



Transportation Improvement Board
July 27-28, 2006 – Richland, Washington
Location: Hampton Inn
486 Bradley Blvd.
Richland, WA 99352
(509) 943-4400

July 27, 2006
WORK SESSION AGENDA

	Page
<i>Increase/Scope Change Request</i>	
2:00 PM A. City of Yakima: Nob Hill Blvd. Scope Change	Greg Armstrong 82
2:30 PM B. City of Poulsbo: SR-305 Increase Request	Steve Gorcester 84
2:45 PM C. City of Shelton: Northcliff Drive Increase Request	Greg Armstrong 86
<i>Program & Policy Issues and General Matters</i>	
3:15 PM C. 2007 Board Meeting Locations	Steve Gorcester 88
3:30 PM D. Proposed WAC Revisions	Rhonda Reinke 1
1. WAC 479-01 Summary	2
a. WAC 479-01 with marked revisions	3
b. WAC 479-01 proposed final language (without marked revisions)	7
2. WAC 479-02 Summary	11
a. WAC 479-02 with marked revisions	12
b. WAC 479-02 proposed final language (without marked revisions)	18
3. WAC 479-06 Summary	22
a. WAC 479-06 with marked revisions	24
b. WAC 479-06 proposed final language (without marked revisions)	36
4. WAC 479-15; 479-17; 479-510 Summary	40
a. WAC 479-15	41
b. WAC 479-17	44
c. WAC 479-510	47
5:00 PM I-82 Interie Tour (<i>transportation provided – pick up at Hampton Inn</i>)	

(Dinner on your own)



Transportation Improvement Board
July 27-28, 2006 – Richland, Washington
Location: Hampton Inn
486 Bradley Blvd.
Richland, WA 99352
(509) 943-4400

July 28, 2006 – 9:00 AM
BOARD AGENDA

		Page
1.	CALL TO ORDER	Chair Bowman
2.	GENERAL MATTERS	
A.	Approval of May 19, 2006 Minutes	Chair Bowman 49
B.	Communications	Steve Gorcester
1.	Planners want Oak Harbor driving in circles – <i>HeraldNet</i>	52
2.	Highway widening project completed– <i>HeraldNet</i>	54
3.	Truck route gets go ahead despite fears to contrary – <i>The Statesman-Examiner</i>	56
4.	\$600M expansion coming & Banner day for the Basin – <i>Columbia Basin Herald</i>	58
5.	Widening of SR-305 articles – <i>Kitsap Sun</i>	59
6.	SR 305 snags needed funding – <i>North Kitsap Herald</i>	65
7.	River Road construction gets OK but will cost more – <i>Yakima Herald</i>	67
8.	Pedestrian bridge facelift to bypass I-90 on-ramp – <i>The Liberty Lake Splash</i>	68
9.	Soaring materials costs hit projects – <i>Puget Sound Business Journal</i>	70
10.	TIB reappointment for Pierce Co Councilman articles – <i>Tacoma Daily Index & TNT</i>	71
11.	Streets are paved, town looks to finish project – <i>The Ritzville Adams Co Journal</i>	73
12.	Kalama paves way for downtown revitalization – <i>The Daily News</i>	74
3.	NON-ACTION ITEMS	
A.	Chair’s Report to the Board	Chair Bowman
B.	Executive Director’s Report	Steve Gorcester
C.	Delayed Projects Report	Steve Gorcester 75
D.	Financial Report	Theresa Anderson
E.	Project Activities Report (5/1/06 – 6/30/06)	Greg Armstrong 78
4.	ACTION ITEMS	
	<i>Increase/Scope Change Request</i>	
A.	City of Yakima: Nob Hill Blvd. Scope Change	Greg Armstrong 82
B.	City of Poulsbo: SR-305 Increase	Steve Gorcester 84
C.	City of Shelton: Northcliff Drive	Greg Armstrong 86
	<i>Program & Policy Issues and General Matters</i>	
D.	2007 Board Meeting Locations	Steve Gorcester 88
5.	FUTURE MEETINGS	
	September 21-22, 2006 – North Bonneville	
	November 16-17, 2006 – Federal Way	
6.	ADJOURNMENT	



Proposed WAC Revisions

July 27, 2006

BACKGROUND

As part of the agency's business process improvements, there is a need to incorporate board policy into rules. It is necessary to revise and rewrite much of the current language and add sections for policies that have not been addressed.

STATUS

After review by the Board and then the Assistant Attorney General, the WACs will be sent to the Code Reviser's Office for proper formatting. Because this is the first group of WAC revisions, there is no action required by the board at this time.

The final WAC changes (as an entire package) will be proposed and adopted at a public hearing at the January 2007 meeting.

The following pages represent the **first set** of proposed changes:

- 479-01 Organization
- 479-02 Public Records
- 479-06 **Financial Requirement** (new section)

Repealing the following sections:

- 479-15
- 479-17
- 479-510

At the September meeting, there will be a presentation on changes to the remaining WAC sections.

RECOMMENDATION

There is no board action required.

WAC 479-01 addresses the Organization overview. The first set shows the strikeout for each section. The second set shows what the WAC will look like if approved.

