5 million commitment to finance unsecured funding, to TIB officials Oct. 21 in Olympia.

"I felt pretty comfortable," she said of the presentation.

"I think it's the largest amount of money anyone has ever asked for from the TIB," she added.

That isn't stopping city officials. Their request for \$12.3 million, if approved, will be enough to get phases two and three off the drawing board and into action.

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But at what cost to Newcastle residents?

"If this city had to pay the full \$4.5 million, that's pretty extreme," Andrews said.

She's confident the city will be able to find additional funding to fill that gap.

Some City Council members are less optimistic.

"The project reeks of risk," Erxleben said at the Oct. 18 council meeting.

Bisset, who also voted against the resolution, echoed his sentiments.

"This is the most irresponsible motion I've ever voted on, bar none," Bisset said at the meeting.

"We had to act and it's unfortunate," Mayor John Dulcich said of the quick vote on the resolution.

"If we would have had more time to think about it, it might have tempered arguments a little."

He believes Newcastle's contribution to the project should be about 10 percent to 15 percent of the total cost.

"Our goal here is not to pick up the whole tab," Dulcich said.

He wouldn't have supported the resolution if he didn't believe the city couldn't find additional funding, he added.

But he felt the risk of potentially losing TIB funding was a risk the city couldn't afford to take.

"At the end of the day, we will not be in this thing more than 10 to 15 percent," he said.

"Either that or we're going along for the next 10 years talking about Coal Creek Parkway."

But taking time to wait for funding is what Erxleben believes is the key to smart financial management.

"It seems to me the powers that be will get funds to help the city's funding," he said. "At least we won't end up mortgaging the city's financial future."

Erxleben said he believes \$4.5 million is the largest financial commitment the city has ever made in its 11-year history.

"What this resolution is is a statement of the city's level of commitment to complete the project," Starbard said. "It's not a decision to finance unfunded balance with debt."

Increasing the city's contribution to the project to \$2 million bumps up Newcastle's percentage of the total project price to 6 percent, Starbard said.

"Six percent is still a very low local match when you look at the other agencies putting in money," Starbard added. "The percentage of cash we're putting in is lower than the percentage of Newcastle traffic on the road."

Studies show while Coal Creek Parkway is a vital thoroughfare through the city, only 10 percent of the traffic on the road is Newcastle residents, he added.

City officials say they will continue to work to find funds for the \$4.5 million gap.

Both Starbard and Andrews say the city is hoping to secure additional funding from other agencies, including the Puget Sound Regional Council, King County and the I-405 Mitigation Fund, although the city doesn't yet have a commitment from those agencies.

City officials are also hoping to secure money through a Public Works Trust Fund Loan. That loan is one of the hoped-for sources to bridge the \$4.5 million gap.

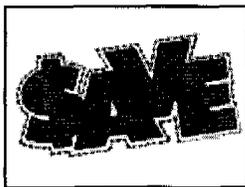
However, any chance the city has in obtaining such a loan is contingent on its passing the Critical Areas Ordinance by the Dec. 1 deadline.

Washington state voters will also have an impact on the city's ability to get the TIB grant.

The funding for the Corridor Completion Project is completely dependent on Initiative 912, Andrews said. The gas tax is a major player in the completion of Coal Creek Parkway.

"If 912 passes, the funding for the project will be gone," Andrews said.

If voters reject 912, the city will find out its funding fate in mid-November. "Without the grant, that's \$12.5 million we've got to get somewhere," Andrews said.



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Construction on interchange may begin as early as January

Letters to the Editor

By Valentina Petrova

Nov 22 2005

CARRIER APPLICATION

Holiday shoppers rejoice. Kitsap Mall-goers will only have the ordinary traffic congestion to beat this winter. Now that the Waaga Way interchange project, at the northwestern corner of the mall, has been assigned, work is not anticipated to begin until after the shopping rush. The year-long construction also should have little impact on next year's shoppers thanks to a minimal traffic impact stipulation included in the contract for the holiday seasons because the project is adjacent to the heart of shoppers' destination in Silverdale.

DELIVERY Feedback

DISPLAY AD VIEWER

The state awarded the \$16.7 million contract to Kent-based Scarsella Bros., Inc. to build a new interchange connecting State Route 3 and State Route 303, aka Waaga Way. The project was awarded Friday and the contractor now has 20 days to return the paperwork to the Washington State Department of Transportation.

- Scissor Coupons
- Time of Your Life - 2004
- West Sound Consortium - Options 2005
- Career Guide
- Employment
- Real Estate

Kitsap County Legals

"It could take us into early next year before they (begin construction)," said Amity Trowbridge, project engineer at the WSDOT Port Orchard office. "That timeframe ... works well with the holiday season for the mall."

County legal advertising

Government

Because the contractor has the option of requesting a 20-day extension for the contract papers, Trowbridge projected Scarsella Bros., Inc. likely won't actually dig into the work until January 2006.

- Washington state government
- Washington State Ferries

- Kitsap County government
- Kitsap Transit
- Central Kitsap Fire & Rescue
- Kitsap Regional Library

Area schools

"Because of the time of year and the rainy season, the contractor may want some extra time beyond that," she added.

- CK Community Schools
- Central Kitsap School District
- Olympic College
- King's West School

The project has been in the pipes for two years. It was finally advertised on Aug. 22 and the seven bids received were opened in mid-October. It took about a month for WSDOT to award the contract because of budget considerations and reviewing the itemized list in the bids.

Community organizations

"We had to figure out how the extra funding fit into our budget," Trowbridge said. "We had to make sure everybody could budget the extra funds."

- Kitsap United Way
- American Red Cross - Westsound
- Central Kitsap Kiwanis
- Silverdale Kiwanis Club
- Rotary Club of Silverdale

Compared to the engineer's estimate of a \$14.3 million construction cost, the Scarsella Bros. Inc. offer was \$16.7 million.

- Rotary Club of Silverdale
- Sunrise
- Silverdale Dandy Lions
- Kitsap County Bremerton Athletic Roundtable
- Silverdale Harley Owners Group
- Silverdale Chamber of Commerce

Trowbridge speculated Hurricane Katrina was to blame for most of the disparity.

"I think it's impacted everything as far as prices," she said.

Even though there were a good number of bidders, therefore a competitive race for the contract, the lowest bid still came in higher than expected, Trowbridge explained.

Only a few days after the project went up for bid, Katrina slammed into the Gulf Coast and the aftermath has raised the prices on many construction materials.

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Gordon Roycroft, WSDOT project engineer for the design phase of the interchange, said the high bids were due to "escalation of commodity prices that exceed the inflation rate." Specifically, materials based on petroleum, concrete and steel are significantly costlier. Prices of construction necessities that need to be transported are rising even quicker due to soaring gas prices.

"There's a lot of documentation about those kind of increases in professional literature," Roycroft said.

The Engineering News-Record (www.enr.com) is one source Roycroft referenced. In its 2005 third quarter cost report, ENR cited impacts of Hurricane Katrina, high crude oil prices and other such factors.

The funding partners for the interchange will be able to cover the roughly \$2.4 million difference Katrina blew over the WSDOT's estimate from late August.

A grant from the State Transportation Improvement Board, matching Kitsap County funds, as well as county dollars contributing to a new storm water treatment facility between Clear Creek Road and SR 3 and a sewer line extension, will account for more than \$2 million for the project. The remainder of the funds have been designated from the so-called Nickel tax, a 2003 Legislative Transportation Package. The final funding numbers are now under revision, Roycroft said.

The project includes widening of the Kitsap Mall Boulevard/Clear Creek Road overpass, new ramps and lights controlling traffic flow between the two highways, removing some existing ramps and creating a storm water treatment facility in the middle of the revamped interchange.

Two lights will help control traffic flow — one on the overpass and one at a new road extension connecting the overpass to Clear Creek Road. The section of SR 303 westbound which now dead-ends at Clear Creek, where drivers have to take a left toward Silverdale to get onto southbound SR 3, will be removed.

Adding sidewalks and bicycle lanes will increase safety along Clear Creek Road. The project as a whole is intended to improve traffic flow between the two highways and take away traffic pressure from adjacent local roads.

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The Arlington Times

172nd overpass opens early

Kirk Boxleitner
The Arlington Times

SMOKEY POINT — They couldn't cut the ribbon on the bridge itself, because all six of its lanes had already started serving traffic Dec. 9, but dozens of city, county, tribal, state and federal representatives were on hand to officially "open" the 172nd Street overpass bridge on Interstate 5 in Smokey Point Dec. 12.

Although Washington State Department of Transportation Project Engineer Amir Ahmadi had initially predicted that WSDOT wouldn't be able to open all of the bridge's lanes until February of next year, he credited the two months ahead of schedule opening to "favorable weather conditions" and "fast and efficient work by our contractor," Graham Construction.

Even as Ahmadi emphasized that crews would continue to work throughout the winter to remove temporary bridge supports, sidewalks and landscaping, he added that the bulk of the construction work required to make this a serviceable interchange has been completed.

Becky Foster, co-chair of the Marysville-Arlington Transportation Relief Action Plan, reflected on the significance of the group's acronym, since "we were in a trap, but now it's been sprung," while thanking everyone from private citizens to public officials for the parts they played in making the expanded overpass a reality.

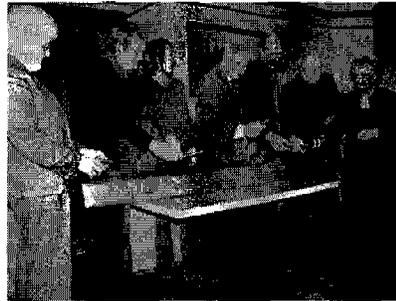
Former TRAP Chair Gigi Burke, a self-described "transplant from Everett," described the committee meetings on the construction project as "a wonderful introduction to the community and the great people who live here," praising their positive attitudes by noting that "I never heard one person say, 'It's not going to happen.'"

State Sen. Val Stevens followed up on this sentiment by asserting that "this was a citizen effort, but it always is, because they're always the ones who get involved and make these things happen." Especially as a motorist who uses the overpass on a daily basis, Stevens described the opening as "Christmas" come early.

U.S. Sen. Patty Murray presented this project as "a testament to the cooperative, grass-roots efforts of all involved, who saw a need and worked together to meet it," given that "you hardly ever hear" that such a project has been completed ahead of schedule.

"Investing in transportation infrastructure is simply the smart thing to do," Murray said. "It helps the economy, it improves our quality of life and it keeps our state moving and growing. It makes a difference, but only because all of you have made a difference."

U.S. Rep. Rick Larsen, who grew up in Arlington, acknowledged that this project had



(Click on image to enlarge)

From left, state Sen. Mary Margaret Haugen, Marysville-Arlington Transportation Relief Action Plan C-Chair Becky Foster and former Chair Gigi Burke, Marysville Mayor Dennis Kendall, U.S. Rep. Rick Larsen, Oliver Smith and Arlington Mayor Margaret Larson officially "open" the 172nd Street overpass bridge on Interstate 5 in Smokey Point Dec. 12. KIRK BOXLEITNER The Marysville Globe

experienced “not just hiccups, but full-on loud burps,” but likewise commended the community on “creating strong partnerships” in order to see the proposed changes through to completion.

State Sen. Mary Margaret Haugen agreed with Larsen that “no one entity can accomplish such a task by themselves,” noting that a percentage of the fuel tax funded the construction of the bridge, while Larry Stickney, spokesperson for Snohomish County Councilman John Koster, touted the “bipartisan efforts” of this project as “a model of excellence in government.”

Steve Gorcester, executive director of the Transportation Improvement Board, deemed the overpass project worthy of funding because “we see nothing but needs, but this bridge was needed today.”

Before the ribbon-cutting ceremony took place in the Hawthorn Inn and Suites on Smokey Point Boulevard, with a long gift-wrapped box representing the bridge, Marysville Mayor Dennis Kendall and Arlington Mayor Margaret Larson stepped up to the podium together, with Kendall characterizing the two cities as “existing separately but jointly,” while Larson admitted that area motorists “have already begun to enjoy the fruits of our labor.”

Once the ribbon was cut, the box was opened to reveal several glass jars full of pieces of the old bridge, which were presented to a number of the officials on hand.

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Montesano budget includes Main Street work

By **Terry Loney** - Daily world writer

Wednesday, December 14, 2005 11:04 AM PST

The Montesano City Council approved an \$8.8 million 2006 budget Tuesday night that includes \$500,000 to reconstruct main street from the Monte Square business complex to Wynooche Avenue.

The council also approved a household utility tax to help fund its ambulance service. The tax will add \$14 to residents' bi-monthly water/sewer bills in 2006.

There was not much discussion of the budget, except for the cost of prosecuting and defending criminals in the city's Municipal Court.

"It is well balanced," Councilman Ron Malizia said.

The only fault he could find is that only \$30,000 was budgeted for general road repairs.

"It would be nice to have a little more money in it for roads and streets," he said. But, he added, the cost of the Main Street project is cutting into other areas of the budget.

"As long as we keep up on the crack sealing and the pot holes, we will be okay," he said.

The \$500,000 Main Street project, for which the city received a \$400,000 grant from the state Transportation Improvement Board in 2004, will upgrade the city's main entrance from Monte Square to Wynooche Avenue.

Public Works Director Mike Wincewicz said construction will start in early summer and be completed by fall.

The entire cost of the project is \$900,000, but about \$400,000 of the work has already been completed. The project calls for installing new stormwater lines and catch basins, water lines, street lamps, sidewalks, pavement and some landscaping.



Road improvement projects moving forward

By Sebastian Moraga World staff writer
Monday - December 26, 2005

WENATCHEE -- Two street improvement projects are about to take steps forward on their road to completion.

The city has requested design proposals for construction of Riverside Drive and qualifications from engineering firms wanting to work on improvements to Hawley Street.

Steve King, city engineer, said the city wants to hire a consultant to tell them the best way to design Riverside Drive, which would connect Worthen Street and Walla Walla Avenue along the riverfront.

"We don't have the staff to do the consulting for Riverside Drive," said King.

Hawley Street stops at North Wenatchee Avenue between Sav-Mart and Visconti's restaurant. The project will create an extension from the intersection of Hawley and North Wenatchee Avenue. The extension will curve northwest to where Walnut and Pine streets now meet. The existing section of Walnut Street between Pine Street and Wenatchee Avenue will likely be vacated, King said.

"We are telling engineering firms, 'Show us your capabilities to do a major intersection,' " Mayor Dennis Johnson said.

King said, "We already know conceptually how to do Hawley Street, we just need help in the details like road width and signal lights and curbs."

The Hawley Street project has an estimated cost of \$1.8 million, with \$1.44 million coming from a state Transportation Improvement Board grant, and \$180,000 each coming from the city and Chelan County.

The cost of the design phase of the Riverside Drive project will run about \$3.45 million, with \$2 million coming from a Transportation Improvement Board grant, \$248,000 from the city and \$1.2 million in land donations from property owners along the proposed route.

Johnson said the Riverside Drive project is more complicated than the Hawley Street work because it will create a new traffic corridor.

"The Riverside Drive project has an acquisition of a right of way, a design of a roadway. It has more elements than just the engineering aspect," he said.

King said that acquisition of a right of way is what makes this phase of the Riverside Drive project more expensive than the entire Hawley project.

"The right of way acquisition alone is going to be near \$3 million," he said.

The city estimates the total cost at \$6.5 million, King said.

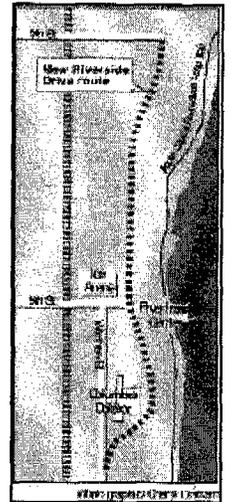
Johnson said he was pleased with how both projects are advancing, particularly with having the Hawley Street project already entirely funded.

"We can now get the engineering and award the contract for construction," he said.

Consultants are expected to start design work on both projects at the end of January, King said.

At the same time, the city is expected to apply for an additional state grant of \$3 million to \$4 million to build Riverside Drive.

"We are optimistic that the city will receive money for construction, because the TIB already funded the design," he said.





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Work to begin on Pasco overpass

This story was published Monday, December 26th, 2005

By Jeff St. John, Herald staff writer

After years of planning, a long-awaited project to build an overpass to carry Ainsworth Street over a heavily-used railroad track in east Pasco finally is ready to start next month -- and that likely will mean detours for several months.