WAC 479-01-010: Organization of the transportation improvement board

- Changed the title
- Changed reference the laws
- Added the small city pavement and sidewalk account
- Deleted duplicate reference to the RJT program because it has separate WACs

WAC 479-01-020: The time and place of board meetings

- Changed the title
- Deleted reference to the time board meetings begin and that they are held in Olympia
- Added section that the board approves the time and place of meetings in the July meeting unless cancelled
- Added section that TIB meets the Open Public Meetings Act
- Deleted extra wording in special meeting of the board

WAC 479-01-030: The address of the board

- Deleted extra wording

WAC 479-01-040: Definitions and acronyms

- Deleted extra wording
- Under Agency, added reference to transportation benefit districts and deleted public transit agencies
- In Urban Area, deleted reference to AIP and TPP programs
- Added definition for Small city, Sidewalk Program, and Staff (excluding Executive Director since that is a new section)
- Added definition of Population
- Added RJT and RTP
- This section will be added to as more definitions or acronyms are added after the entire WAC 479 is updated

WAC 479-01-050: Administrative costs

- Changed the title
- Changed wording to be clearer

NEW SECTION

WAC 479-01-060: Executive Director – powers and duty

- Added delegated duties
- Added administrative increase authority amounts

Chapter 479-01 WAC
DESCRIPTION OF ORGANIZATION Last Update: 8/4/03 WAC

01-010	Organization of transportation improvement board.
01-020	Time and place of meetings.
01-030	Address of board.
01-040	Definitions.
01-050	Administration - Administrative costs.
01-060	Executive Director - powers and duties

WAC 479-01-010 Organization of the transportation improvement board. The transportation improvement board is a twenty-one member board, organized under the provisions of Chapter 167, Laws of 1988 ~~chapter 269, Laws of 1995~~ [MSoffice1]. The board administers the urban arterial trust account, and the transportation improvement account, and the small city pavement and sidewalk account. ~~The board evaluates petitions requesting any additions to or deletions from the state highway system and forwards recommendations to the legislature.~~ Board membership is defined in RCW 47.26.121.

[Statutory Authority: Chapter 47.26 RCW. 03-16-077, § 479-01-010, filed 8/4/03, effective 9/4/03. Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-01-010, filed 11/23/99, effective 12/24/99. Statutory Authority: 1995 c 269 § 2601. 95-22-056, § 479-01-010, filed 10/30/95, effective 11/30/95. Statutory Authority: Chapter 47.26 RCW. 95-04-072, § 479-01-010, filed 1/30/95, effective 3/2/95; 90-11-035, § 479-01-010, filed 5/10/90, effective 6/10/90; 83-22-021 (Order 83-01, Resolution Nos. 770, 771 and 772), § 479-01-010, filed 10/26/83; Order 31 (part), § 479-01-010, filed 11/8/67.]

WAC 479-01-020 ~~Time~~ The time and place of board meetings. Regular public meetings of the board ~~shall be~~ are held on the fourth Friday of the month or the third Friday if the week of the fourth Friday includes is a holiday. Meetings are held at least quarterly but may be changed by a majority vote of the board. Each such regular meeting shall be is held at the offices of the board in Olympia, Washington, and begin at the hour of 9:00 a.m. or at such other at the time and place as designated by the board. The meeting schedule, for the following calendar year, will be approved at least 3 months before the beginning of that year.

A special meeting of the board may be called by the chairperson or by a majority of the members of the board. ~~by A delivering personally or by mail written notice to all other~~

WAC (7/19/06 12:55 PM) [1]

~~board members is required of the board at least twenty-four hours before the time of such the meeting, as specified in the notice. The notice calling a special meeting shall state includes:~~

- ~~• the purpose for which the meeting is called and~~
- ~~• the date,~~
- ~~• hour, time and~~
- ~~• place of such meeting and~~

All provisions of chapter 42.30 RCW otherwise known as the Open Public Meetings Act will apply.

~~all provisions of chapter 42.30 RCW shall apply.~~

[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-01-020, filed 11/23/99, effective 12/24/99. Statutory Authority: Chapter 47.26 RCW. 95-04-072, § 479-01-020, filed 1/30/95, effective 3/2/95; 92-12-014, § 479-01-020, filed 5/26/92, effective 6/26/92; 90-11-035, § 479-01-020, filed 5/10/90, effective 6/10/90; 83-22-021 (Order 83-01, Resolution Nos. 770, 771 and 772), § 479-01-020, filed 10/26/83; Order 279, § 479-01-020, filed 4/17/73; Order 31 (part), § 479-01-020, filed 11/8/67.]

WAC 479-01-030 The Address of the board. ~~Persons wishing to obtain information or to make submissions or requests of any kind shall address their correspondence to~~ The official mailing address of the board is:

~~Executive Director, Transportation Improvement Board~~
Post Office Box 40901
Olympia, Washington 98504-0901.

[Statutory Authority: Chapter 47.26 RCW. 95-04-072, § 479-01-030, filed 1/30/95, effective 3/2/95; 90-11-035, § 479-01-030, filed 5/10/90, effective 6/10/90; 83-22-021 (Order 83-01, Resolution Nos. 770, 771 and 772), § 479-01-030, filed 10/26/83; Order 281, § 479-01-030, filed 5/21/73; Order 31 (part), § 479-01-030, filed 11/8/67.]

WAC 479-01-040 Definitions and acronyms. ~~For purposes of implementing the requirements of RCW 47.26.160 relative to the transportation improvement board, the~~ The following definitions shall apply:

- (1) Board - the transportation improvement board.

WAC (7/19/06 12:55 PM) [2]

(2) TIB - the transportation improvement board.

(3) Director - the executive director of the transportation improvement board.

(4) Agency - all cities, towns, counties, and ~~transportation benefit districts, and public transit agencies~~ eligible to receive board funding.

(5) Urban area - ~~the term "urban area" as used for the arterial improvement program and the transportation partnership program~~ refers to the portion of a county within the federal urban area boundary as designated by FHWA and/or Washington ~~s~~State's Growth Management Act.

(6) Small city - refers to an incorporated city or town with a population of less than five thousand.

(7) Sidewalk program - refers to both the urban and small city sidewalk programs.

(8) Population - is defined as OFM official published population at the time of application

(9) Staff - refers to the employees of the transportation improvement board excluding the executive director.

(9) RJT - Route Jurisdiction Program

(10) RTP - Road Transfer Program

[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-01-040, filed 11/23/99, effective 12/24/99. Statutory Authority: Chapter 47.26 RCW. 95-04-072, § 479-01-040, filed 1/30/95, effective 3/2/95; 90-11-035, § 479-01-040, filed 5/10/90, effective 6/10/90.]

WAC 479-01-050 ~~Administration~~ Administrative costs. The board costs for board activities, necessary staff services, and facilities that are attributable to the urban arterial trust account will be paid out of the and the transportation improvement account shall be paid and the urban arterial trust account as determined by the biennial appropriation.

[Statutory Authority: Chapter 47.26 RCW. 03-16-077, § 479-01-050, filed 8/4/03, effective 9/4/03. Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-01-050, filed 11/23/99, effective 12/24/99. Statutory Authority: 1995 c 269 § 2601. 95-22-056, § 479-01-050, filed 10/30/95, effective 11/30/95.]

NEW SECTION

WAC 479-01-060 Executive Director-powers and duty

(1) The executive director will direct and supervise all

WAC (7/19/06 12:55 PM) [3]

administrative activities of the board.

(2) The executive director will appoint staff as needed and may delegate authority to subordinates to act in the executive director's place to carry out assigned duties. Delegation of authority must be in writing and the board will be notified.

(3) The executive director is delegated the duties and ongoing support of the board priorities and the mission of the agency.

(4) The executive director is delegated authority to grant minor scope changes on projects. All major scope changes must be presented to the board for approval.

(5) The executive director is delegated waiver authority for value engineering studies as described in WAC 479-05-040.

(6) The executive director is delegated sidewalk deviation requests as described in WAC 479-12-450.

(7) The executive director is delegated administrative increase authority for projects up to the following levels:

(a) Urban corridor program - 15% of project costs or \$750,000 whichever is less.

(b) Urban arterial program - 15% of project costs or \$750,000 whichever is less.

(c) Small city arterial program - up to \$125,000.

(d) Small city sidewalk program - up to \$50,000.

(e) Road transfer program - up to \$75,000.

(f) Emergent nature projects - up to \$200,000 within available funding limitations.

[Statutory Authority: Chapter 47.26 RCW.]

Chapter 479-01 WAC
DESCRIPTION OF ORGANIZATION Last Update: 8/4/03 WAC

01-010
01-020
01-030
01-040
01-050
01-060

Organization of transportation improvement board.
Time and place of meetings.
Address of board.
Definitions.
Administrative costs.
Executive Director - powers and duties

WAC 479-01-010 Organization of the transportation improvement board. The transportation improvement board is a twenty-one member board, organized under the provisions of Chapter 167, Laws of 1988. The board administers the urban arterial trust account, the transportation improvement account, and the small city pavement and sidewalk account. Board membership is defined in RCW 47.26.121.

[Statutory Authority: Chapter 47.26 RCW. 03-16-077, § 479-01-010, filed 8/4/03, effective 9/4/03. Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-01-010, filed 11/23/99, effective 12/24/99. Statutory Authority: 1995 c 269 § 2601. 95-22-056, § 479-01-010, filed 10/30/95, effective 11/30/95. Statutory Authority: Chapter 47.26 RCW. 95-04-072, § 479-01-010, filed 1/30/95, effective 3/2/95; 90-11-035, § 479-01-010, filed 5/10/90, effective 6/10/90; 83-22-021 (Order 83-01, Resolution Nos. 770, 771 and 772), § 479-01-010, filed 10/26/83; Order 31 (part), § 479-01-010, filed 11/8/67.]

WAC 479-01-020 The time and place of board meetings. Regular public meetings of the board are held on the fourth Friday of the month or the third Friday if the week of the fourth Friday includes a holiday. Meetings are held at least quarterly but may be changed by a majority vote of the board. Each regular meeting is held at the time and place as designated by the board. The meeting schedule, for the following calendar year, will be approved at least 3 months before the beginning of that year. A special meeting of the board may be called by the chairperson or by a majority of the members of the board. A written notice to other board members is required at least twenty-four hours before the time of the meeting. The notice calling a special meeting includes:

- the purpose for the meeting
- the date
- time

WAC (7/19/06 1:07 PM) [1]

- place

All provisions of chapter 42.30 RCW otherwise known as the Open Public Meetings Act will apply.

[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-01-020, filed 11/23/99, effective 12/24/99. Statutory Authority: Chapter 47.26 RCW. 95-04-072, § 479-01-020, filed 1/30/95, effective 3/2/95; 92-12-014, § 479-01-020, filed 5/26/92, effective 6/26/92; 90-11-035, § 479-01-020, filed 5/10/90, effective 6/10/90; 83-22-021 (Order 83-01, Resolution Nos. 770, 771 and 772), § 479-01-020, filed 10/26/83; Order 279, § 479-01-020, filed 4/17/73; Order 31 (part), § 479-01-020, filed 11/8/67.]

WAC 479-01-030 The address of the board. The official mailing address of the board is:

Transportation Improvement Board
Post Office Box 40901
Olympia, Washington 98504-0901.

[Statutory Authority: Chapter 47.26 RCW. 95-04-072, § 479-01-030, filed 1/30/95, effective 3/2/95; 90-11-035, § 479-01-030, filed 5/10/90, effective 6/10/90; 83-22-021 (Order 83-01, Resolution Nos. 770, 771 and 772), § 479-01-030, filed 10/26/83; Order 281, § 479-01-030, filed 5/21/73; Order 31 (part), § 479-01-030, filed 11/8/67.]