Construction of the \$5.6 million project is set to start January, and Jan. 9 is the day the road will close to through traffic, said Bob Alberts, Pasco public works director.

If all goes well, the newly built overpass will be open in July or August, replacing the ground-level roadway with a bridge from Second Avenue to Seventh Avenue and ending long waits for trains along the busy truck route, he said.

"It all gets back to the number of trains we see at this location," Alberts said -- up to 60 trains a day.

Closing the road to let those trains go by not only backs up trucks headed to and from the road's intersection with Highway 12 and the Big Pasco industrial area, he said. It also presents a potential problem for emergency vehicles trying to reach homes on the east side of the tracks.

That could be why property owners in the areas to be affected by the construction project didn't object to the plan, he said.

"Residents saw great value in this," according to responses to city letters asking for feedback, he said.

As far as detour schedules go, the low bidder on the project, Apollo Inc. of Kennewick, has been authorized by the Pasco City Council to close Ainsworth for up to seven months, Alberts said.

The likely detour route from west to east will be north on Ninth Avenue, east on A Street and south on Maitland Avenue, he said.

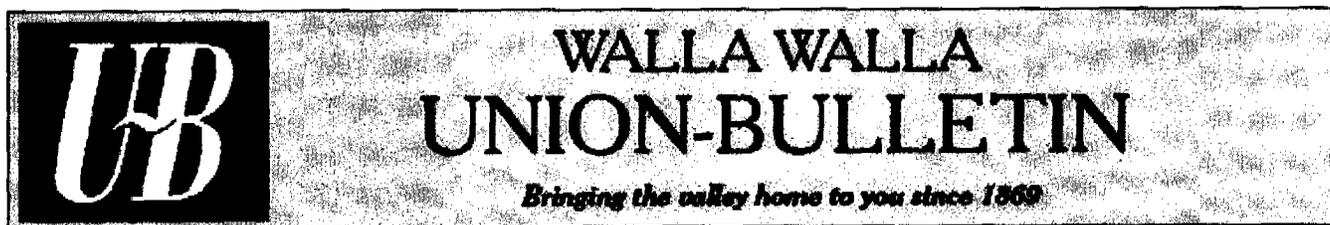
The project was mostly funded by \$5.2 million in state grants, he said. The city and the Port of Pasco, which operates the Big Pasco industrial area east of the tracks, already have spent about \$1.7 million on design, moving a sewer lift station and buying land to make way for the overpass.

When it's done, the new overpass will include a loop allowing vehicles to access Fifth and Fourth avenues, as well as retaining walls separating the overpass from residential neighborhoods on both sides, Alberts said.

As this project gets under way, another road project in Pasco, the newly opened offramp from the Highway 395 and Interstate 182 to Argent Road, is expected to see completion with the installation of traffic signals, he said.

The offramp opened last month, and should give an alternate route to drivers now using 20th Avenue to get to Columbia Basin College, he said.

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Thursday, January 12, 2006

Council picks Elia as mayor, OKs road agreement

The City Council agreed to a plan in which the city, county and College Place will share remaining costs of the Myra Road extension.

By Kathy Korengel of the Union-Bulletin

Thursday, January 12, 2006

The City Council chose a new mayor and authorized an agreement to help pay for the Myra Road extension project at its Wednesday meeting.

Council member Dominick Elia is the new mayor, and Council member Dan Johnson was named mayor pro tem. The two were chosen unanimously by their colleagues, said City Manager Duane Cole this morning.

New Council members Shane Laib and Jim Phillips, as well as re-elected Council member Johnson, also took oaths of office at the meeting.

In other business, a split Council authorized an intergovernmental agreement with Walla Walla County and College Place to share costs to extend Myra Road north to State Route 125.

So far, \$12.2 million of grant funding has been secured for the about \$16 million project. According to the agreement, remaining costs would be shared. The county would pick up 56.3 percent of those costs; the city, 30.5 percent and College Place, 13.2 percent.

The entities will continue to seek more grant funding for the project as well.

Currently, this would mean the city needs to come up with up to \$1.525 million, Cole said. The Council raised questions about where this money will come from.

Cole said the city expects to have \$1 million to \$1.1 million available in federal transportation money. The balance would have to be obtained from other sources by late 2007.

“We should be able to identify them at that time,” he added.

Also, an engineer is going over the project for possible cost savings, Cole said.

Council member Barbara Clark voted against approving the agreement. Partly she has concerns the agreement doesn't really meet the needs for maintenance of the road once it is built, Cole said.

According to the agreement, a technical advisory team with representatives from the three governments will develop an agreement over maintenance issues related to the Myra Road extension north of the Poplar intersection by Dec. 31. Maintenance of Myra south of that intersection will be worked out with College Place.

Clark also questioned how mitigation for environmental impacts from the project, such as increased noise at Fort Walla Walla, will be paid for, Cole said.

He told the U-B, if environmental impacts are determined to be part of the project, mitigation costs would be shared by the three entities. It has not yet been determined whether increased noise at Fort Walla Walla is part of the project or not, Cole said.

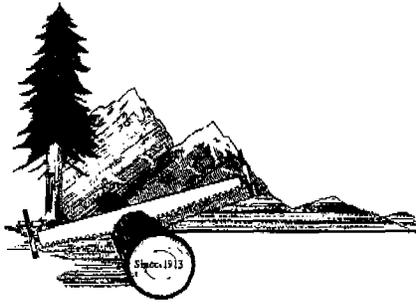
In other action, the Council:

Accepted a donation from Banner Bank of a metal sculpture depicting Walla Walla historic buildings; artist Wayne Chabre made the work that would be displayed at the Public Library.

Authorized artist Wayne Chabre to restore a mobile public art sculpture called ``ArtCarp' that would be displayed at the Public Library to acknowledge the Donald and Virginia Sherwood Trust's contribution to the children's wing expansion.

Awarded \$51,433.84 bid to Paramount Communications Inc. to install fiber optic facilities connecting City Hall to Fire State 11-2.

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Mayor Will Ibershof

January 9, 2006

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

Dear Mr. Gorcester:

Thank you for coming to the City of Duvall on January 4th for the Ribbon Cutting for the Big Rock Road Re-Construction!

In the last few years, the City of Duvall has been so impressed with the Transportation Improvement Board (TIB). You are one of the best agencies in the State with which to work. You and your staff are extremely professional, organized, and truly provide tremendous customer service.

We at the City of Duvall want to extend a special thanks to Greg Armstrong, P.E., and Area Manager. Greg has a fantastic blend of technical, financial and regulatory knowledge. He is a great asset to a small City.

This year, we would also like to thank Theresa Anderson, financial manager, for spending extra time and effort to get our reimbursement in on time as part of our year end requirements.

TIB is a wonderful asset to the local agencies and citizens of Washington State!

Thanks again for all you do.

Sincerely,

City of Duvall



Will Ibershof
Mayor



Current Overall Agency Health

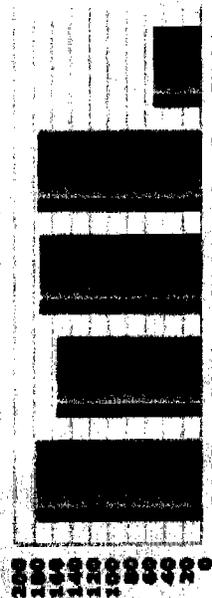
TIB Core Values

- Improve and Innovate
- Manage Projects to Ribbon Cuttings
- Dollars in the Ground, not in the Bank
- Catalyst for Project Completion

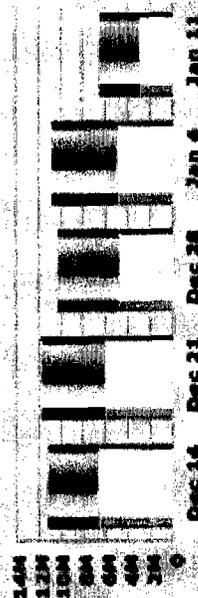
Status of Initiatives

Initiative	Status
WAC Overhaul	Pending
Annual Report	Active
Main Talk	Active
Pavement Preservation Program	Active
Corridor Completion Program	Complete

Completed Projects



Outstanding Payments



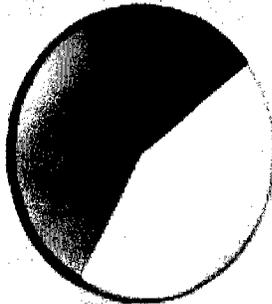
Dec 14 Dec 21 Dec 28 Jan 4 Jan 11

TIA UATA SCPPP

Program Metrics

- Project Inventory
- Increases Vs Surpluses

Statewide Project Inventory



- APP
- PO
- DE
- CN
- BA
- CC
- TIA
- UATA
- SCPPP
- Total

Active Projects

474

Remaining Commitment

\$402,869,797

Completed (FYTD)

50

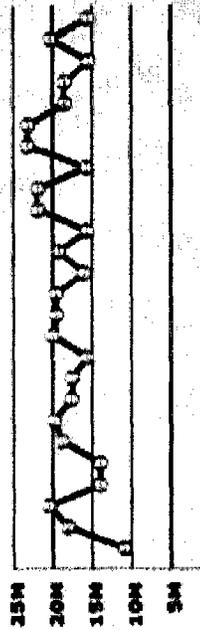
Under Construction

248

Financial Health

- Fund Balances
- Project Expenditures

Fund Balances



- TIA
- UATA
- SCPPP
- Total

TIA Fund Balance

\$3,815,861

UATA Fund Balance

\$10,598,542

SCPPP Fund Balance

\$1,011,123

Transactions (MTD)

33

Total Payments (MTD)

\$4,714,660.74

Fund Balances are

as of 01/11/2006

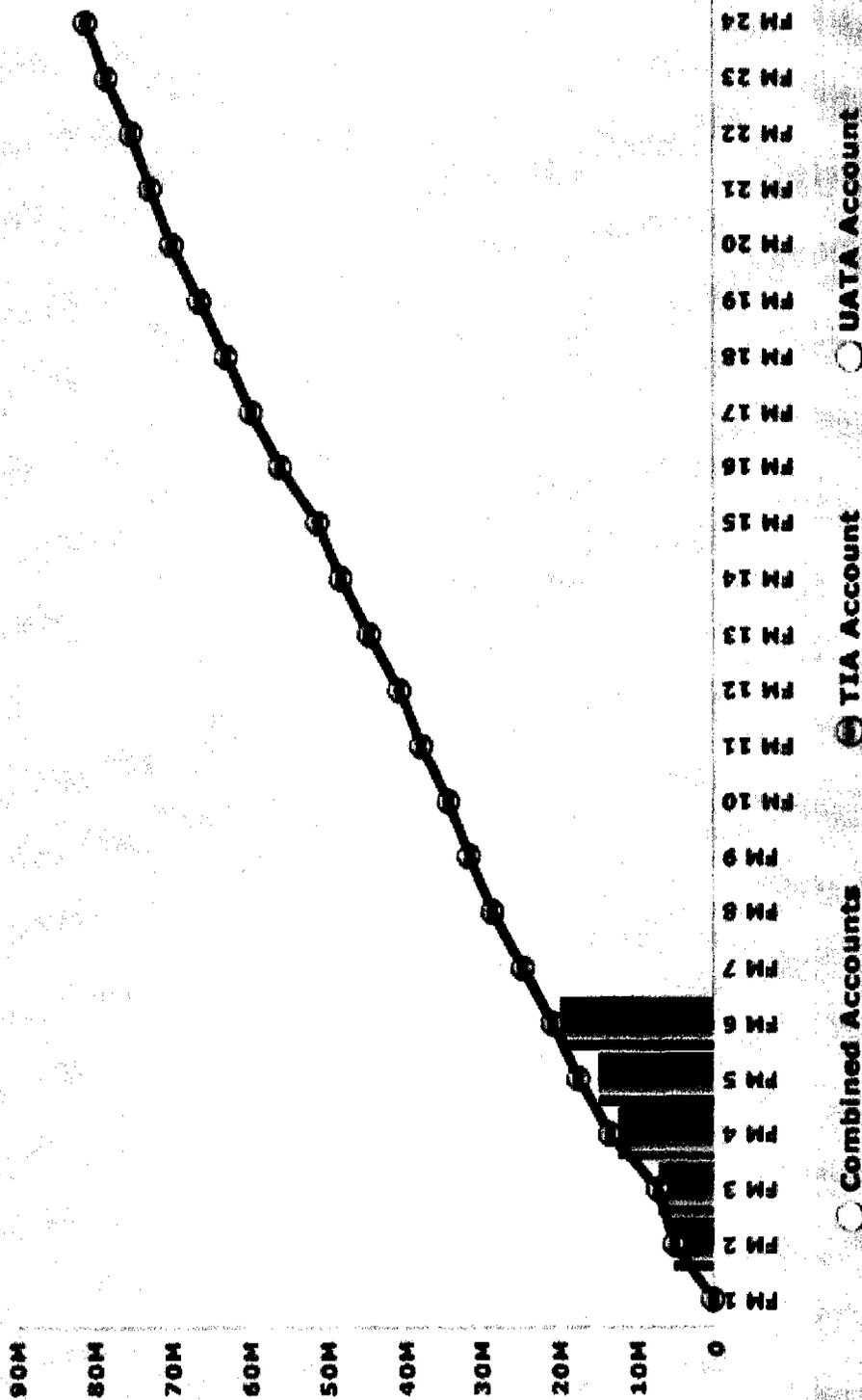


Project Payments vs. Allotments

● 2005 - 2007 Biennium ○ 2003 - 2005 Biennium

Transportation Improvement Account (TIA)

Forecast vs. Actual Project Payments - in Dollars



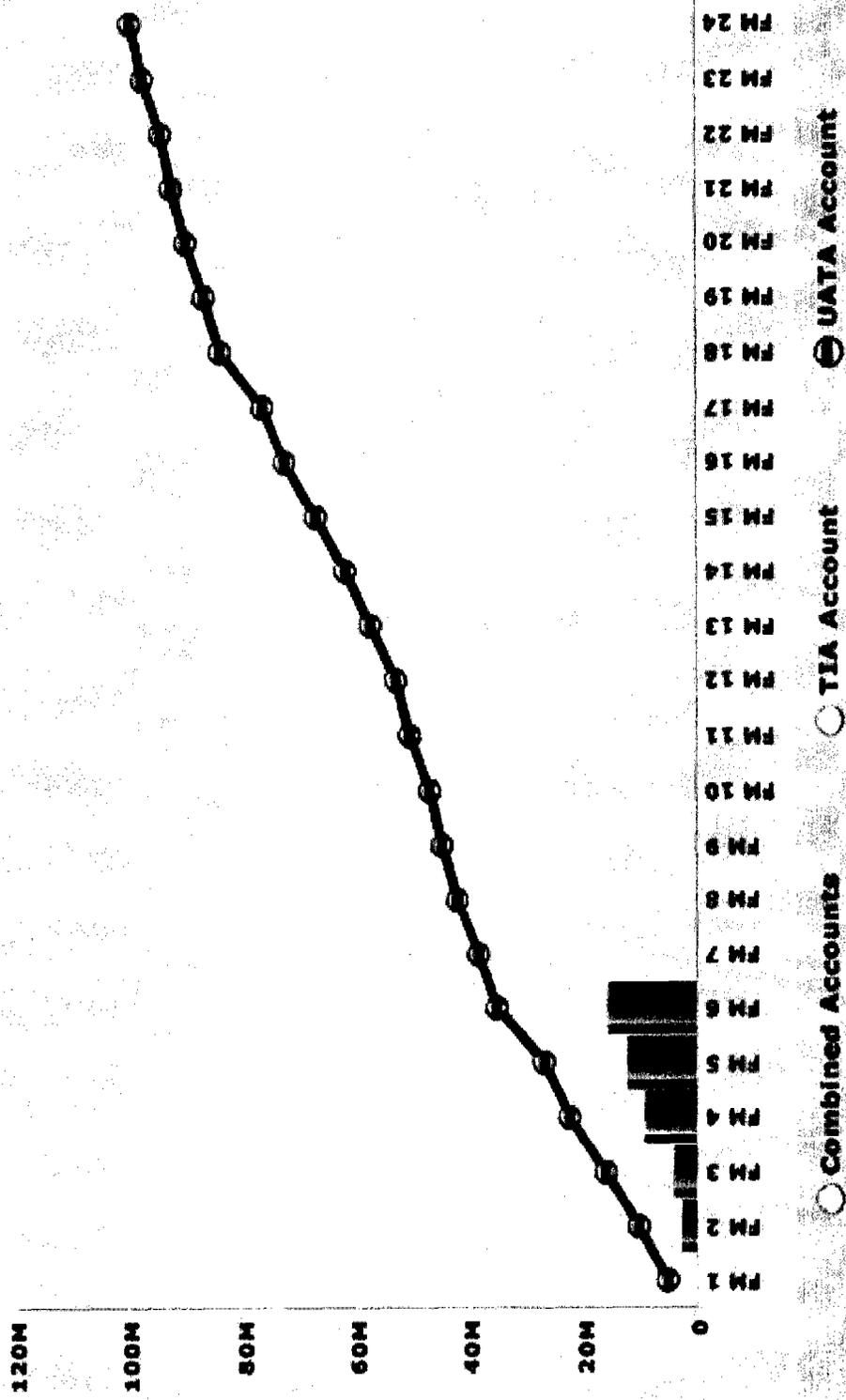


Project Payments vs. Allotments

● 2005 - 2007 Biennium ○ 2003 - 2005 Biennium

Urban Arterial Trust Account (UATA)