WAC 479-01-040 Definitions and acronyms. The following definitions apply:

- (1) Board - the transportation improvement board.
- (2) TIB - the transportation improvement board.
- (3) Director - the executive director of the transportation improvement board.
- (4) Agency - all cities, towns, counties, and transportation benefit districts eligible to receive board funding.
- (5) Urban area - refers to the portion of a county within the federal urban area boundary as designated by FHWA and/or Washington State's Growth Management Act.
- (6) Small city - refers to an incorporated city or town with a population of less than five thousand.
- (7) Sidewalk program - refers to both the urban and small city sidewalk programs.
- (8) Population - is defined as OFM official published population at the time of application

WAC (7/19/06 1:07 PM) [2]

(9) Staff - refers to the employees of the transportation improvement board excluding the executive director.

(9) RJT - Route Jurisdiction Program

(10) RTP - Road Transfer Program

[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-01-040, filed 11/23/99, effective 12/24/99. Statutory Authority: Chapter 47.26 RCW. 95-04-072, § 479-01-040, filed 1/30/95, effective 3/2/95; 90-11-035, § 479-01-040, filed 5/10/90, effective 6/10/90.]

WAC 479-01-050 Administrative costs. The costs for board activities, staff services, and facilities will be paid out of the transportation improvement account and the urban arterial trust account as determined by the biennial appropriation.

[Statutory Authority: Chapter 47.26 RCW. 03-16-077, § 479-01-050, filed 8/4/03, effective 9/4/03. Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-01-050, filed 11/23/99, effective 12/24/99. Statutory Authority: 1995 c 269 § 2601. 95-22-056, § 479-01-050, filed 10/30/95, effective 11/30/95.]

NEW SECTION

WAC 479-01-060 Executive Director-powers and duty

(1) The executive director will direct and supervise all administrative activities of the board.

(2) The executive director will appoint staff as needed and may delegate authority to subordinates to act in the executive director's place to carry out assigned duties. Delegation of authority must be in writing and the board will be notified.

(3) The executive director is delegated the duties and ongoing support of the board priorities and the mission of the agency.

(4) The executive director is delegated authority to grant minor scope changes on projects. All major scope changes must be presented to the board for approval.

(5) The executive director is delegated waiver authority for value engineering studies as described in WAC 479-05-040.

(6) The executive director is delegated sidewalk deviation requests as described in WAC 479-12-450.

(7) The executive director is delegated administrative increase authority for projects up to the following levels:

(a) Urban corridor program - 15% of project costs or

WAC (7/19/06 1:07 PM) [3]

- \$750,000 whichever is less.
- (b) Urban arterial program - 15% of project costs or \$750,000 whichever is less.
 - (c) Small city arterial program - up to \$125,000.
 - (d) Small city sidewalk program - up to \$50,000.
 - (e) Road transfer program - up to \$75,000.
 - (f) Emergent nature projects - up to \$200,000 within available funding limitations.

[Statutory Authority: Chapter 47.26 RCW.]

WAC 479-02 addresses the Public Records Officer and the Public Records. The first set shows the strikeout for each section. The second set shows what the WAC will look like if approved.

WAC 479-02-010 Purpose

- Minor wording changes

WAC 479-02-050 Public records officer

- Deleted extra wording

WAC 479-02-060 Public records available

- Deleted extra wording

WAC 479-02-070 Requests for public records

- Deleted extra wording
- Renumbered the sections
- Added section regarding archived records (since this could delay the availability if the person walks in)

WAC 479-02-080 Availability

- Changed title
- Deleted extra wording
- Changed legal holidays to state holidays (ex. Columbus Day is a federal holiday, but not observed by state)

WAC 479-02-090 Inspection and copying cost.

- Deleted extra wording
- Made bulleted list of fee composition

WAC 479-02-100 Protection of public records.

- Deleted extra wording
- Reworded sections to be clearer on what the intent is for copying or examining records
- Renumbered sections

WAC 479-02-110 Denial of request

- Reworded sections to have clearer language
- Executive Director consults with AAG regarding denial (see next section)

WAC 479-02-120 Review of agency denial

- Deleted extra wording

WAC 479-02-130 Records index

- Deleted extra wording
- Deleted financial items from index as they are kept separately in the statewide accounting system
- Deleted project administration, as those are the project files which are listed in the tracking system and on the web site

WAC 479-02-140 Availability

- Deleted section since it is duplicative of 479-02-080

Chapter 479-02 WAC

PUBLIC ACCESS TO INFORMATION AND RECORDS Last Update: 11/23/99WAC

02-010	Purpose.
02-050	Public records officer.
02-060	Public records available.
02-070	Requests for public records.
02-080	Availability for public inspection and copying of public records--Office hours.
02-090	Inspection and copying cost.
02-100	Protection of public records.
02-110	Denial of request.
02-120	Review of agency denial.
02-130	Records index.
02-140	Availability.

DISPOSITION OF SECTIONS FORMERLY CODIFIED IN THIS CHAPTER

- 479-02-020 Definitions. [Statutory Authority: Chapter 47.26 RCW. 91-13-056, § 479-02-020, filed 6/17/91, effective 7/18/91.] Repealed by 99-24-038, filed 11/23/99, effective 12/24/99. Statutory Authority: Chapters 47.26 and 47.66 RCW.
- 479-02-030 Exempted records. [Statutory Authority: Chapter 47.26 RCW. 95-04-072, § 479-02-030, filed 1/30/95, effective 3/2/95; 91-13-056, § 479-02-030, filed 6/17/91, effective 7/18/91.] Repealed by 99-24-038, filed 11/23/99, effective 12/24/99. Statutory Authority: Chapters 47.26 and 47.66 RCW.

WAC 479-02-010 Purpose. The purpose of this chapter shall be to ensure compliance by the Washington transportation improvement board with the provisions of RCW 42.17.250 through 42.17.348 dealing with public records.

[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-02-010, filed 11/23/99, effective 12/24/99. Statutory Authority: Chapter 47.26 RCW. 91-13-056, § 479-02-010, filed 6/17/91, effective 7/18/91.]

WAC 479-02-050 Public records officer. ~~The transportation improvement board public records shall be in the charge of the~~ executive secretary who shall be the public records officer for the board. ~~The person so designated shall be officed in the Transportation Improvement Boards office in Olympia, Washington.~~ The public records officer shall be responsible for implementation of the board's rules and regulations regarding release of public records, ~~coordinating staff efforts of the board in this regard and generally ensuring compliance of the staff with the public records disclosure requirements of chapter 1, Laws of 1973.~~

[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, WAC (7/19/066/8/06 12:57 PM3:57 PM) [1]

§ 479-02-050, filed 11/23/99, effective 12/24/99. Statutory Authority: Chapter 47.26 RCW. 91-13-056, § 479-02-050, filed 6/17/91, effective 7/18/91.]

WAC 479-02-060 Public records available. ~~All Board public records of the board as defined in chapter 42.17 RCW are deemed available for public inspection and copying pursuant to these rules, unless the record falls within the specific exemptions of by RCW 42.17.310 or other specific statute that exempts or prohibits disclosure of specific information or records.~~

[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-02-060, filed 11/23/99, effective 12/24/99. Statutory Authority: Chapter 47.26 RCW. 91-13-056, § 479-02-060, filed 6/17/91, effective 7/18/91.]

WAC 479-02-070 Requests for public records. ~~Subject to the provisions of subsection (3) of this section, public Public records are obtainable by members available of to the public when those members of the public comply with the by the following procedures:~~

~~(1) A request shall be addressed to the public records officer. Such request shall include the following~~ A written request is sent to the public records officer+

(2) The following information must be provided in the written request:

(a) The name of the person requesting the record.

(b) The time of day and calendar date on which the request was is made.

~~(c) If the matter requested is referenced within the current index maintained by the board, a reference to the requested record as it is described in such current index.~~

~~(d) If the requested matter is not identifiable by reference to the board's current index, a statement that identifies the specific record requested.~~

(c) The title of the document. If no title exists, a brief explanation of the record is required.

(ed) A verification that the records requested shall will not be used to compile a commercial sales list.

(e) A verification that the record will not be sold for commercial gain-

(23) The public records officer shall will inform the member of the public making the requestor whether the requested record is available for inspection or copying at the Transportation Improvement Boards office in Olympia, Washington.

WAC (7/19/066/8/06 12:57 PM3:57 PM) [2]

~~(34) When it appears that a~~ If the request for a record is made by or on behalf of a party to a lawsuit or a controversy to which the board is also a party or when such a request is made by or on behalf of an attorney for such a party the request shall be made by a party to a lawsuit, the request must be referred to the assistant attorney general assigned to the board for appropriate response.

(5) If the requested record is archived, the date the record will be available for inspection or copying will be provided to the requestor.

[Statutory Authority: Chapter 47.26 RCW. 95-04-072, § 479-02-070, filed 1/30/95, effective 3/2/95; 91-13-056, § 479-02-070, filed 6/17/91, effective 7/18/91.]

WAC 479-02-080 Availability for public inspection and copying of public records—Office hours. Public records shall will be available for inspection and copying during the normal business hours of the board. For the purposes of this chapter, the normal office hours shall are be from 8 a.m. to 5 p.m., Monday through Friday, excluding legal except state holidays.

[Statutory Authority: Chapter 47.26 RCW. 91-13-056, § 479-02-080, filed 6/17/91, effective 7/18/91.]

WAC 479-02-090 Inspection and copying cost.

(1) No fee shall be is charged for inspection of public records.

(2) The board shall impose will charge a reasonable charge fee for providing copies of public records. This fee will be used to cover actual costs of:

- Staff time to compile and copy records
- Copy machine cost
- Paper cost

and for the use by any person of agency equipment to copy records; such charges shall not exceed the amount necessary to reimburse the board for its actual costs incident to such copying. Actual costs shall include the labor costs of staff, machine cost and paper cost necessary to provide copies of requested records.

[Statutory Authority: Chapter 47.26 RCW. 91-13-056, § 479-02-090, filed 6/17/91, effective 7/18/91.]

WAC (7/19/066/8/06 12:57 PM3:57 PM) [3]

WAC 479-02-100 Protection of public records. ~~In order to implement the provisions of RCW 42.17.290, requiring agencies to enact reasonable rules to protect public records from damage or disorganization, To protect public records, the following rules have been adopted:-~~

~~(1) Copying of public documents shall be done by the board personnel will be done by staff or under their supervision, and under the supervision of said personnel, upon the request of members of the public under the procedures set down in WAC 479-02-070.~~

~~(2) Public documents will not be removed by the requestor.~~

~~(3) Inspection of documents will be monitored by staff. No document shall be physically removed by a member of the public from the area designated by the board for the public inspection of documents for any reason whatever.~~

~~(34) If a request is submitted to examine or copy an entire file or group of documents, the public records officer will review the file and identify any protected records under RCW 42.17.310. A reasonable time to do the review will be given to the public records officer without being in violation of the obligation to reply promptly. When a member of the public requests to examine an entire file or group of documents, as distinguished from a request to examine certain individual documents which can be identified and supplied by themselves, the board shall be allowed a reasonable time to inspect the file to determine whether information protected from disclosure by RCW 42.17.310, is contained therein, and the board shall not be deemed in violation of its obligation to reply promptly to requests for public documents by reason of causing such an inspection to be performed.~~

[Statutory Authority: Chapter 42.17.290. Chapter 47.26 RCW. 95-04-072, § 479-02-100, filed 1/30/95, effective 3/2/95; 91-13-056, § 479-02-100, filed 6/17/91, effective 7/18/91.]