Forecast vs. Actual Project Payments - In Dollars

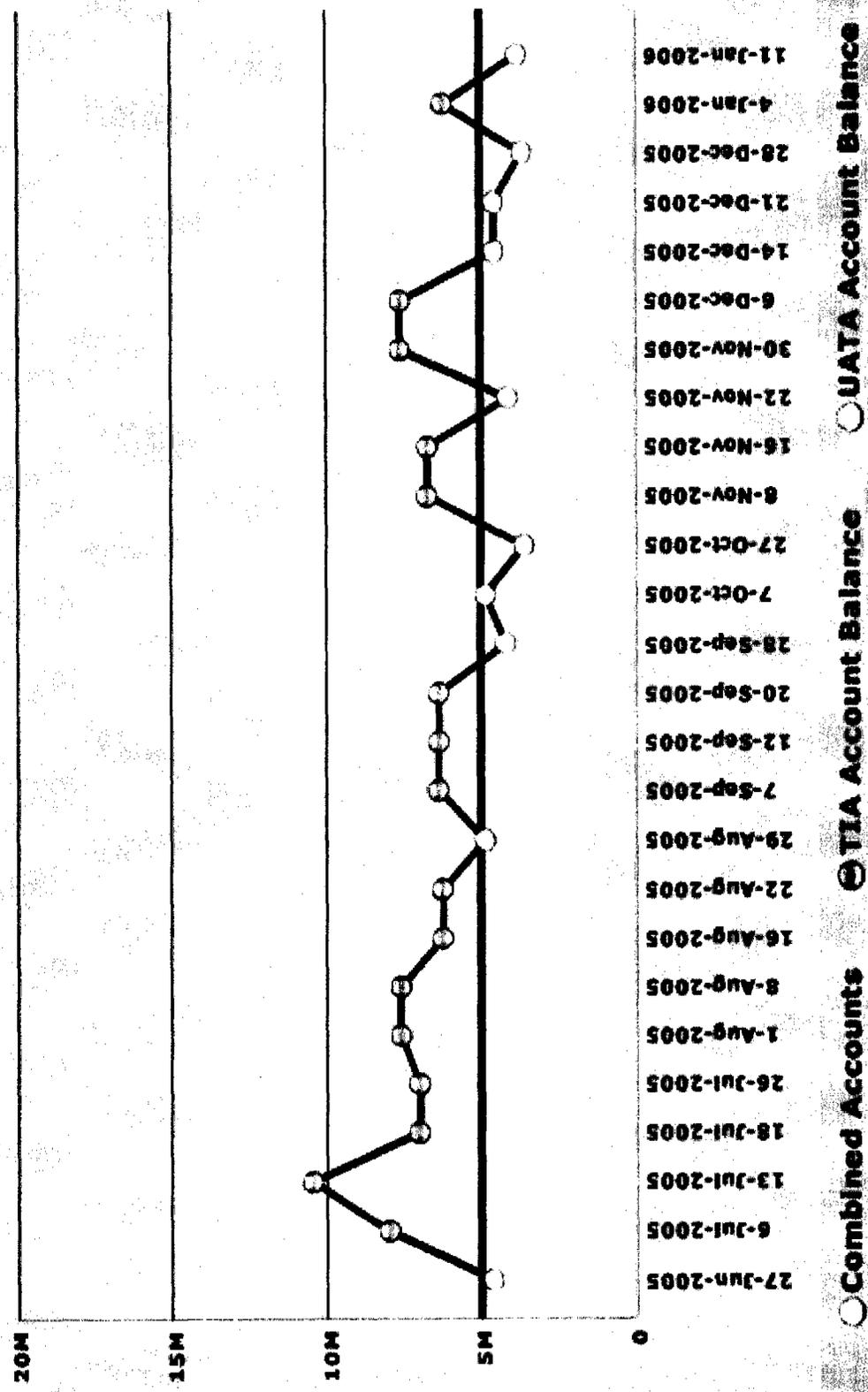


Account Balances

Target Level - > \$5M Each Account

Transportation Improvement Account Balance

Total Funds Remaining - in Dollars

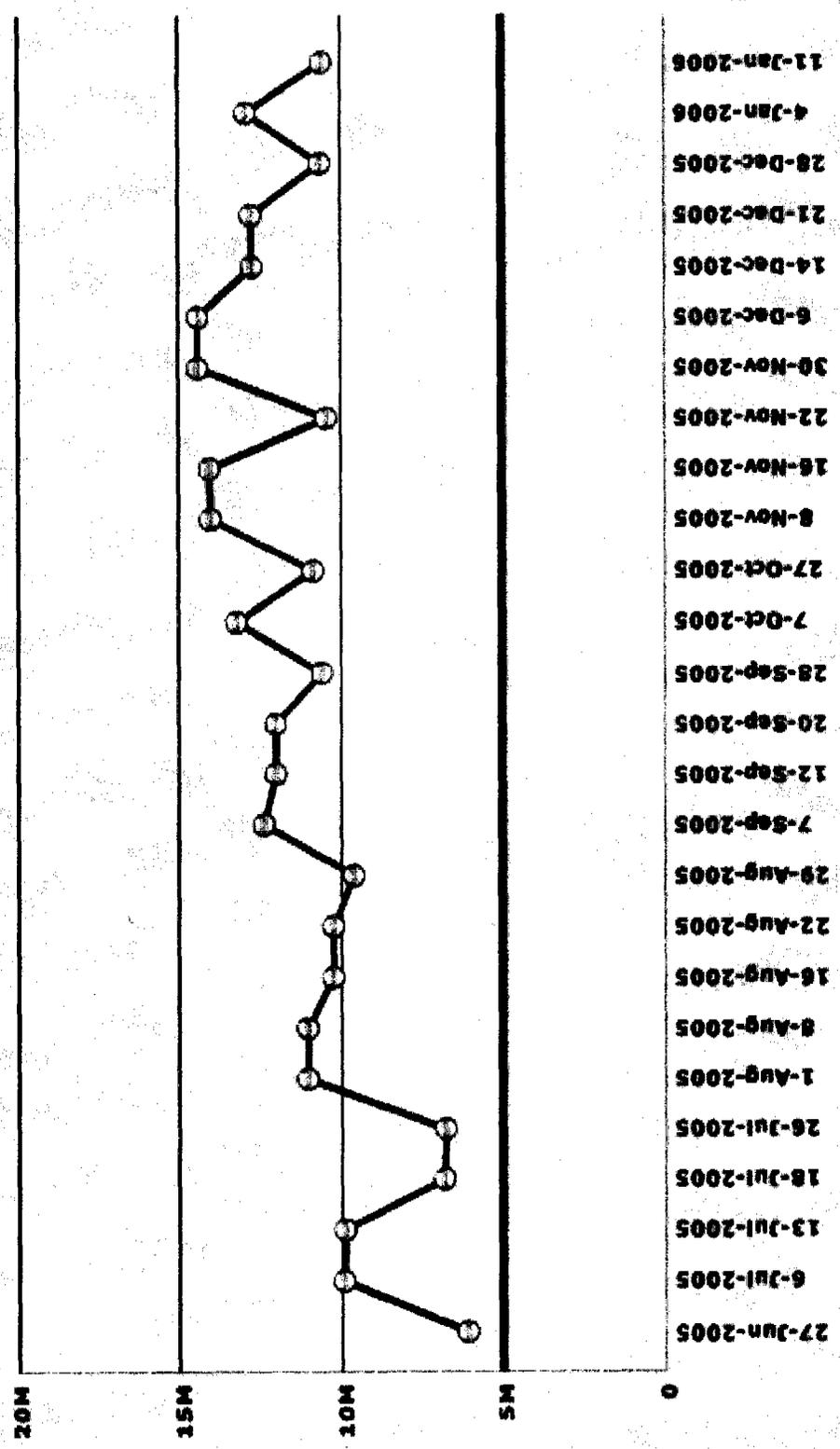


Account Balances

Target Level -> \$5M Each Account

Urban Arterial Trust Account Balance

Total Funds Remaining - In Dollars



Combined Accounts
 TIA Account Balance
 UATA Account Balance



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 11/01/2005 to 12/31/2005

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
SCAP Program							
6-P-119(001)-1	ALGONA	Main Street	Design	DE	126,560	0	Director
6-E-934(004)-1	BINGEN	Maple Street	Design	DE	47,534	0	Director
6-W-979(005)-1	CATHLAMET	Broadway Street	Design	DE	30,398	0	Director
6-W-825(003)-1	FORKS	Calawah Way	Design	DE	58,589	0	Director
6-E-940(003)-1	GRANGER	East E Street	Design	DE	48,858	0	Director
6-P-820(003)-1	GRANITE FALLS	South Granite Avenue	Design	DE	50,350	0	Director
6-W-953(006)-1	KALAMA	Fir Street	Design	DE	58,500	0	Director
6-W-962(003)-1	MOSSYROCK	State Street - Phase 1	Contract Completion	CC	611,954	15,486	Director
6-P-804(003)-1	NORTH BEND	Ballarat Ave	Contract Completion	CC	421,539	-19,103	Director
6-E-929(002)-1	POMEROY	Columbia Street	Contract Completion	CC	594,568	16,696	Director
6-E-864(003)-1	ROYAL CITY	Royal Avenue	Design	DE	49,744	0	Director
6-P-824(006)-1	SULTAN	Sultan Basin Rd/SR 2	Construction	CN	500,000	0	Director
6-E-946(005)-1	WAPATO	Track Road	Design	DE	54,369	0	Director
6-W-978(008)-1	YELM	Stevens Street	Design	DE	199,861	0	Director
Total SCAP Change					13,079		
SP Program							
P-E-930(P04)-1	CLE ELUM	Second Street (SR 903)	Withdrawn	DE CN	0	0	Director
P-P-115(P01)-1	CLYDE HILL	98th Avenue NE	Audit	CC FV AD	92,677	-7,323	Director
6-W-827(P06)-1	COUPEVILLE	NE Sixth St	Withdrawn	WD	0	-59,618	Director
P-P-199(P06)-1	LAKEWOOD	Stellacoom Boulevard SW	Construction	DE CN	150,000	0	Director
P-E-942(P01)-1	MABTON	5th Street/B Street/6th Street	Construction	DE CN	100,000	0	Director
P-W-964(P01)-1	PE ELL	Main Street (SR 6)	Construction	DE CN	106,600	0	Director



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 11/01/2005 to 12/31/2005

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-5-194(P08)-1	SHELTON	Olympic Hwy S Pedestrian Path	Audit	CC FV AD	100,000	0	Director
P-P-202(P05)-1	SHORELINE	Dayton Avenue N/N 172nd Street	Construction	CN	135,200	0	Director
P-E-936(P01)-1	WHITE SALMON	Jewett Blvd (SR 141)/Main Street	Construction	DE CN	133,000	0	Director
Total SP Change						-66,941	
UAP Program							
8-1-105(030)-1	AUBURN	3rd St SE/Cross St	Construction	CN	1,336,000	0	Director
8-2-159(011)-1	BURLINGTON	North Burlington Blvd	Design	DE	322,000	0	Director
8-1-802(003)-1	DUVALL	NE Big Rock Rd	Contract Completion	CC	575,000	0	Director
8-2-985(004)-1	FERNDALE	Main St	Contract Completion	CC	1,871,000	0	Director
8-1-017(068)-1	KING COUNTY	124th Ave NE	Audit	CC FV AD	3,443,928	43,436	Director
8-4-171(014)-1	RICHLAND	Stevens Drive Improvements/Jadwin Ave/SR-240	Bid Award	CN BA	776,000	0	Director
8-3-032(057)-1	SPOKANE COUNTY	16th Avenue	Audit	AD	1,198,769	-35,251	Director
8-4-178(001)-1	TOPPENISH	Berger Lane	Design	DE	54,045	0	Director
8-4-178(002)-1	TOPPENISH	King Lane/Rentschler Lane	Design	DE	41,679	0	Director
8-4-178(003)-1	TOPPENISH	Toppenish Ave & 2nd Ave	Design	DE	45,000	0	Director
Total UAP Change						8,185	
UCP Program							
9-P-031(006)-5	EVERETT	SR 527	Audit	CC AD	5,773,000	0	Director
9-P-113(008)-1	FEDERAL WAY	Pacific Highway South (SR 99)	Design	DE	2,365,789	0	Director
9-E-173(013)-1	KENNEWICK	27th Avenue and 36th Avenue	Construction	CN	685,000	0	Director
9-P-106(008)-6	KENT	South 228th St	Construction	CN	278,508	0	Director
9-W-018(001)-1	KITSAP COUNTY	SR 3 - SR 303 (Waaga Way) Interchange	Bid Award	BA	2,482,280	0	Director



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 11/01/2005 to 12/31/2005

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
9-P-027(005)-3	PIERCE COUNTY	Canyon Road East	Audit	CC FV AD	891,471	-103,515	Director
9-E-032(005)-1	SPOKANE COUNTY	Thierman Road, Stage 1	Audit	AD	833,134	0	Director
9-P-198(007)-1	WOODINVILLE	Woodinville Redmond Road (SR 202)	Design	DE	117,796	0	Director
9-E-039(007)-2	YAKIMA	Washington Avenue (Construction Only)	Contract Completion	CC	1,471,154	197,595	Director
9-E-039(001)-1	YAKIMA COUNTY	Keys Road (New 33rd Street Alignment)	Contract Completion	CC	2,315,676	0	Director
Total UCP Change						94,080	
Total Change						48,403	

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

Emergent Nature Staff Review Small City Arterial Program (SCAP)

Board Meeting Date: January 27, 2006

REGION	West	FUNDING YEAR	FY 2007
LEAD AGENCY	City of Elma	PROJECT LENGTH	100 feet
PROJECT NUMBER	6-W-955(003)-1	FUNCT CLASS	TIB Arterial
PROJECT NAME	Harding Road Slide Stabilization	AADT	500
		VE STUDY	Not Required
		BID AWARD TARGET	March 2006