WAC 479-02-110 Denial of request. (1) The executive director will consult with the assistant attorney general to ~~shall determine which if a requested public record is exempt. public records requested in accordance with these rules are exempt under the provisions of RCW 42.17.310 or other statute.~~

~~(2) Each The denial of a the request for a public record shall be accompanied will be made by a written statement to the requestor. The statement must person requesting the record clearly specifying the reasons for denial and how to request a review of the denial., including a statement of the specific~~

WAC (7/19/066/8/06 12:57 PM3:57 PM) [4]

~~exemption authorizing the withholding of the record and a brief explanation of how the exemption applies to the record withheld.~~

[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-02-110, filed 11/23/99, effective 12/24/99. Statutory Authority: Chapter 47.26 RCW. 95-04-072, § 479-02-110, filed 1/30/95, effective 3/2/95; 91-13-056, § 479-02-110, filed 6/17/91, effective 7/18/91.]

WAC 479-02-120 Review of agency denial. Whenever a person objects to a ~~conclusion that a public record is an exemption~~ from disclosure, the person may request the attorney general to review the matter in accordance with RCW 42.17.325.

[Statutory Authority: Chapter 47.26 RCW. 95-04-072, § 479-02-120, filed 1/30/95, effective 3/2/95; 91-13-056, § 479-02-120, filed 6/17/91, effective 7/18/91.]

WAC 479-02-130 Records index. ~~(1) The public records officer will maintain board has available for public inspection and copying at its offices in Olympia a current index of board records.~~

~~(1) The following list of records are included in the index: the following records:~~

~~(a) State lLegislation, and proposed rules, and regulations pertaining to of the board; standards.~~

~~(b) Those statements of policy and interpretations of policy, statute and~~

~~(b) bBylaws which have been adopted by the board;~~

~~(c) Minutes of board meetings;~~

~~(d) Resolutions approved by the board;~~

~~(e) TIB pProgram guidelines;~~

~~(f) Program reports and publications;~~

~~(g) Budgets and expenditures;~~

~~(h) TIB project administration and accounting files.~~

~~(2) A system of indexing shall be as follows:~~

~~(a) The indexing system will be administered by the board's public record officer.~~

~~(b) Copies of the index shall be available for public inspection and copying in the manner provided in chapter 479-02 WAC.~~

~~(e2) The public records officer shall will update the index at least once a year and shall revise the index or when deemed necessary by the board executive director.~~

~~(3) The index will be available for inspection and copying as~~

WAC (7/19/066/8/06 12:57 PM3:57 PM) [5]

| other public records.

[Statutory Authority: Chapter 47.26 RCW. 95-04-072, § 479-02-130, filed 1/30/95, effective 3/2/95; 91-13-056, § 479-02-130, filed 6/17/91, effective 7/18/91.]

| ~~WAC 479-02-140 Availability. The current index promulgated by the board shall be available to all persons under the same rules and on the same conditions as are applied to public records available for inspection.~~

| ~~[Statutory Authority: Chapter 47.26 RCW. 91-13-056, § 479-02-140, filed 6/17/91, effective 7/18/91.]~~

| WAC (7/19/066/8/06 12:57 PM3:57 PM) [6]

Chapter 479-02 WAC
PUBLIC ACCESS TO INFORMATION AND RECORDS Last Update: 11/23/99WAC

02-010	Purpose.
02-050	Public records officer.
02-060	Public records available.
02-070	Requests for public records.
02-080	Availability for public inspection and copying of public records--Office hours.
02-090	Inspection and copying cost.
02-100	Protection of public records.
02-110	Denial of request.
02-120	Review of agency denial.
02-130	Records index.

DISPOSITION OF SECTIONS FORMERLY

CODIFIED IN THIS CHAPTER 479-02-020 Definitions. [Statutory Authority: Chapter 47.26 RCW. 91-13-056, § 479-02-020, filed 6/17/91, effective 7/18/91.] Repealed by 99-24-038, filed 11/23/99, effective 12/24/99. Statutory Authority: Chapters 47.26 and 47.66 RCW.

479-02-030 Exempted records. [Statutory Authority: Chapter 47.26 RCW. 95-04-072, § 479-02-030, filed 1/30/95, effective 3/2/95; 91-13-056, § 479-02-030, filed 6/17/91, effective 7/18/91.] Repealed by 99-24-038, filed 11/23/99, effective 12/24/99. Statutory Authority: Chapters 47.26 and 47.66 RCW.

WAC 479-02-010 Purpose. The purpose of this chapter is to ensure compliance by the transportation improvement board with the provisions of RCW 42.17.250 through 42.17.348 dealing with public records.

[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-02-010, filed 11/23/99, effective 12/24/99. Statutory Authority: Chapter 47.26 RCW. 91-13-056, § 479-02-010, filed 6/17/91, effective 7/18/91.]

WAC 479-02-050 Public records officer. The executive secretary is the public records officer for the board. The public records officer is responsible for implementation of the board's rules and regulations regarding release of public records and ensuring compliance with the public records disclosure requirements of chapter 1, Laws of 1973.

[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-02-050, filed 11/23/99, effective 12/24/99. Statutory Authority: Chapter 47.26 RCW. 91-13-056, § 479-02-050, filed 6/17/91, effective 7/18/91.]

WAC 479-02-060 Public records available. Board records defined in chapter 42.17 RCW are available for public inspection and copying unless exempted by RCW 42.17.310 or other specific statute.

WAC (7/19/06 1:08 PM) [1]

[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-02-060, filed 11/23/99, effective 12/24/99. Statutory Authority: Chapter 47.26 RCW. 91-13-056, § 479-02-060, filed 6/17/91, effective 7/18/91.]

WAC 479-02-070 Requests for public records. Public records are available to the public by the following procedures:.

- (1) A written request is sent to the public records officer
- (2) The following information must be provided in the written request:
 - (a) The name of the person requesting the record.
 - (b) The date on which the request is made.
 - (c) The title of the document. If no title exists, a brief explanation of the record is required.
 - (d) A verification that the records requested will not be used to compile a sales list.
 - (e) A verification that the record will not be sold for commercial gain
- (3) The public records officer will inform the requestor whether the record is available for inspection or copying at the Transportation Improvement Boards office
- (4) If the request for a record is made by a party to a lawsuit, the request must be referred to the assistant attorney general assigned to the board for response.
- (5) If the requested record is archived, the date the record will be available for inspection or copying will be provided to the requestor.

[Statutory Authority: Chapter 47.26 RCW. 95-04-072, § 479-02-070, filed 1/30/95, effective 3/2/95; 91-13-056, § 479-02-070, filed 6/17/91, effective 7/18/91.]

WAC 479-02-080 Availability Public records will be available for inspection and copying during the normal business hours of the board. , Normal office hours are 8 a.m. to 5 p.m., Monday through Friday, except state holidays.

[Statutory Authority: Chapter 47.26 RCW. 91-13-056, § 479-02-080, filed 6/17/91, effective 7/18/91.]

WAC 479-02-090 Inspection and copying cost.

- (1) No fee is charged for inspection of public records.
- (2) The board will charge a reasonable fee for providing

WAC (7/19/06 1:08 PM) [2]

copies of public records. This fee will be used to cover actual costs of:

- Staff time to compile and copy records
- Copy machine cost
- Paper cost

[Statutory Authority: Chapter 47.26 RCW. 91-13-056, § 479-02-090, filed 6/17/91, effective 7/18/91.]

WAC 479-02-100 Protection of public records. To protect public records, the following rules have been adopted:

- (1) Copying of public documents will be done by staff or under their supervision.
- (2) Public documents will not be removed by the requestor.
- (3) Inspection of documents will be monitored by staff.
- (4) If a request is submitted to examine or copy an entire file or group of documents, the public records officer will review the file and identify any protected records under RCW 42.17.310. A reasonable time to do the review will be given to the public records officer without being in violation of the obligation to reply promptly.

[Statutory Authority: Chapter 42.17.290. Chapter 47.26 RCW. 95-04-072, § 479-02-100, filed 1/30/95, effective 3/2/95; 91-13-056, § 479-02-100, filed 6/17/91, effective 7/18/91.]

WAC 479-02-110 Denial of request. (1) The executive director will consult with the assistant attorney general to determine if a requested public record is exempt. (2) The denial of the request will be made by a written statement to the requestor. The statement must clearly specify the reasons for denial and how to request a review of the denial.

[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-02-110, filed 11/23/99, effective 12/24/99. Statutory Authority: Chapter 47.26 RCW. 95-04-072, § 479-02-110, filed 1/30/95, effective 3/2/95; 91-13-056, § 479-02-110, filed 6/17/91, effective 7/18/91.]

WAC 479-02-120 Review of agency denial. When a person objects to an exemption from disclosure, the person may request the attorney general to review the matter in accordance with RCW 42.17.325.

[Statutory Authority: Chapter 47.26 RCW. 95-04-072, § 479-02-
WAC (7/19/06 1:08 PM) [3]

120, filed 1/30/95, effective 3/2/95; 91-13-056, § 479-02-120, filed 6/17/91, effective 7/18/91.]

WAC 479-02-130 Records index. The public records officer will maintain a current index of board records.

(1) The following list of records are included in the index: (a) Legislation, rules, and regulations of the board;

(

(b) Bylaws adopted by the board;

(c) Minutes of board meetings;

(d) Resolutions approved by the board;

(e) Program guidelines;

(g) Program reports and publications;

(2) The public records officer will update the index at least once a year or when deemed necessary by the executive director.

(3) The index will be available for inspection and copying as other public records.

[Statutory Authority: Chapter 47.26 RCW. 95-04-072, § 479-02-130, filed 1/30/95, effective 3/2/95; 91-13-056, § 479-02-130, filed 6/17/91, effective 7/18/91.]

WAC 479-06 will be a new section which will address the financial requirements for board funded projects. As this is a new section, the Code Reviser's Office will be renumbering all of the sections.

WAC 479-05-030 Transportation improvement board sixteen-year financial plan.

- It was a six year plan, but has now changed to a 16 year plan.
- Deleted wording referencing items not included in the plan

WAC 479-05-160 Reimbursable costs.

- Shortened the definition
- Deleted extra wording

WAC 479-05-170 Reimbursable costs for engineering.

- Moved section to 479-05

WAC 479-05-180 Direct costs.

- Deleted extra wording
- Deleted reference to specific types of activities within payroll records
- Employee benefits are currently calculated as 40% of wages
- Deleted section referring to Direct charge of Indirect cost
- Through this section, the board has limited the indirect to a cap of 10% of wages.

WAC 479-05-190 Indirect costs.

- Deleted extra wording
- Changed wording to be a maximum of 10% of direct labor (wages). Other state agencies have maximum indirect percentages for state awards.
- Deleted reference to OMB A-87 because we do not administer federal funds. It is unfair to hold the agencies to that standard if it is not a federal grant

WAC 479-05-200 Progress payments.

- Deleted extra wording
- Deleted reference to scope change because this will be a separate section in program areas
- Added section regarding installment payments. Currently they are negotiated on a case by case basis but without any rule backing it up. This would still be on a case-by-case basis, but we would have the protection of a rule without the interest clause.

WAC 479-05-210 Financial records requirement.

- Changed wording to state agencies must maintain the supporting documents.
- Removed sections that are procedural
- Added section regarding records retention per Secretary of State's requirements.

WAC 479-05-220 Project records review.

- The agency does not have the credentials to do a true "audit" of the project. An audit is performed by the State Auditor's Office. We do a review of the costs.

NEW SECTION

WAC 479-06- Final Settlement.

- This allows TIB to retain 5% until completion. This is required on other public works projects, but we do not require it be held in trust.