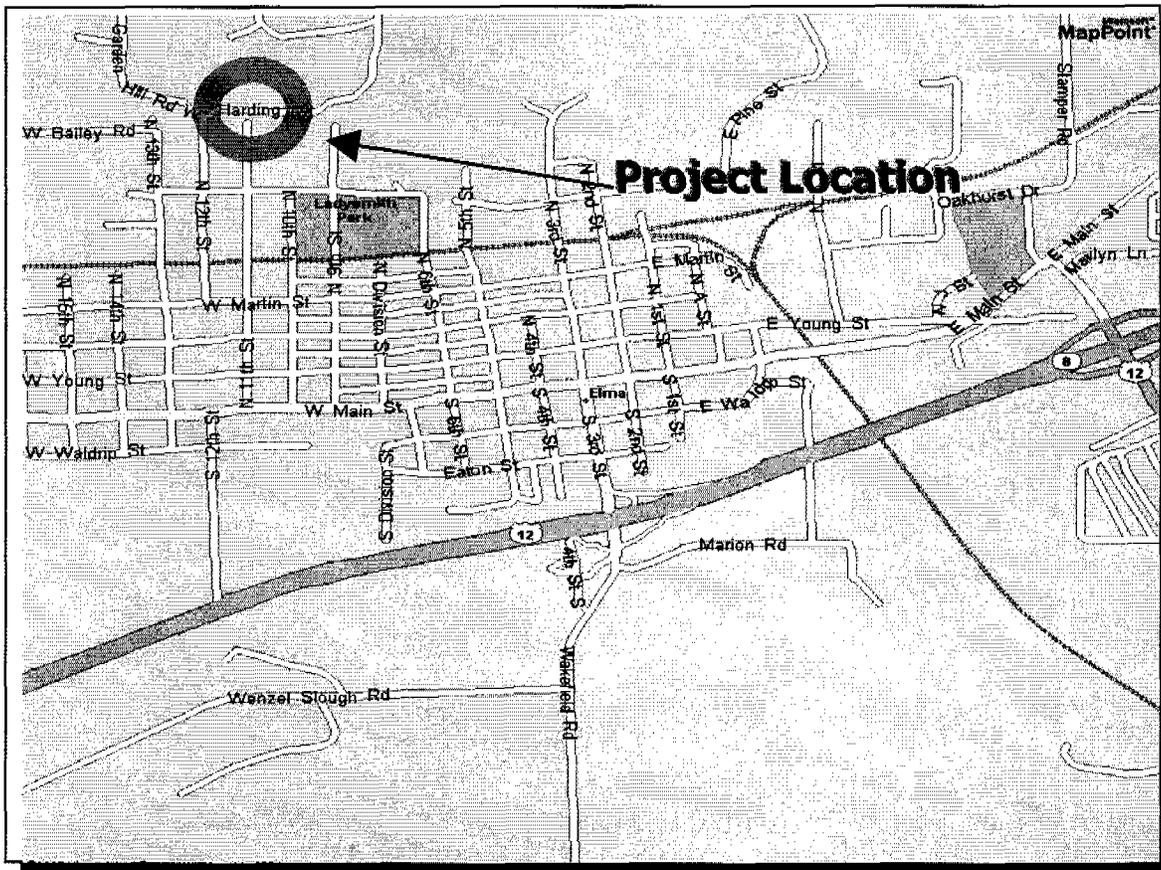
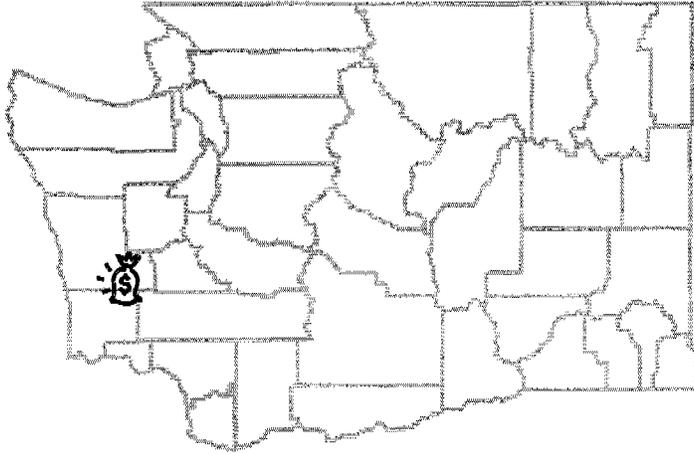
Phase	TIB Funds	Total Cost
DESIGN Funds approved for Design	0	35,000
Funds approved for Right of Way	0	0
CONSTRUCTION Funds requested for Construction	100,000	129,000
TOTALS	100,000	164,000

NONELIGIBLE COST	TIB REIMBURSEMENT RATIO	61.1%
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LOCAL MATCH	ELMA \$64,000
EXISTING FACILITIES	Harding Road is a two-lane TIB arterial with a sidewalk on one side. It was originally improved under a 1997 TIB project. There are high-pressure water and sewer lines in the roadway.
PROJECT BENEFITS	<ul style="list-style-type: none"> • Prevents loss of roadway • Prevents loss of water and sewer lines
PROPOSED WORK	Construction of a soldier pile retaining wall on the southeast side of the roadway where it skirts a deep gulley.
DISCUSSION	<p>The retaining wall is required to contain a slide that is threatening to undermine the roadway. A slide occurred in the winter of 1999. Since then, the city has been monitoring the slide and has observed no further movement. The city retained the services of structural and geotechnical engineers who determined that it would be prudent to shore up the slide with a retaining wall.</p> <p>The existing slide is within two feet of the edge of pavement. Any further slide would result in the closure of the road and possibly the loss of the water line, which would quickly drain a 300,000-gallon water tank and result in damage to private property.</p> <p>Fixing this slide area is the city's top priority. They have spent approximately \$35,000 on engineering services and request TIB assistance for construction of the retaining wall.</p>
STAFF RECOMMENDATION	Staff recommends approval of \$100,000 in SCAP funds for the Construction phase of this project.
BOARD ACTION	Motion to approve \$100,000 in SCAP funds through the emergent nature process for the Construction phase of the project.

ELMA

HARDING ROAD
Emergent Nature Slide



**Sidewalk Deviation Request Staff Review
Urban Corridor Program (UCP)
Board Meeting Date: January 27, 2006**

REGION	East	FUNDING YEAR	FY 2006
LEAD AGENCY	Spokane County	PROPOSED BID AWARD	June 2006
PROJECT NUMBER	9-E-032(017)-1	PROJECT LENGTH	1.50 miles
PROJECT NAME	Hayford Road SR 2 to Raceway Park Entrance	AADT	10,959
		FUNCT CLASS	Minor
		VE STUDY	Completed
CURRENT PHASE	Design Phase approved on January 19, 2005		

Phase	TIB Funds	Local Funds	Total Cost
DESIGN	Funds to be approved for Design 150,245	118,060	268,305
	Funds to be approved for Right of Way 132,167	103,855	236,022
CONSTRUCTION	Funds estimated for Construction 1,717,088	1,349,263	3,066,351
	TOTAL	1,571,178	3,570,678
NONELIGIBLE COST	0	TIB REIMBURSEMENT RATIO	56.0%

LOCAL MATCH SPOKANE COUNTY \$894,759; WSDOT \$10,000; Cross Pointe Development Responsibility \$523,015; Cedar Summit Estates \$142,404; City of Airway Heights \$1,000. Total of \$1,571,178.

EXISTING FACILITIES The existing roadway is a two-lane rural arterial with open ditches and no sidewalks or bike lanes. Development in the area increased traffic volumes and congestion. Hayford Road provides access to several destinations including Spokane Raceway Park and Northern Quest Casino.



- PROJECT BENEFITS**
- Enhances access to regional development
 - Improves safety for vehicles & pedestrians
 - Increases capacity for anticipated growth in northwest Spokane County

PROPOSED WORK

The project widens the existing road from two lanes to a five-lane urban section with bike lanes and sidewalks on both sides. Modification of the existing signal at SR 2 will accommodate an additional left turn pocket to alleviate congestion caused by development in the area.

DISCUSSION

The county requests a sidewalk deviation to omit sidewalk on the east side of the road from the northern limit of development activity to the end of the project, which is approximately 4,950 feet.

Justification for the deviation is detailed below:

- The majority of the property on the east side of the road is owned by Shamrock Paving Company and is operated as an asphalt plant and quarry. This use will not change in the foreseeable future and does not generate pedestrian activity.
- Three other large parcels on the east side of the road are currently being farmed. Any change that would generate pedestrian traffic would require installation of urban facilities (e.g. curb, sidewalk, and drainage) as a condition of the development.
- During the Value Engineering (VE) study, the VE team discussed the low demand for a pedestrian facility on the east side of Hayford. They recommended the county seek a deviation to omit sidewalk along the industrial/agricultural parcels on the northeast section of the project.

STAFF
RECOMMENDATION

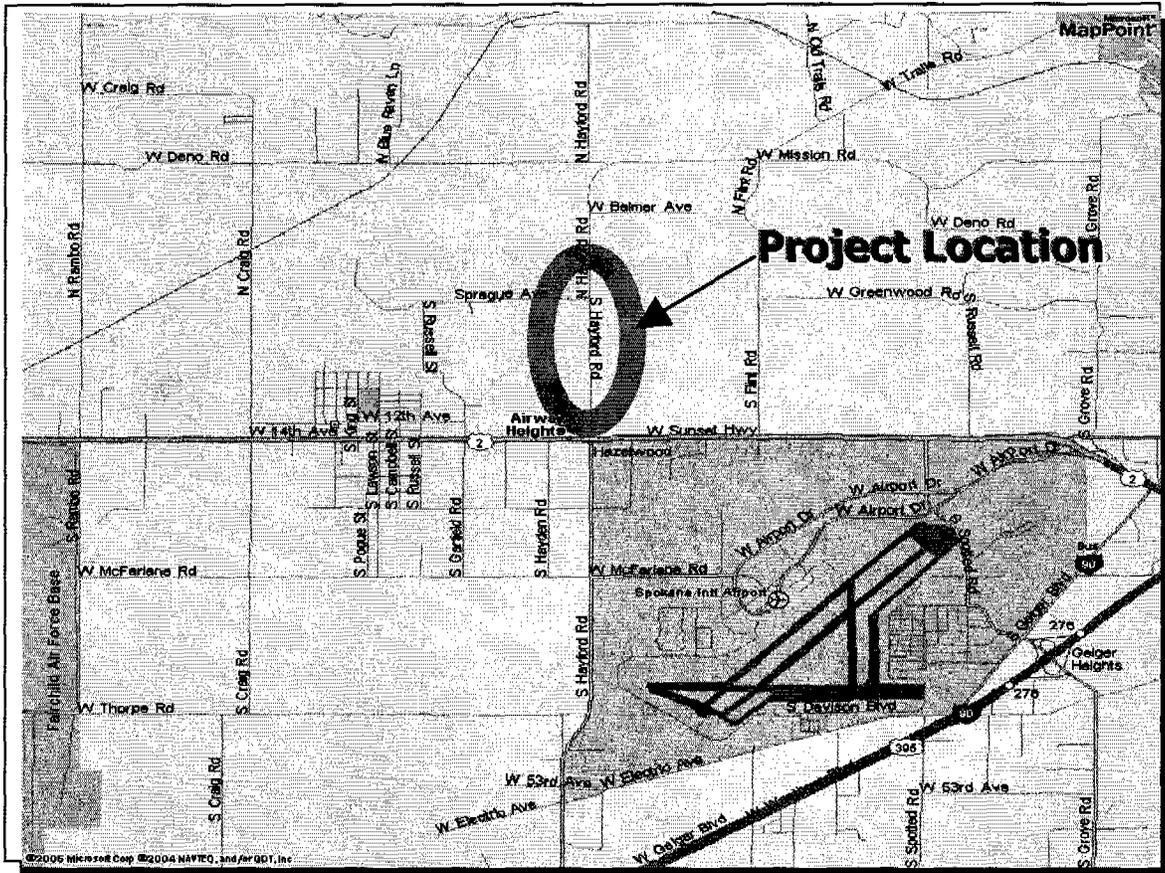
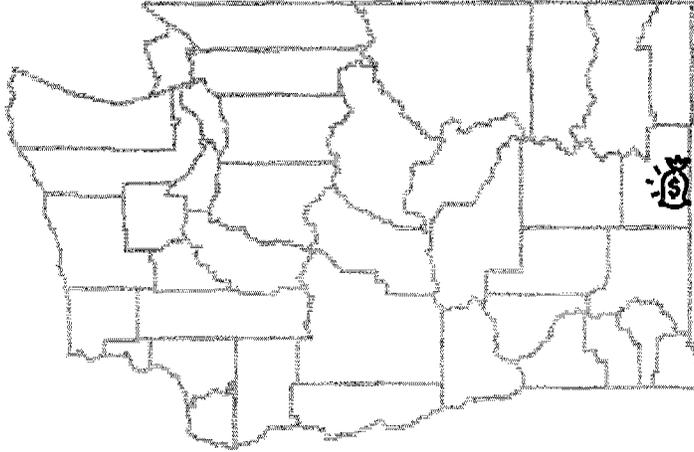
Staff recommends approval of a sidewalk deviation to omit sidewalk on the east side of the road from the northern limit of development activity to the end of the project, which is approximately 4,950 feet.

BOARD ACTION

Motion to approve deviation to omit sidewalk on the east side of the road from the northern limit of development activity to the end of the project.

Spokane

HAYFORD ROAD
Sidewalk Deviation





Small City Preservation Program (SCPP)

January 27, 2006

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 5,000 with maintenance, repair, and resurfacing of their arterial and local access streets and sidewalks.

Criteria used to rate projects include pavement condition, roadway width, roadway loading, sidewalk maintenance and economy of scale. Economy of scale requires the agency to find an opportunity to reduce unit costs of materials through partnerships.

STATUS

At the November 18, 2005 meeting, the Board authorized a \$2.0 million call for the Small City Preservation Program (SCPP). TIB received applications from 105 of 175 small cities requesting approximately \$20 million in funding.

TIB staff rated applications using the adopted criteria. Segments that met the desired treatment matrix ranges scored well. All applications recommended for funding include a high level of economy of scale. Economy of scale points were gained by cities that demonstrated partnerships with counties, developers or Washington State Department of Transportation (WSDOT) to obtain lower unit costs than with a city bid project.

Eligible work is limited to the specific segments approved for funding. Total funding per agency is not to exceed the authorized amount. Staff deliberately inflated cost estimates to avoid underfunding projects. The SCPP fund has no capacity for increases. TIB will redistribute surplus funds to agencies listed as "provisional." Any remaining residual funds may be awarded in November 2006 with the annual priority array.

In addition to the projects selected from the SCPP fund, four chip seal projects for agencies along SR 27 were funded at \$151,800 from UATA using Newstreets Director's Authority. They are Fairfield (\$27,900); Oakesdale (\$79,000); Rockford (\$14,500); Tekoa (\$30,400). This action was taken in advance of SCPP project selection because the work had to be included in a WSDOT contract by January 9, 2006.

STAFF RECOMMENDATION

Staff recommends that the Board authorize the FY 2007 Small City Preservation Program (SCPP) projects shown as FUNDED on the attached reports. Staff also recommends authorizing director approval of projects shown as PROVISIONAL as funds become available.

BOARD ACTION

Motion to:

- Authorize the FY 2007 SCPP projects recommended for funding.
- Authorize director approval of projects listed as "provisional" if funds become available during the biennium.

Small City Preservation Program (SCPP)

Overlay

	East	PS	West	TOTAL
Apps Submitted	42	10	14	66
Apps Funded	5	3	1	9
Total Requested	\$10,196,886	\$1,628,204	\$3,982,179	\$15,807,270
Total Funding	\$556,098	\$244,953	\$130,549	\$931,600

OVERLAY Ranking	Status	Agency	Region	OVERLAY Score	OVERLAY Economy of Scale	OVERLAY Cost	OVERLAY Cumulative Cost
1	FUNDED	MANSFIELD	East	89	15	\$74,426	\$74,426
2	FUNDED	CLE ELUM	East	86	15	\$150,786	\$225,212
2	FUNDED	GOLD BAR	PS	86	15	\$84,549	\$309,762
4	FUNDED	CARNATION	PS	85	15	\$57,390	\$367,152
4	FUNDED	NORTH BEND	PS	85	10	\$103,014	\$470,166
6	FUNDED	MORTON	West	83	15	\$130,549	\$600,714
7	FUNDED	GRANGER	East	80	15	\$149,053	\$749,768
8	FUNDED	BRIDGEPORT	East	78	15	\$68,386	\$818,153
9	FUNDED	MOXEE	East	78	15	\$113,447	\$931,600
10	PROVISIONAL	COUPEVILLE	West	77	15	\$56,511	
11	PROVISIONAL	KALAMA	West	76	10	\$56,196	
12	PROVISIONAL	EATONVILLE	PS	75	5	\$336,240	



Small City Pavement Preservation Program (SCPPP) APPLICATION SCORING

Agency Name **MANSFIELD** County Douglas
 Overlay Unit Cost \$58.00 per Ton Seal Coat Unit Cost \$.00 per Sq Yd
 Provider Douglas County

Each segment is scored against the criteria for Pavement Condition, Roadway Width, Roadway Loading & Sidewalk Maintenance. A weighted average for the segment is calculated based on square footage 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.

COMPOSITE SCORES FOR SEGMENTS

PAVEMENT CONDITION RATING (50 Max)

ROADWAY WIDTH (5 Max)

ROADWAY LOADING (20 max)

▶ Heavy Vehicle Usage (15 max)

▶ Trip Generators (10 max)

SIDEWALK MAINTENANCE (10 max)

COMPOSITE SCORE (85 max)

ECONOMY OF SCALE (15 Max)

TOTAL RATING (100 max)

Total Treatment Length

Total Treatment Area

Total Cost

	Overlay	Seal Coat
	39	
	5	
	20	
	10	
	74	
	15	
	89	
	1,600 feet	
	4,267 sq yds	
	\$74,426	

Staff recommends \$74,426 in Small City Pavement Preservation Program (SCPPP) funds for Overlay of 1 segments.



Small City Pavement Preservation Program (SCPPP) APPLICATION SCORING

Agency Name **CLE ELUM** County **Kittitas**
 Overlay Unit Cost **\$50.00 per Ton** Seal Coat Unit Cost **\$.00 per Sq Yd**
 Provider **WSDOT (Feb 2007 Bid)**

Each segment is scored against the criteria for Pavement Condition, Roadway Width, Roadway Loading & Sidewalk Maintenance. A weighted average for the segment is calculated based on square footage 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.

COMPOSITE SCORES FOR SEGMENTS

PAVEMENT CONDITION RATING (50 Max)

ROADWAY WIDTH (5 Max)

ROADWAY LOADING (20 max)

▶ Heavy Vehicle Usage (15 max)

▶ Trip Generators (10 max)

SIDEWALK MAINTENANCE (10 max)

COMPOSITE SCORE (85 max)

ECONOMY OF SCALE (15 Max)

TOTAL RATING (100 max)

Total Treatment Length

Total Treatment Area

Total Cost

Overlay	Seal Coat
41	
0	
20	
10	
71	
15	
86	
930 feet	
3,307 sq yds	
\$150,786	

Staff recommends \$150,786 in Small City Pavement Preservation Program (SCPPP) funds for Overlay of 1 segments.



Small City Pavement Preservation Program (SCPPP) APPLICATION SCORING

Agency Name **GOLD BAR** County **Snohomish**
 Overlay Unit Cost **\$46.00 per Ton** Seal Coat Unit Cost **\$1.20 per Sq Yd**
 Provider **SNOHOMISH COUNTY**

Each segment is scored against the criteria for Pavement Condition, Roadway Width, Roadway Loading & Sidewalk Maintenance. A weighted average for the segment is calculated based on square footage 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.

COMPOSITE SCORES FOR SEGMENTS

- PAVEMENT CONDITION RATING (50 Max)
- ROADWAY WIDTH (5 Max)
- ROADWAY LOADING (20 max)
 - ▶ Heavy Vehicle Usage (15 max)
 - ▶ Trip Generators (10 max)
- SIDEWALK MAINTENANCE (10 max)

COMPOSITE SCORE (85 max)

ECONOMY OF SCALE (15 Max)

TOTAL RATING (100 max)

Total Treatment Length

Total Treatment Area

Total Cost

	Overlay	Seal Coat
	37	
	4	
	20	
	10	
	71	
	15	
	86	
	1,657 feet	
	4,787 sq yds	
	\$84,549	

Staff recommends \$84,549 in Small City Pavement Preservation Program (SCPPP) funds for Overlay of 1 segments.



Small City Pavement Preservation Program (SCPPP) APPLICATION SCORING

Agency Name **CARNATION** County King
 Overlay Unit Cost \$50.00 per Ton Seal Coat Unit Cost \$1.50 per Sq Yd
 Provider King County

Each segment is scored against the criteria for Pavement Condition, Roadway Width, Roadway Loading & Sidewalk Maintenance. A weighted average for the segment is calculated based on square footage 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.

COMPOSITE SCORES FOR SEGMENTS

PAVEMENT CONDITION RATING (50 Max)

ROADWAY WIDTH (5 Max)

ROADWAY LOADING (20 max)

▶ Heavy Vehicle Usage (15 max)

▶ Trip Generators (10 max)

SIDEWALK MAINTENANCE (10 max)

COMPOSITE SCORE (85 max)

ECONOMY OF SCALE (15 Max)

TOTAL RATING (100 max)

Total Treatment Length

Total Treatment Area

Total Cost

	Overlay	Seal Coat
	38	
	4	
	18	
	10	
	70	
	15	
	85	
	450 feet	
	1,100 sq yds	
	\$57,390	

Staff recommends \$57,390 in Small City Pavement Preservation Program (SCPPP) funds for Overlay of 1 segments.



Small City Pavement Preservation Program (SCPPP) APPLICATION SCORING

Agency Name **NORTH BEND** County **King**
 Overlay Unit Cost **\$50.00 per Ton** Seal Coat Unit Cost **\$.00 per Sq Yd**
 Provider **King County (Verbal Commitment)**

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

COMPOSITE SCORES FOR SEGMENTS

- PAVEMENT CONDITION RATING (50 Max)
- ROADWAY WIDTH (5 Max)
- ROADWAY LOADING (20 max)
 - ▶ Heavy Vehicle Usage (15 max)
 - ▶ Trip Generators (10 max)
- SIDEWALK MAINTENANCE (10 max)

COMPOSITE SCORE (85 max)

ECONOMY OF SCALE (15 Max)

TOTAL RATING (100 max)

Total Treatment Length

Total Treatment Area

Total Cost

Overlay	Seal Coat
43	
2	
20	
10	
75	
10	
85	
1,017 feet	
2,260 sq yds	
\$103,014	

Staff recommends \$103,014 in Small City Pavement Preservation Program (SCPPP) funds for Overlay of 1 segments.



Small City Pavement Preservation Program (SCPPP) APPLICATION SCORING

Agency Name **MORTON** County Lewis
 Overlay Unit Cost \$48.00 per Ton Seal Coat Unit Cost \$.00 per Sq Yd
 Provider WSDOT

Each segment is scored against the criteria for Pavement Condition, Roadway Width, Roadway Loading & Sidewalk Maintenance. A weighted average for the segment is calculated based on square footage 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.

COMPOSITE SCORES FOR SEGMENTS

- PAVEMENT CONDITION RATING (50 Max)
- ROADWAY WIDTH (5 Max)
- ROADWAY LOADING (20 max)
 - ▶ Heavy Vehicle Usage (15 max)
 - ▶ Trip Generators (10 max)
- SIDEWALK MAINTENANCE (10 max)

COMPOSITE SCORE (85 max)

ECONOMY OF SCALE (15 Max)

TOTAL RATING (100 max)

Total Treatment Length

Total Treatment Area

Total Cost

	Overlay	Seal Coat
	42	
	3	
	13	
	10	
	68	
	15	
	83	
	1,462 feet	
	3,375 sq yds	
	\$130,549	

Staff recommends \$130,549 in Small City Pavement Preservation Program (SCPPP) funds for Overlay of 4 segments.



Small City Pavement Preservation Program (SCPPP) APPLICATION SCORING

Agency Name **GRANGER** County **Yakima**
 Overlay Unit Cost **\$48.00 per Ton** Seal Coat Unit Cost **\$.00 per Sq Yd**
 Provider **Yakima County**

Each segment is scored against the criteria for Pavement Condition, Roadway Width, Roadway Loading & Sidewalk Maintenance. A weighted average for the segment is calculated based on square footage 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.

COMPOSITE SCORES FOR SEGMENTS

- PAVEMENT CONDITION RATING (50 Max)
- ROADWAY WIDTH (5 Max)
- ROADWAY LOADING (20 max)
 - ▶ Heavy Vehicle Usage (15 max)
 - ▶ Trip Generators (10 max)
- SIDEWALK MAINTENANCE (10 max)

COMPOSITE SCORE (85 max)

ECONOMY OF SCALE (15 Max)

TOTAL RATING (100 max)

Total Treatment Length

Total Treatment Area

Total Cost

Overlay	Seal Coat
44	
0	
15	
6	
65	
15	
80	
1,000 feet	
3,667 sq yds	
\$149,053	

Staff recommends \$149,053 in Small City Pavement Preservation Program (SCPPP) funds for Overlay of 1 segments.



Small City Pavement Preservation Program (SCPPP) APPLICATION SCORING

Agency Name **BRIDGEPORT** County **Douglas**
 Overlay Unit Cost **\$50.00 per Ton** Seal Coat Unit Cost **\$.00 per Sq Yd**
 Provider **Douglas County**

Each segment is scored against the criteria for Pavement Condition, Roadway Width, Roadway Loading & Sidewalk Maintenance. A weighted average for the segment is calculated based on square footage 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.

COMPOSITE SCORES FOR SEGMENTS

PAVEMENT CONDITION RATING (50 Max)
 ROADWAY WIDTH (5 Max)
 ROADWAY LOADING (20 max)
 ▶ Heavy Vehicle Usage (15 max)
 ▶ Trip Generators (10 max)
 SIDEWALK MAINTENANCE (10 max)

COMPOSITE SCORE (85 max)

ECONOMY OF SCALE (15 Max)

TOTAL RATING (100 max)

Total Treatment Length

Total Treatment Area

Total Cost

	Overlay	Seal Coat
	31	
	2	
	20	
	10	
	63	
	15	
	78	
	3,034 feet	
	9,439 sq yds	
	\$68,386	

Staff recommends \$68,386 in Small City Pavement Preservation Program (SCPPP) funds for Overlay of 1 segments.



Small City Pavement Preservation Program (SCPPP) APPLICATION SCORING

Agency Name **MOXEE** County Yakima
 Overlay Unit Cost \$42.00 per Ton Seal Coat Unit Cost \$.00 per Sq Yd
 Provider Partner with Ace Hardware Project

Each segment is scored against the criteria for Pavement Condition, Roadway Width, Roadway Loading & Sidewalk Maintenance. A weighted average for the segment is calculated based on square footage 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.

COMPOSITE SCORES FOR SEGMENTS

PAVEMENT CONDITION RATING (50 Max)
 ROADWAY WIDTH (5 Max)
 ROADWAY LOADING (20 max)
 ▶ Heavy Vehicle Usage (15 max)
 ▶ Trip Generators (10 max)
 SIDEWALK MAINTENANCE (10 max)

COMPOSITE SCORE (85 max)

ECONOMY OF SCALE (15 Max)

TOTAL RATING (100 max)

Total Treatment Length

Total Treatment Area

Total Cost

	Overlay	Seal Coat
	31	
	3	
	20	
	8	
	63	
	15	
	78	
	628 feet	
	2,542 sq yds	
	\$113,447	

Staff recommends \$113,447 in Small City Pavement Preservation Program (SCPPP) funds for Overlay of 2 segments.



Small City Pavement Preservation Program (SCPPP) APPLICATION SCORING

Agency Name COUPEVILLE County Island
 Overlay Unit Cost \$65.00 per Ton Seal Coat Unit Cost \$.00 per Sq Yd
 Provider Island County

Each segment is scored against the criteria for Pavement Condition, Roadway Width, Roadway Loading & Sidewalk Maintenance. A weighted average for the segment is calculated based on square footage 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.

COMPOSITE SCORES FOR SEGMENTS

- PAVEMENT CONDITION RATING (50 Max)
- ROADWAY WIDTH (5 Max)
- ROADWAY LOADING (20 max)
 - ▶ Heavy Vehicle Usage (15 max)
 - ▶ Trip Generators (10 max)
- SIDEWALK MAINTENANCE (10 max)

COMPOSITE SCORE (85 max)

ECONOMY OF SCALE (15 Max)

TOTAL RATING (100 max)

Total Treatment Length

Total Treatment Area

Total Cost

	Overlay	Seal Coat
	32	
	3	
	17	
	10	
	62	
	15	
	77	
	1,038 feet	
	3,292 sq yds	
	\$56,511	

Staff recommends \$56,511 in Small City Pavement Preservation Program (SCPPP) funds for Overlay of 4 segments.

PROVISIONAL



Small City Pavement Preservation Program (SCPPP) APPLICATION SCORING

Agency Name **KALAMA** County **Cowlitz**
 Overlay Unit Cost **\$60.00 per Ton** Seal Coat Unit Cost **\$1.80 per Sq Yd**
 Provider **Cowlitz County**

Each segment is scored against the criteria for Pavement Condition, Roadway Width, Roadway Loading & Sidewalk Maintenance. A weighted average for the segment is calculated based on square footage 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.

COMPOSITE SCORES FOR SEGMENTS

PAVEMENT CONDITION RATING (50 Max)

ROADWAY WIDTH (5 Max)

ROADWAY LOADING (20 max)

▶ Heavy Vehicle Usage (15 max)

▶ Trip Generators (10 max)

SIDEWALK MAINTENANCE (10 max)

COMPOSITE SCORE (85 max)

ECONOMY OF SCALE (15 Max)

TOTAL RATING (100 max)

Total Treatment Length

Total Treatment Area

Total Cost

	Overlay	Seal Coat
	34	
	2	
	20	
	10	
	66	
	10	
	76	
	3,168 feet	
	7,040 sq yds	
	\$56,196	

Staff recommends \$56,196 in Small City Pavement Preservation Program (SCPPP) funds for Overlay of 1 segments.

PROVISIONAL



Small City Pavement Preservation Program (SCPPP) APPLICATION SCORING

Agency Name **EATONVILLE** County Pierce
 Overlay Unit Cost \$50.00 per Ton Seal Coat Unit Cost \$.00 per Sq Yd
 Provider Pierce County or WSDOT (No Contact)

Each segment is scored against the criteria for Pavement Condition, Roadway Width, Roadway Loading & Sidewalk Maintenance. A weighted average for the segment is calculated based on square footage 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.

COMPOSITE SCORES FOR SEGMENTS

PAVEMENT CONDITION RATING (50 Max)

ROADWAY WIDTH (5 Max)

ROADWAY LOADING (20 max)

▶ Heavy Vehicle Usage (15 max)

▶ Trip Generators (10 max)

SIDEWALK MAINTENANCE (10 max)

COMPOSITE SCORE (85 max)

ECONOMY OF SCALE (15 Max)

TOTAL RATING (100 max)

Total Treatment Length

Total Treatment Area

Total Cost

	Overlay	Seal Coat
	48	
	0	
	18	
	6	
	70	
	5	
	75	
	1,550 feet	
	7,122 sq yds	
	\$336,240	

Staff recommends \$336,240 in Small City Pavement Preservation Program (SCPPP) funds for Overlay of 2 segments.

PROVISIONAL

Small City Preservation Program (SCPP)

Seal Coat

	East	PS	West	TOTAL
Apps Submitted	38	3	14	38
Apps Funded	15	1	6	15
Total Requested	\$2,675,749	\$157,527	\$902,621	\$3,735,898
Total Funding	\$615,424	\$83,493	\$352,301	\$1,051,218

SEAL COAT Ranking	Status	Agency	Region	SEAL COAT Rating	SEAL COAT Economy of Scale	SEAL COAT Cost	SEAL COAT Cumulative Cost
1	FUNDED	BUCKLEY	PS	91	15	\$83,493	\$83,493
2	FUNDED	PALOUSE	East	89	15	\$22,691	\$106,184
3	FUNDED	SPRAGUE	East	88	15	\$7,557	\$113,741
4	FUNDED	CASTLE ROCK	West	85	15	\$54,804	\$168,545
5	FUNDED	YACOLT	West	84	15	\$44,278	\$212,822
6	FUNDED	TONASKET	East	83	15	\$40,128	\$252,950
7	FUNDED	RITZVILLE	East	82	15	\$77,427	\$330,377
8	FUNDED	SOUTH BEND	West	82	15	\$57,070	\$387,447
9	FUNDED	LACROSSE	East	82	15	\$5,356	\$392,803
10	FUNDED	OCEAN SHORES	West	81	15	\$86,400	\$479,203
11	FUNDED	ST. JOHN	East	80	15	\$100,266	\$579,469
12	FUNDED	WAPATO	East	80	15	\$28,838	\$608,306
13	FUNDED	DAYTON	East	77	15	\$49,457	\$657,763
14	FUNDED	KRUPP	East	77	15	\$75,050	\$732,813
15	FUNDED	WESTPORT	West	76	15	\$39,994	\$772,807
16	FUNDED	SUMAS	West	76	15	\$69,755	\$842,562
17	FUNDED	ROYAL CITY	East	75	10	\$22,090	\$864,652
18	FUNDED	GRAND COULEE	East	75	10	\$57,249	\$921,900
19	FUNDED	CUSICK	East	75	15	\$30,394	\$952,294
20	FUNDED	ELECTRIC CITY	East	74	10	\$9,808	\$962,102
21	FUNDED	OKANOGAN	East	74	15	\$71,904	\$1,034,006
22	FUNDED	WILSON CREEK	East	74	15	\$17,212	\$1,051,218
23	PROVISIONAL	CATHLAMET	West	72	15	\$42,000	
24	PROVISIONAL	TOLEDO	West	72	15	\$91,111	
25	PROVISIONAL	GEORGE	East	72	15	\$38,390	
26	PROVISIONAL	FORKS	West	70	15	\$3,696	
27	PROVISIONAL	VADER	West	70	15	\$26,640	
28	PROVISIONAL	WASHTUCNA	East	69	15	\$24,804	



Small City Pavement Preservation Program (SCPPP) APPLICATION SCORING

Agency Name **BUCKLEY** County **Pierce**
 Overlay Unit Cost **\$65.00 per Ton** Seal Coat Unit Cost **\$1.65 per Sq Yd**
 Provider **Pierce County**

Each segment is scored against the criteria for Pavement Condition, Roadway Width, Roadway Loading & Sidewalk Maintenance. A weighted average for the segment is calculated based on square footage 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.

COMPOSITE SCORES FOR SEGMENTS

PAVEMENT CONDITION RATING (50 Max)

ROADWAY WIDTH (5 Max)

ROADWAY LOADING (20 max)

▶ Heavy Vehicle Usage (15 max)

▶ Trip Generators (10 max)

SIDEWALK MAINTENANCE (10 max)

COMPOSITE SCORE (85 max)

ECONOMY OF SCALE (15 Max)

TOTAL RATING (100 max)

Total Treatment Length

Total Treatment Area

Total Cost

Overlay	Seal Coat
	48
	5
	18
	5
	76
	15
	91
	1,684 feet
	4,678 sq yds
	\$83,493

Staff recommends \$83,493 in Small City Pavement Preservation Program (SCPPP) funds for Seal Coat of 1 segments.



Small City Pavement Preservation Program (SCPPP) APPLICATION SCORING

Agency Name **PALOUSE** County Whitman
 Overlay Unit Cost \$.00 per Ton Seal Coat Unit Cost \$1.75 per Sq Yd
 Provider Whitman County

Each segment is scored against the criteria for Pavement Condition, Roadway Width, Roadway Loading & Sidewalk Maintenance. A weighted average for the segment is calculated based on square footage 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.

COMPOSITE SCORES FOR SEGMENTS

PAVEMENT CONDITION RATING (50 Max)
 ROADWAY WIDTH (5 Max)
 ROADWAY LOADING (20 max)
 ▶ Heavy Vehicle Usage (15 max)
 ▶ Trip Generators (10 max)
 SIDEWALK MAINTENANCE (10 max)

COMPOSITE SCORE (85 max)

ECONOMY OF SCALE (15 Max)

TOTAL RATING (100 max)

Total Treatment Length

Total Treatment Area

Total Cost

Overlay	Seal Coat
	43
	4
	17
	10
	74
	15
	89
	3,090 feet
	7,203 sq yds
	\$22,691

Staff recommends \$22,691 in Small City Pavement Preservation Program (SCPPP) funds for Seal Coat of 2 segments.



Small City Pavement Preservation Program (SCPPP) APPLICATION SCORING

Agency Name **SPRAGUE** County Lincoln
 Overlay Unit Cost \$80.00 per Ton Seal Coat Unit Cost \$1.50 per Sq Yd
 Provider Lincoln County

Each segment is scored against the criteria for Pavement Condition, Roadway Width, Roadway Loading & Sidewalk Maintenance. A weighted average for the segment is calculated based on square footage 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.

COMPOSITE SCORES FOR SEGMENTS

PAVEMENT CONDITION RATING (50 Max)

ROADWAY WIDTH (5 Max)

ROADWAY LOADING (20 max)

▶ Heavy Vehicle Usage (15 max)

▶ Trip Generators (10 max)

SIDEWALK MAINTENANCE (10 max)

COMPOSITE SCORE (85 max)

ECONOMY OF SCALE (15 Max)

TOTAL RATING (100 max)

Total Treatment Length

Total Treatment Area

Total Cost

Overlay	Seal Coat
	46
	2
	15
	10
	73
0	15
	88
	662 feet
	2,132 sq yds
	\$7,557

Staff recommends \$7,557 in Small City Pavement Preservation Program (SCPPP) funds for Seal Coat of 2 segments.



Small City Pavement Preservation Program (SCPPP) APPLICATION SCORING

Agency Name **CASTLE ROCK** County **Cowlitz**
 Overlay Unit Cost **\$50.00 per Ton** Seal Coat Unit Cost **\$2.50 per Sq Yd**
 Provider **Cowlitz County**

Each segment is scored against the criteria for Pavement Condition, Roadway Width, Roadway Loading & Sidewalk Maintenance. A weighted average for the segment is calculated based on square footage 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.

COMPOSITE SCORES FOR SEGMENTS

PAVEMENT CONDITION RATING (50 Max)

ROADWAY WIDTH (5 Max)

ROADWAY LOADING (20 max)

▶ Heavy Vehicle Usage (15 max)

▶ Trip Generators (10 max)

SIDEWALK MAINTENANCE (10 max)

COMPOSITE SCORE (85 max)

ECONOMY OF SCALE (15 Max)

TOTAL RATING (100 max)

Total Treatment Length

Total Treatment Area

Total Cost

Overlay	Seal Coat
	46
	3
	12
	9
	70
	15
	85
	3,673 feet
	8,979 sq yds
	\$54,804

Staff recommends \$54,804 in Small City Pavement Preservation Program (SCPPP) funds for Seal Coat of 9 segments.



Small City Pavement Preservation Program (SCPPP) APPLICATION SCORING

Agency Name **YACOLT** County Clark
 Overlay Unit Cost \$70.00 per Ton Seal Coat Unit Cost \$1.50 per Sq Yd
 Provider Clark County

Each segment is scored against the criteria for Pavement Condition, Roadway Width, Roadway Loading & Sidewalk Maintenance. A weighted average for the segment is calculated based on square footage 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.

COMPOSITE SCORES FOR SEGMENTS

- PAVEMENT CONDITION RATING (50 Max)
- ROADWAY WIDTH (5 Max)
- ROADWAY LOADING (20 max)
 - ▶ Heavy Vehicle Usage (15 max)
 - ▶ Trip Generators (10 max)
- SIDEWALK MAINTENANCE (10 max)

COMPOSITE SCORE (85 max)

ECONOMY OF SCALE (15 Max)

TOTAL RATING (100 max)

Total Treatment Length

Total Treatment Area

Total Cost

Overlay	Seal Coat
	36
	4
	18
	10
	69
	15
	84
	6,784 feet
	16,399 sq yds
	\$44,278

Staff recommends \$44,278 in Small City Pavement Preservation Program (SCPPP) funds for Seal Coat of 5 segments.



Small City Pavement Preservation Program (SCPPP) APPLICATION SCORING

Agency Name **TONASKET** County **Okanogan**
 Overlay Unit Cost **\$58.00 per Ton** Seal Coat Unit Cost **\$.90 per Sq Yd**
 Provider **Okanogan County for Seal Coat, No Provider for Overlay**

Each segment is scored against the criteria for Pavement Condition, Roadway Width, Roadway Loading & Sidewalk Maintenance. A weighted average for the segment is calculated based on square footage 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.

COMPOSITE SCORES FOR SEGMENTS

PAVEMENT CONDITION RATING (50 Max)
 ROADWAY WIDTH (5 Max)
 ROADWAY LOADING (20 max)
 ▶ Heavy Vehicle Usage (15 max)
 ▶ Trip Generators (10 max)
 SIDEWALK MAINTENANCE (10 max)

COMPOSITE SCORE (85 max)

ECONOMY OF SCALE (15 Max)

TOTAL RATING (100 max)

Total Treatment Length

Total Treatment Area

Total Cost

Overlay	Seal Coat
	49
	1
	8
	10
	68
0	15
	83
	7,525 feet
	24,770 sq yds
	\$40,128

Staff recommends \$40,128 in Small City Pavement Preservation Program (SCPPP) funds for Seal Coat of 17 segments.



Small City Pavement Preservation Program (SCPPP) APPLICATION SCORING

Agency Name **RITZVILLE** County Adams
 Overlay Unit Cost \$65.00 per Ton Seal Coat Unit Cost \$1.60 per Sq Yd
 Provider Adams County

Each segment is scored against the criteria for Pavement Condition, Roadway Width, Roadway Loading & Sidewalk Maintenance. A weighted average for the segment is calculated based on square footage 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.

COMPOSITE SCORES FOR SEGMENTS

PAVEMENT CONDITION RATING (50 Max)

ROADWAY WIDTH (5 Max)

ROADWAY LOADING (20 max)

▶ Heavy Vehicle Usage (15 max)

▶ Trip Generators (10 max)

SIDEWALK MAINTENANCE (10 max)

COMPOSITE SCORE (85 max)

ECONOMY OF SCALE (15 Max)

TOTAL RATING (100 max)

Total Treatment Length

Total Treatment Area

Total Cost

Overlay	Seal Coat
	44
	4
	10
	10
	67
	15
	82
	8,050 feet
	24,050 sq yds
	\$77,427

Staff recommends \$77,427 in Small City Pavement Preservation Program (SCPPP) funds for Seal Coat of 6 segments.



Small City Pavement Preservation Program (SCPPP) APPLICATION SCORING

Agency Name **SOUTH BEND** County Pacific
 Overlay Unit Cost \$65.00 per Ton Seal Coat Unit Cost \$2.50 per Sq Yd
 Provider Pacific County

Each segment is scored against the criteria for Pavement Condition, Roadway Width, Roadway Loading & Sidewalk Maintenance. A weighted average for the segment is calculated based on square footage 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.

COMPOSITE SCORES FOR SEGMENTS

- PAVEMENT CONDITION RATING (50 Max)
- ROADWAY WIDTH (5 Max)
- ROADWAY LOADING (20 max)
 - ▶ Heavy Vehicle Usage (15 max)
 - ▶ Trip Generators (10 max)
- SIDEWALK MAINTENANCE (10 max)

COMPOSITE SCORE (85 max)

ECONOMY OF SCALE (15 Max)

TOTAL RATING (100 max)

Total Treatment Length

Total Treatment Area

Total Cost

Overlay	Seal Coat
	40
	1
	16
	10
	67
0	15
	82
	4,850 feet
	12,682 sq yds
	\$57,070

Staff recommends \$57,070 in Small City Pavement Preservation Program (SCPPP) funds for Seal Coat of 10 segments.



Small City Pavement Preservation Program (SCPPP) APPLICATION SCORING

Agency Name **LACROSSE** County Whitman
 Overlay Unit Cost \$75.00 per Ton Seal Coat Unit Cost \$1.50 per Sq Yd
 Provider Whitman County

Each segment is scored against the criteria for Pavement Condition, Roadway Width, Roadway Loading & Sidewalk Maintenance. A weighted average for the segment is calculated based on square footage 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.

COMPOSITE SCORES FOR SEGMENTS

- PAVEMENT CONDITION RATING (50 Max)
- ROADWAY WIDTH (5 Max)
- ROADWAY LOADING (20 max)
 - ▶ Heavy Vehicle Usage (15 max)
 - ▶ Trip Generators (10 max)
- SIDEWALK MAINTENANCE (10 max)

COMPOSITE SCORE (85 max)

ECONOMY OF SCALE (15 Max)

TOTAL RATING (100 max)

Total Treatment Length

Total Treatment Area

Total Cost

Overlay	Seal Coat
	46
	4
	6
	10
	67
	15
	82
	787 feet
	1,984 sq yds
	\$5,356

Staff recommends \$5,356 in Small City Pavement Preservation Program (SCPPP) funds for Seal Coat of 2 segments.



Small City Pavement Preservation Program (SCPPP) APPLICATION SCORING

Agency Name **OCEAN SHORES** County **Grays Harbor**
 Overlay Unit Cost **\$80.00 per Ton** Seal Coat Unit Cost **\$2.50 per Sq Yd**
 Provider **WSDOT**

Each segment is scored against the criteria for Pavement Condition, Roadway Width, Roadway Loading & Sidewalk Maintenance. A weighted average for the segment is calculated based on square footage 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.

COMPOSITE SCORES FOR SEGMENTS

PAVEMENT CONDITION RATING (50 Max)

ROADWAY WIDTH (5 Max)

ROADWAY LOADING (20 max)

▶ Heavy Vehicle Usage (15 max)

▶ Trip Generators (10 max)

SIDEWALK MAINTENANCE (10 max)

COMPOSITE SCORE (85 max)

ECONOMY OF SCALE (15 Max)

TOTAL RATING (100 max)

Total Treatment Length

Total Treatment Area

Total Cost

Overlay	Seal Coat
	31
	5
	20
	10
	66
	15
	81
	7,200 feet
	19,200 sq yds
	\$86,400

Staff recommends \$86,400 in Small City Pavement Preservation Program (SCPPP) funds for Seal Coat of 2 segments.



Small City Pavement Preservation Program (SCPPP) APPLICATION SCORING

Agency Name ST. JOHN County Whitman
 Overlay Unit Cost \$.00 per Ton Seal Coat Unit Cost \$1.60 per Sq Yd
 Provider WHITMAN COUNTY

Each segment is scored against the criteria for Pavement Condition, Roadway Width, Roadway Loading & Sidewalk Maintenance. A weighted average for the segment is calculated based on square footage 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.

COMPOSITE SCORES FOR SEGMENTS

PAVEMENT CONDITION RATING (50 Max)

ROADWAY WIDTH (5 Max)

ROADWAY LOADING (20 max)

▶ Heavy Vehicle Usage (15 max)

▶ Trip Generators (10 max)

SIDEWALK MAINTENANCE (10 max)

COMPOSITE SCORE (85 max)

ECONOMY OF SCALE (15 Max)

TOTAL RATING (100 max)

Total Treatment Length

Total Treatment Area

Total Cost

Overlay	Seal Coat
	42
	3
	12
	9
	65
	15
	80
	7,009 feet
	15,980 sq yds
	\$100,266

Staff recommends \$100,266 in Small City Pavement Preservation Program (SCPPP) funds for Seal Coat of 15 segments.



Small City Pavement Preservation Program (SCPPP) APPLICATION SCORING

Agency Name WAPATO County Yakima
 Overlay Unit Cost \$42.00 per Ton Seal Coat Unit Cost \$1.50 per Sq Yd
 Provider Yakima County

Each segment is scored against the criteria for Pavement Condition, Roadway Width, Roadway Loading & Sidewalk Maintenance. A weighted average for the segment is calculated based on square footage 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.

COMPOSITE SCORES FOR SEGMENTS

PAVEMENT CONDITION RATING (50 Max)

ROADWAY WIDTH (5 Max)

ROADWAY LOADING (20 max)

▶ Heavy Vehicle Usage (15 max)

▶ Trip Generators (10 max)

SIDEWALK MAINTENANCE (10 max)

COMPOSITE SCORE (85 max)

ECONOMY OF SCALE (15 Max)

TOTAL RATING (100 max)

Total Treatment Length

Total Treatment Area

Total Cost

Overlay	Seal Coat
	46
	1
	13
	5
	65
	15
	80
	975 feet
	5,458 sq yds
	\$28,838

Staff recommends \$28,838 in Small City Pavement Preservation Program (SCPPP) funds for Seal Coat of 2 segments.



Small City Pavement Preservation Program (SCPPP)
APPLICATION SCORING

Agency Name DAYTON County Columbia
 Overlay Unit Cost \$58.00 per Ton Seal Coat Unit Cost \$1.50 per Sq Yd
 Provider Columbia County

Each segment is scored against the criteria for Pavement Condition, Roadway Width, Roadway Loading & Sidewalk Maintenance. A weighted average for the segment is calculated based on square footage 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.

COMPOSITE SCORES FOR SEGMENTS

PAVEMENT CONDITION RATING (50 Max)

ROADWAY WIDTH (5 Max)

ROADWAY LOADING (20 max)

▶ Heavy Vehicle Usage (15 max)

▶ Trip Generators (10 max)

SIDEWALK MAINTENANCE (10 max)

COMPOSITE SCORE (85 max)

ECONOMY OF SCALE (15 Max)

TOTAL RATING (100 max)

Total Treatment Length

Total Treatment Area

Total Cost

Overlay	Seal Coat
	40
	3
	10
	10
	62
	15
	77
	4,367 feet
	18,317 sq yds
	\$49,457

Staff recommends \$49,457 in Small City Pavement Preservation Program (SCPPP) funds for Seal Coat of 4 segments.



Small City Pavement Preservation Program (SCPPP) APPLICATION SCORING

Agency Name **KRUPP** County Grant
 Overlay Unit Cost \$.00 per Ton Seal Coat Unit Cost \$2.00 per Sq Yd
 Provider Grant County

Each segment is scored against the criteria for Pavement Condition, Roadway Width, Roadway Loading & Sidewalk Maintenance. A weighted average for the segment is calculated based on square footage 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.

COMPOSITE SCORES FOR SEGMENTS

PAVEMENT CONDITION RATING (50 Max)

ROADWAY WIDTH (5 Max)

ROADWAY LOADING (20 max)

▶ Heavy Vehicle Usage (15 max)

▶ Trip Generators (10 max)

SIDEWALK MAINTENANCE (10 max)

COMPOSITE SCORE (85 max)

ECONOMY OF SCALE (15 Max)

TOTAL RATING (100 max)

Total Treatment Length

Total Treatment Area

Total Cost

Overlay	Seal Coat
	32
	3
	18
	10
	62
	15
	77
	8,818 feet
	20,147 sq yds
	\$75,050

Staff recommends \$75,050 in Small City Pavement Preservation Program (SCPPP) funds for Seal Coat of 7 segments.



Small City Pavement Preservation Program (SCPPP) APPLICATION SCORING

Agency Name **WESTPORT** County **Grays Harbor**
 Overlay Unit Cost **\$.00 per Ton** Seal Coat Unit Cost **\$2.00 per Sq Yd**
 Provider **Grays Harbor**

Each segment is scored against the criteria for Pavement Condition, Roadway Width, Roadway Loading & Sidewalk Maintenance. A weighted average for the segment is calculated based on square footage 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.

COMPOSITE SCORES FOR SEGMENTS

- PAVEMENT CONDITION RATING (50 Max)
- ROADWAY WIDTH (5 Max)
- ROADWAY LOADING (20 max)
 - ▶ Heavy Vehicle Usage (15 max)
 - ▶ Trip Generators (10 max)
- SIDEWALK MAINTENANCE (10 max)

COMPOSITE SCORE (85 max)

ECONOMY OF SCALE (15 Max)

TOTAL RATING (100 max)

Total Treatment Length

Total Treatment Area

Total Cost

Overlay	Seal Coat
	37
	2
	12
	10
	61
	15
	76
	3,790 feet
	11,110 sq yds
	\$39,994

Staff recommends \$39,994 in Small City Pavement Preservation Program (SCPPP) funds for Seal Coat of 3 segments.



Small City Pavement Preservation Program (SCPPP) APPLICATION SCORING

Agency Name **SUMAS** County **Whatcom**
 Overlay Unit Cost **\$50.00 per Ton** Seal Coat Unit Cost **\$1.75 per Sq Yd**
 Provider **Whatcom County**

Each segment is scored against the criteria for Pavement Condition, Roadway Width, Roadway Loading & Sidewalk Maintenance. A weighted average for the segment is calculated based on square footage 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.

COMPOSITE SCORES FOR SEGMENTS

PAVEMENT CONDITION RATING (50 Max)

ROADWAY WIDTH (5 Max)

ROADWAY LOADING (20 max)

▶ Heavy Vehicle Usage (15 max)

▶ Trip Generators (10 max)

SIDEWALK MAINTENANCE (10 max)

COMPOSITE SCORE (85 max)

ECONOMY OF SCALE (15 Max)

TOTAL RATING (100 max)

Total Treatment Length

Total Treatment Area

Total Cost

Overlay	Seal Coat
	42
	0
	9
	10
	61
	15
	76
	9,500 feet
	22,144 sq yds
	\$69,755

Staff recommends \$69,755 in Small City Pavement Preservation Program (SCPPP) funds for Seal Coat of 11 segments.



Small City Pavement Preservation Program (SCPPP) APPLICATION SCORING

Agency Name **ROYAL CITY** County **Grant**
 Overlay Unit Cost **\$48.00 per Ton** Seal Coat Unit Cost **\$2.00 per Sq Yd**
 Provider **Grant County**

Each segment is scored against the criteria for Pavement Condition, Roadway Width, Roadway Loading & Sidewalk Maintenance. A weighted average for the segment is calculated based on square footage 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.

COMPOSITE SCORES FOR SEGMENTS

- PAVEMENT CONDITION RATING (50 Max)
- ROADWAY WIDTH (5 Max)
- ROADWAY LOADING (20 max)
 - ▶ Heavy Vehicle Usage (15 max)
 - ▶ Trip Generators (10 max)
- SIDEWALK MAINTENANCE (10 max)

COMPOSITE SCORE (85 max)

ECONOMY OF SCALE (15 Max)

TOTAL RATING (100 max)

Total Treatment Length

Total Treatment Area

Total Cost

Overlay	Seal Coat
	48
	3
	4
	10
	65
0	10
	75
	1,976 feet
	6,136 sq yds
	\$22,090

Staff recommends \$22,090 in Small City Pavement Preservation Program (SCPPP) funds for Seal Coat of 2 segments.



Small City Pavement Preservation Program (SCPPP) APPLICATION SCORING

Agency Name **GRAND COULEE** County **Grant**
 Overlay Unit Cost **\$48.00 per Ton** Seal Coat Unit Cost **\$2.00 per Sq Yd**
 Provider **Grant County (Verbal Commitment)**

Each segment is scored against the criteria for Pavement Condition, Roadway Width, Roadway Loading & Sidewalk Maintenance. A weighted average for the segment is calculated based on square footage 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.

COMPOSITE SCORES FOR SEGMENTS

PAVEMENT CONDITION RATING (50 Max)

ROADWAY WIDTH (5 Max)

ROADWAY LOADING (20 max)

▶ Heavy Vehicle Usage (15 max)

▶ Trip Generators (10 max)

SIDEWALK MAINTENANCE (10 max)

COMPOSITE SCORE (85 max)

ECONOMY OF SCALE (15 Max)

TOTAL RATING (100 max)

Total Treatment Length

Total Treatment Area

Total Cost

Overlay	Seal Coat
	35
	0
	20
	10
	65
	10
	75
	1,307 feet
	5,902 sq yds
	\$57,249

Staff recommends \$57,249 in Small City Pavement Preservation Program (SCPPP) funds for Seal Coat of 3 segments.



Small City Pavement Preservation Program (SCPPP) APPLICATION SCORING

Agency Name **CUSICK** County **Pend Oreille**
 Overlay Unit Cost **\$50.00 per Ton** Seal Coat Unit Cost **\$2.00 per Sq Yd**
 Provider **Pend Oreille County**

Each segment is scored against the criteria for Pavement Condition, Roadway Width, Roadway Loading & Sidewalk Maintenance. A weighted average for the segment is calculated based on square footage 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.

COMPOSITE SCORES FOR SEGMENTS

PAVEMENT CONDITION RATING (50 Max)

ROADWAY WIDTH (5 Max)

ROADWAY LOADING (20 max)

▶ Heavy Vehicle Usage (15 max)

▶ Trip Generators (10 max)

SIDEWALK MAINTENANCE (10 max)

COMPOSITE SCORE (85 max)

ECONOMY OF SCALE (15 Max)

TOTAL RATING (100 max)

Total Treatment Length

Total Treatment Area

Total Cost

Overlay	Seal Coat
	38
	1
	10
	10
	60
	15
	75
	2,280 feet
	6,443 sq yds
	\$30,394

Staff recommends \$30,394 in Small City Pavement Preservation Program (SCPPP) funds for Seal Coat of 4 segments.



Small City Pavement Preservation Program (SCPPP) APPLICATION SCORING

Agency Name **ELECTRIC CITY** County **Grant**
 Overlay Unit Cost **\$50.00 per Ton** Seal Coat Unit Cost **\$2.00 per Sq Yd**
 Provider **Grant County**

Each segment is scored against the criteria for Pavement Condition, Roadway Width, Roadway Loading & Sidewalk Maintenance. A weighted average for the segment is calculated based on square footage 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.

COMPOSITE SCORES FOR SEGMENTS

PAVEMENT CONDITION RATING (50 Max)

ROADWAY WIDTH (5 Max)

ROADWAY LOADING (20 max)

▶ Heavy Vehicle Usage (15 max)

▶ Trip Generators (10 max)

SIDEWALK MAINTENANCE (10 max)

COMPOSITE SCORE (85 max)

ECONOMY OF SCALE (15 Max)

TOTAL RATING (100 max)

Total Treatment Length

Total Treatment Area

Total Cost

Overlay	Seal Coat
	43
	3
	8
	10
	64
	10
	74
	1,154 feet
	2,724 sq yds
	\$9,808

Staff recommends \$9,808 in Small City Pavement Preservation Program (SCPPP) funds for Seal Coat of 2 segments.



Small City Pavement Preservation Program (SCPPP) APPLICATION SCORING

Agency Name **OKANOGAN** County **Okanogan**
 Overlay Unit Cost **\$50.00 per Ton** Seal Coat Unit Cost **\$2.00 per Sq Yd**
 Provider **Okanogan County for Seal Coat, No Provider for Overlay**

Each segment is scored against the criteria for Pavement Condition, Roadway Width, Roadway Loading & Sidewalk Maintenance. A weighted average for the segment is calculated based on square footage 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.

COMPOSITE SCORES FOR SEGMENTS

PAVEMENT CONDITION RATING (50 Max)
 ROADWAY WIDTH (5 Max)
 ROADWAY LOADING (20 max)
 ▶ Heavy Vehicle Usage (15 max)
 ▶ Trip Generators (10 max)
 SIDEWALK MAINTENANCE (10 max)

COMPOSITE SCORE (85 max)

ECONOMY OF SCALE (15 Max)

TOTAL RATING (100 max)

Total Treatment Length

Total Treatment Area

Total Cost

Overlay	Seal Coat
	34
	0
	15
	10
	59
	15
	74
	5,048 feet
	19,973 sq yds
	\$71,904

Staff recommends \$71,904 in Small City Pavement Preservation Program (SCPPP) funds for Seal Coat of 4 segments.



Small City Pavement Preservation Program (SCPPP) APPLICATION SCORING

Agency Name **WILSON CREEK** County Grant
 Overlay Unit Cost \$.00 per Ton Seal Coat Unit Cost \$1.50 per Sq Yd
 Provider Grant County

Each segment is scored against the criteria for Pavement Condition, Roadway Width, Roadway Loading & Sidewalk Maintenance. A weighted average for the segment is calculated based on square footage 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.

COMPOSITE SCORES FOR SEGMENTS

PAVEMENT CONDITION RATING (50 Max)

ROADWAY WIDTH (5 Max)

ROADWAY LOADING (20 max)

▶ Heavy Vehicle Usage (15 max)

▶ Trip Generators (10 max)

SIDEWALK MAINTENANCE (10 max)

COMPOSITE SCORE (85 max)

ECONOMY OF SCALE (15 Max)

TOTAL RATING (100 max)

Total Treatment Length

Total Treatment Area

Total Cost

Overlay	Seal Coat
	29
	5
	10
	10
	54
	15
	69
	2,415 feet
	6,262 sq yds
	\$17,212

Staff recommends \$17,212 in Small City Pavement Preservation Program (SCPPP) funds for Seal Coat of 3 segments.



Small City Pavement Preservation Program (SCPPP) APPLICATION SCORING

Agency Name **CATHLAMET** County Wahkiakum
 Overlay Unit Cost \$50.00 per Ton Seal Coat Unit Cost \$2.00 per Sq Yd
 Provider Wahkiakum County

Each segment is scored against the criteria for Pavement Condition, Roadway Width, Roadway Loading & Sidewalk Maintenance. A weighted average for the segment is calculated based on square footage 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.

COMPOSITE SCORES FOR SEGMENTS

PAVEMENT CONDITION RATING (50 Max)
 ROADWAY WIDTH (5 Max)
 ROADWAY LOADING (20 max)
 ▶ Heavy Vehicle Usage (15 max)
 ▶ Trip Generators (10 max)
 SIDEWALK MAINTENANCE (10 max)

COMPOSITE SCORE (85 max)

ECONOMY OF SCALE (15 Max)

TOTAL RATING (100 max)

Total Treatment Length

Total Treatment Area

Total Cost

Overlay	Seal Coat
	35
	5
	7
	10
	57
	15
	72
	4,200 feet
	11,667 sq yds
	\$42,000

Staff recommends \$42,000 in Small City Pavement Preservation Program (SCPPP) funds for Seal Coat of 8 segments.

PROVISIONAL



Small City Pavement Preservation Program (SCPPP)
APPLICATION SCORING

Agency Name **TOLEDO** County **Lewis**
 Overlay Unit Cost **\$52.50 per Ton** Seal Coat Unit Cost **\$2.63 per Sq Yd**
 Provider **Lewis County**

Each segment is scored against the criteria for Pavement Condition, Roadway Width, Roadway Loading & Sidewalk Maintenance. A weighted average for the segment is calculated based on square footage 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.

COMPOSITE SCORES FOR SEGMENTS

- PAVEMENT CONDITION RATING (50 Max)
- ROADWAY WIDTH (5 Max)
- ROADWAY LOADING (20 max)
 - ▶ Heavy Vehicle Usage (15 max)
 - ▶ Trip Generators (10 max)
- SIDEWALK MAINTENANCE (10 max)

COMPOSITE SCORE (85 max)

ECONOMY OF SCALE (15 Max)

TOTAL RATING (100 max)

Total Treatment Length

Total Treatment Area

Total Cost

Overlay	Seal Coat
	41
	4
	2
	10
	57
	15
	72
	7,663 feet
	19,246 sq yds
	\$91,111

Staff recommends \$91,111 in Small City Pavement Preservation Program (SCPPP) funds for Seal Coat of 17 segments.

PROVISIONAL



Small City Pavement Preservation Program (SCPPP) APPLICATION SCORING

Agency Name **GEORGE** County **Grant**
 Overlay Unit Cost **\$.00 per Ton** Seal Coat Unit Cost **\$1.75 per Sq Yd**
 Provider **Grant County**

Each segment is scored against the criteria for Pavement Condition, Roadway Width, Roadway Loading & Sidewalk Maintenance. A weighted average for the segment is calculated based on square footage 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.

COMPOSITE SCORES FOR SEGMENTS

PAVEMENT CONDITION RATING (50 Max)

ROADWAY WIDTH (5 Max)

ROADWAY LOADING (20 max)

▶ Heavy Vehicle Usage (15 max)

▶ Trip Generators (10 max)

SIDEWALK MAINTENANCE (10 max)

COMPOSITE SCORE (85 max)

ECONOMY OF SCALE (15 Max)

TOTAL RATING (100 max)

Total Treatment Length

Total Treatment Area

Total Cost

Overlay	Seal Coat
	27
	0
	20
	10
	57
	15
	72
	2,376 feet
	11,616 sq yds
	\$38,390

Staff recommends \$38,390 in Small City Pavement Preservation Program (SCPPP) funds for Seal Coat of 1 segments.

PROVISIONAL



Small City Pavement Preservation Program (SCPPP) APPLICATION SCORING

Agency Name **FORKS** County **Clallam**
 Overlay Unit Cost **\$90.00 per Ton** Seal Coat Unit Cost **\$2.20 per Sq Yd**
 Provider **Clallam County**

Each segment is scored against the criteria for Pavement Condition, Roadway Width, Roadway Loading & Sidewalk Maintenance. A weighted average for the segment is calculated based on square footage 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.

COMPOSITE SCORES FOR SEGMENTS

PAVEMENT CONDITION RATING (50 Max)

ROADWAY WIDTH (5 Max)

ROADWAY LOADING (20 max)

▶ Heavy Vehicle Usage (15 max)

▶ Trip Generators (10 max)

SIDEWALK MAINTENANCE (10 max)

COMPOSITE SCORE (85 max)

ECONOMY OF SCALE (15 Max)

TOTAL RATING (100 max)

Total Treatment Length

Total Treatment Area

Total Cost

Overlay	Seal Coat
	40
	5
	0
	10
	55
	15
	70
	700 feet
	933 sq yds
	\$3,696

Staff recommends \$3,696 in Small City Pavement Preservation Program (SCPPP) funds for Seal Coat of 1 segments.

PROVISIONAL



Small City Pavement Preservation Program (SCPPP) APPLICATION SCORING

Agency Name **VADER** County **Lewis**
 Overlay Unit Cost **\$.00 per Ton** Seal Coat Unit Cost **\$2.74 per Sq Yd**
 Provider **Lewis County**

Each segment is scored against the criteria for Pavement Condition, Roadway Width, Roadway Loading & Sidewalk Maintenance. A weighted average for the segment is calculated based on square footage 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.

COMPOSITE SCORES FOR SEGMENTS

- PAVEMENT CONDITION RATING (50 Max)
- ROADWAY WIDTH (5 Max)
- ROADWAY LOADING (20 max)
 - ▶ Heavy Vehicle Usage (15 max)
 - ▶ Trip Generators (10 max)
- SIDEWALK MAINTENANCE (10 max)

COMPOSITE SCORE (85 max)

ECONOMY OF SCALE (15 Max)

TOTAL RATING (100 max)

Total Treatment Length

Total Treatment Area

Total Cost

Overlay	Seal Coat
	44
	1
	0
	10
	55
	15
	70
	2,101 feet
	5,401 sq yds
	\$26,640

Staff recommends \$26,640 in Small City Pavement Preservation Program (SCPPP) funds for Seal Coat of 5 segments.

PROVISIONAL



Small City Pavement Preservation Program (SCPPP) APPLICATION SCORING

Agency Name WASHTUCNA County Adams
 Overlay Unit Cost \$60.00 per Ton Seal Coat Unit Cost \$1.50 per Sq Yd
 Provider Adams County

Each segment is scored against the criteria for Pavement Condition, Roadway Width, Roadway Loading & Sidewalk Maintenance. A weighted average for the segment is calculated based on square footage 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.

COMPOSITE SCORES FOR SEGMENTS

PAVEMENT CONDITION RATING (50 Max)

ROADWAY WIDTH (5 Max)

ROADWAY LOADING (20 max)

▶ Heavy Vehicle Usage (15 max)

▶ Trip Generators (10 max)

SIDEWALK MAINTENANCE (10 max)

COMPOSITE SCORE (85 max)

ECONOMY OF SCALE (15 Max)

TOTAL RATING (100 max)

Total Treatment Length

Total Treatment Area

Total Cost

Overlay	Seal Coat
	37
	3
	4
	10
	54
	15
	69
	3,272 feet
	9,187 sq yds
	\$24,804

Staff recommends \$24,804 in Small City Pavement Preservation Program (SCPPP) funds for Seal Coat of 9 segments.

PROVISIONAL

Small City Preservation Program (SCPP)

FY 2007 Funding Program Summary

	Small City Count	Submitting Applications	Applications Funded	SCPPP Funding	Percent of Total
East	105	69	20	\$1,171,522	59%
PS	26	13	4	\$328,446	17%
West	44	23	7	\$482,850	24%
TOTAL	175	105	31	\$1,982,818	

Agency	Status	Region	County	OVERLAY			SEAL COAT				
				Total Rating (100 max)	of Scale Rating (15 max)	Total Cost	Total Rating (100 max)	of Scale Rating (15 max)	Total Cost		
AIRWAY HEIGHTS	Did Not Apply	East	Spokane								
ALBION		East	Whitman								
ALGONA		PS	King	67	15	\$132,240			61	15	\$36,782
ALMIRA		East	Lincoln						64	15	\$16,992
ASOTIN		East	Asotin	53	0	\$1,078,177					
BEAUX ARTS VILLAGE	Did Not Apply	PS	King								
BENTON CITY		East	Benton	64	2	\$30,780					
BINGEN		East	Klickitat	53	15	\$56,331					
BLACK DIAMOND		PS	King	68	0	\$151,765					
BLAINE		West	Whatcom	50	5	\$1,966,393					
BREWSTER		East	Okanogan	42	0	\$95,239			55	0	\$73,852
BRIDGEPORT	Overlay Funding	East	Douglas	78	15	\$68,386					
BUCKLEY	Seal Coat Funding	PS	Pierce						91	15	\$83,493
BUCODA	Did Not Apply	West	Thurston								
CARBONADO	Did Not Apply	PS	Pierce								
CARNATION	Overlay Funding	PS	King	85	15	\$57,390					

Agency	Status	Region	County	OVERLAY			SEAL COAT		
				Total Rating (100 max)	of Scale Rating (15 max)	Total Cost	Total Rating (100 max)	of Scale Rating (15 max)	Total Cost
CASHMERE		East	Chelan	37	5	\$123,111	85	15	\$54,804
CASTLE ROCK	Seal Coat Funding	West	Cowlitz	71	0	\$40,350	72	15	\$42,000
CATHLAMET		West	Wahkiakum	38	5	\$1,372,751			
CHELAN		East	Chelan	44	5	\$48,942			
CHEWELAH		East	Stevens	86	15	\$150,786			
CLE ELUM	Overlay Funding	East	Kititas	56	5	\$488,617			
CLYDE HILL		PS	King						
COLFAX	Did Not Apply	East	Whitman						
COLTON		East	Whitman	58	0	\$207,309	61	15	\$15,806
COLVILLE		East	Stevens	65	5	\$628,574			
CONCONULLY		East	Okanogan	50	0	\$488,704	60	5	\$11,783
CONCRETE	Did Not Apply	West	Skagit						
CONNELL	Did Not Apply	East	Franklin						
COSMOPOLIS	Did Not Apply	West	Grays Harbor						
COULEE CITY		East	Grant				49	15	\$66,928
COULEE DAM		East	Okan/Douglas/Gr				58	15	\$30,226
COUPEVILLE		West	Island	77	15	\$56,511			
CRESTON		East	Lincoln				57	15	\$10,516
CUSICK	Seal Coat Funding	East	Pend Oreille				75	15	\$30,394
DARRINGTON	Did Not Apply	PS	Snohomish						
DAVENPORT	Did Not Apply	East	Lincoln						
DAYTON	Seal Coat Funding	East	Columbia				77	15	\$49,457
DEER PARK		East	Spokane						
EATONVILLE		PS	Pierce	75	5	\$336,240			
ELECTRIC CITY	Seal Coat Funding	East	Grant				74	10	\$9,808
ELMA	Did Not Apply	West	Grays Harbor						
ELMER CITY	Did Not Apply	East	Okanogan						
ENDICOTT	Did Not Apply	East	Whitman						

Agency	Status	Region	County	OVERLAY			SEAL COAT		
				Total Rating (100 max)	of Scale Rating (15 max)	Total Cost	Total Rating (100 max)	of Scale Rating (15 max)	Total Cost
ENTIAT	Did Not Apply	East	Chelan						
EVERSON		West	Whatcom	59	5	\$122,320			
FAIRFIELD	Did Not Apply	East	Spokane						
FARMINGTON	Did Not Apply	East	Whitman						
FIFE	Did Not Apply	PS	Pierce						
FORKS		West	Clallam	59	5	\$21,546	70	15	\$3,696
FRIDAY HARBOR	Did Not Apply	West	San Juan						
GARFIELD		East	Whitman	54	0	\$68,116			
GEORGE		East	Grant				72	15	\$38,390
GOLD BAR	Overlay Funding	PS	Snohomish	86	15	\$84,549			
GOLDENDALE		East	Klickitat	28	5	\$254,243	65	5	\$66,366
GRAND COULEE	Seal Coat Funding	East	Grant				75	10	\$57,249
GRANGER	Overlay Funding	East	Yakima	80	15	\$149,053			
GRANITE FALLS		PS	Snohomish	51	5	\$189,810			
HAMILTON	Did Not Apply	West	Skagit						
HARRAH	Did Not Apply	East	Yakima						
HARRINGTON		East	Lincoln	51	5	\$115,410	58	15	\$58,503
HARTLINE	Did Not Apply	East	Grant						
HATTON		East	Adams	39	0	\$18,576	49	15	\$33,924
HUNTS POINT	Did Not Apply	PS	King						
ILWACO	Did Not Apply	West	Pacific						
INDEX	Did Not Apply	PS	Snohomish						
IONE		East	Pend Oreille				38	15	\$79,498
KAHLOTUS		East	Franklin	73	10	\$73,814			
KALAMA		West	Cowlitz	76	10	\$56,196	61	10	\$19,876
KETTLE FALLS		East	Stevens	64	0	\$159,930			
KITTITAS		East	Kittitas	61	0	\$198,473	45	0	\$57,417
KRUPP	Seal Coat Funding	East	Grant				77	15	\$75,050

Agency	Status	Region	County	OVERLAY			SEAL COAT		
				Total Rating (100 max)	of Scale Rating (15 max)	Total Cost	Total Rating (100 max)	of Scale Rating (15 max)	Total Cost
LA CENTER	Did Not Apply	West	Clark						
LA CONNER	Did Not Apply	West	Skagit						
LACROSSE	Seal Coat Funding	East	Whitman				82	15	\$5,356
LAMONT	Did Not Apply	East	Whitman						
LANGLEY		West	Island	70	15	\$125,116			
LATAH	Did Not Apply	East	Spokane						
LEAVENWORTH	Did Not Apply	East	Chelan						
LIND		East	Adams	25	0	\$259,924	49	5	\$616,202
LONG BEACH		West	Pacific	55	0	\$886,772	67	0	\$246,626
LYMAN	Did Not Apply	West	Skagit						
MABTON		East	Yakima	60	0	\$225,814			
MALDEN		East	Whitman	68	0	\$410,976	48	5	\$25,226
MANSFIELD	Overlay Funding	East	Douglas	89	15	\$74,426			
MARCUS	Did Not Apply	East	Stevens						
MATTAWA	Did Not Apply	East	Grant						
MCCLEARY		West	Grays Harbor	54	0	\$64,944			
MEDICAL LAKE	Did Not Apply	East	Spokane						
MEDINA		PS	King				61	15	
MESA		East	Franklin	62	0	\$163,607			
METALINE	Did Not Apply	East	Pend Oreille						
METALINE FALLS		East	Pend Oreille				61	15	
MILLWOOD	Did Not Apply	East	Spokane						
MONTESANO	Did Not Apply	West	Grays Harbor						
MORTON	Overlay Funding	West	Lewis	83	15	\$130,549			
MOSSYROCK		West	Lewis	55	10	\$59,850			
MOXEE	Overlay Funding	East	Yakima	78	15	\$113,447			
NACHES		East	Yakima	66	5	\$377,338			
NAPAVINE		West	Lewis	37	15	\$169,203			

Agency	Status	Region	County	OVERLAY			SEAL COAT		
				Total Rating (100 max)	of Scale Rating (15 max)	Total Cost	Total Rating (100 max)	of Scale Rating (15 max)	Total Cost
NESPELEM		East	Okanogan	64	0	\$136,728	53	0	\$181,300
NEWPORT		East	Pend Oreille						
NOOKSACK	<i>Did Not Apply</i>	West	Whatcom						
NORTH BEND	Overlay Funding	PS	King	85	10	\$103,014			
NORTH BONNEVILLE		West	Skamania	36	0	\$270,144	46	0	\$74,208
NORTHPORT		East	Stevens	60	0	\$35,008	52	0	\$428,449
OAKESDALE	<i>Did Not Apply</i>	East	Whitman						
OAKVILLE		West	Grays Harbor				64	15	\$46,164
OCEAN SHORES	Seal Coat Funding	West	Grays Harbor				81	15	\$86,400
ODESSA	<i>Did Not Apply</i>	East	Lincoln						
OKANOGAN	Seal Coat Funding	East	Okanogan	55	0	\$312,095	74	15	\$71,904
OMAK		East	Okanogan	53	0	\$193,617			
OROVILLE		East	Okanogan	43	0	\$161,664	56	5	\$20,895
ORTING		PS	Pierce	31	0	\$74,427			
PALOUSE	Seal Coat Funding	East	Whitman				89	15	\$22,691
PATEROS		East	Okanogan	47	0	\$219,423			
PE ELL	<i>Did Not Apply</i>	West	Lewis						
POMEROY		East	Garfield	59	0	\$46,318			
PRESCOTT	<i>Did Not Apply</i>	East	Walla Walla						
RAINIER	<i>Did Not Apply</i>	West	Thurston						
RAYMOND	<i>Did Not Apply</i>	West	Pacific						
REARDAN	<i>Did Not Apply</i>	East	Lincoln						
REPUBLIC		East	Ferry	47	5	\$64,724			
RIDGEFIELD	<i>Did Not Apply</i>	West	Clark						
RITZVILLE	Seal Coat Funding	East	Adams				82	15	\$77,427
RIVERSIDE	<i>Did Not Apply</i>	East	Okanogan						
ROCK ISLAND	<i>Did Not Apply</i>	East	Douglas						
ROCKFORD	<i>Did Not Apply</i>	East	Spokane						

Agency	Status	Region	County	OVERLAY			SEAL COAT		
				Total Rating (100 max)	of Scale Rating (15 max)	Total Cost	Total Rating (100 max)	of Scale Rating (15 max)	Total Cost
ROSALIA		East	Whitman				41	15	\$53,344
ROSLYN		East	Kittitas				52	0	\$93,631
ROY	Did Not Apply	PS	Pierce	58	0	\$86,292			
ROYAL CITY	Seal Coat Funding	East	Grant				75	10	\$22,090
RUSTON	Did Not Apply	PS	Pierce						
SEQUIM	Did Not Apply	West	Clallam						
SKYKOMISH	Did Not Apply	PS	King						
SOAP LAKE	Did Not Apply	East	Grant						
SOUTH BEND	Seal Coat Funding	West	Pacific				82	15	\$57,070
SOUTH CLE ELUM		East	Kittitas	68	15	\$213,984			
SOUTH PRAIRIE	Did Not Apply	PS	Pierce						
SPANGLE	Did Not Apply	East	Spokane						
SPRAGUE	Seal Coat Funding	East	Lincoln				88	15	\$7,557
SPRINGDALE	Did Not Apply	East	Stevens						
ST. JOHN	Seal Coat Funding	East	Whitman				80	15	\$100,266
STANWOOD	Did Not Apply	PS	Snohomish						
STARBUCK	Did Not Apply	East	Columbia						
STEVENSON		West	Skamania						
SULTAN		PS	Snohomish				38	10	\$20,834
SUMAS	Seal Coat Funding	West	Whatcom				76	15	\$69,755
TEKOA		East	Whitman	46	0	\$355,837			
TENINO	Did Not Apply	West	Thurston						
TIETON		East	Yakima	74	5	\$436,712			
TOLEDO		West	Lewis	61	15	\$12,285			
TONASKET	Seal Coat Funding	East	Okanogan				72	15	\$91,111
TWISP	Did Not Apply	East	Okanogan				83	15	\$40,128
UNIONTOWN	Did Not Apply	East	Whitman						
VADER		West	Lewis				70	15	\$26,640

Agency	Status	Region	County	OVERLAY			SEAL COAT		
				Total Rating (100 max)	of Scale Rating (15 max)	Total Cost	Total Rating (100 max)	of Scale Rating (15 max)	Total Cost
WAITSBURG	<i>Did Not Apply</i>	East	Walla Walla						
WAPATO	Seal Coat Funding	East	Yakima				80	15	\$28,838
WARDEN	<i>Did Not Apply</i>	East	Grant						
WASHTUCNA		East	Adams	56	0	\$212,084	69	15	\$24,804
WATERVILLE		East	Douglas	48	0	\$469,987			
WAVERLY	<i>Did Not Apply</i>	East	Spokane						
WESTPORT	Seal Coat Funding	West	Grays Harbor				76	15	\$39,994
WHITE SALMON		East	Klickitat	56	15	\$240,178			
WILBUR		East	Lincoln				45	15	\$19,491
WILKESON		PS	Pierce	50	15	\$10,152	51	0	\$53,200
WILSON CREEK	Seal Coat Funding	East	Grant				74	15	\$17,212
WINLOCK	<i>Did Not Apply</i>	West	Lewis						
WINTHROP	<i>Did Not Apply</i>	East	Okanogan						
WOODLAND	<i>Did Not Apply</i>	West	Cowlitz/Clark						
WOODWAY	<i>Did Not Apply</i>	PS	Snohomish						
YACOLT	Seal Coat Funding	West	Clark				84	15	\$44,278
YARROW POINT	<i>Did Not Apply</i>	PS	King						
YELM	<i>Did Not Apply</i>	West	Thurston						
ZILLAH		East	Yakima	64	5	\$360,448			