WAC 479-05-240 and 250 Procedure to request increase in board funds/Review of delayed projects.

- Entire sections removed from financial requirements but will be reworded and kept in program requirements

WAC 479-05-260 Recovery of board funds.

- Deleted extra wording
- Gives the board options

WAC 479-05-270 Identification and consideration of surplus funds on authorized board projects.

- This should be in an automated suspension WAC in 479-05, and a procedure

WAC 479-05-280 Funding shortfall.

- Deleted entire section

WAC 479-05-290 Programming of funds.

- Changed title
- This was authorization for the double sized programs

Chapter 479-056 WAC

PROGRAM REQUIREMENTS Last Update: 8/4/03 WAC

05-010	Time and place for submission of proposed transportation improvement board projects.
05-020	Six-year transportation programs for urban areas.
05-030	Six-year financial plan.
05-040	Value engineering study requirements.
05-050	Procedures for project approval.
05-060	Methods of construction.
05-070	Registered engineer in charge.
05-080	Standard specifications.
05-090	Design standards for transportation improvement board projects.
05-100	Utility and railroad adjustments and relocations.
05-110	Undergrounding utilities.
05-120	Traffic control devices.
05-130	Project landscaping.
05-140	Acquisition of rights of way.
05-150	Inclusion of bicycle facilities in transportation improvement board projects.

NEW WAC Section 479-06-XXX Financial Requirements
(Code Reviser's Office will renumber)

Transportation improvement board sixteen year financial plan

- Reimbursable costs.
- Direct costs.
- Indirect costs.
- Progress payments.
- Financial records requirement.
- Final settlement
- Project records review.
- Recovery of board funds on canceled projects.
- Programming of funds.

WAC 479-05-030 Transportation improvement board sixteen-year financial plan. The board will update its sixteen-year financial plan at the beginning of each fiscal year. The financial plan will include estimated revenue to be available for new project starts in the ensuing biennium based on OFM revenue forecast. Other factors ~~to~~ included are fund balance, bond debt, interest revenue, legislative appropriation, ~~projected expenditures by program amounts outstanding per phase,~~ ~~projected project closeouts,~~ and any other issues that may impact new project starts.

WAC 479-05-160 Reimbursable costs. Costs must be reasonable and chargeable to the project to be eligible for reimbursement. Project costs eligible for reimbursement are defined as direct and indirect. ~~Project costs eligible for reimbursement from the account shall be those proper and allowable costs incurred on a project after the project is~~

WAC (7/19/06) 5/8/06 12:58 PM 10:09 AM [1]

authorized by the board except as provided by the following:
~~Reimbursement of right of way acquisition costs are eligible within the design phase of the project. In the event the project is not built, those funds expended for right of way shall be refunded to the board.~~ [MSoffice1]

[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-05-160, filed 11/23/99, effective 12/24/99.]

~~**WAC 479-05-170 Reimbursable costs for engineering.** Design and construction engineering costs eligible for reimbursement shall be limited to twenty five percent of the approved contract bid amount including adjustments for change orders and actual quantity amounts during construction and agency force construction. Exceptions to the twenty five percent engineering limit may be considered by the board. Agency costs for value engineering and other special studies and right of way appraisals and acquisition costs will not be used to determine the amount subject to the limit.~~ [MSoffice2]

~~[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-05-170, filed 11/23/99, effective 12/24/99.]~~

WAC 479-05-180 Direct costs. Direct costs eligible for board participation reimbursement are those costs which that are directly attributable charged to a the specific project and shall will include:

(1) Agency Direct labor (engineering and/or construction) including related and employee benefits:

(a) Salaries and wages (at actual or average rates) covering productive labor hours of city and county of agency non-administrative employees working directly on the project as documented by payroll records. (excluding the administrative organization of the operating unit involved) for periods of time, actively or incidentally engaged in:

- ~~(i) Predesign engineering;~~
- ~~(ii) Design engineering;~~
- ~~(iii) Construction engineering;~~
- ~~(iv) Acquisition of rights of way; and~~
- ~~(v) Actual construction activities are considered a direct cost of construction projects.~~

~~The cost of services rendered by employees generally classified as administrative are considered a direct cost only when such employees are assigned for short periods of time to~~

WAC (7/19/065/8/06 12:58 PM10:09 AM) [2]

~~perform on a full time basis the types of services described above and when similar procedures are followed for nonboard projects.~~

(b) Employee benefits are calculated as a percentage of direct labor dollars as set by the board and relating to direct labor ~~are include: considered a direct cost of construction projects. The following items may be included as employee benefits:~~

- ~~+(i) F.I.C.A. (Social Security) - employer's share;~~
- ~~(+ii) Retirement benefits (employer's share of actual cost);~~
- ~~(+iii) Hospital, health, dental and other welfare insurance;~~
- ~~(iv) Life insurance;~~
- ~~(v) Industrial and medical insurance;~~
- ~~(vi) Vacation;~~
- ~~(vii) Holiday;~~
- ~~(viii) Sick leave;~~
- ~~(ix) Military leave and jury duty.~~ (C) Employee leave:
 - (i) Vacation
 - (ii) Sick Leave
 - (iii) Holiday pay
 - (iv) Civil leave

~~Employee benefits shall be calculated as a percentage of direct labor dollars. The computation of predetermined percentage rates to be applied to current labor costs shall be based upon the average of total employee benefits and total labor costs for the prior fiscal year and adjusted by known current year variations.~~

~~(2) Contract engineering services as specified by a consultant agreement.~~

~~(3) Right of way acquisition~~ acquired for the project includes the following costs ~~costs including:~~

- ~~(a) Purchase cost of land and easements acquired for and devoted to the project;~~
- ~~(b) Purchase of improvements, structures~~
- ~~(c) Adjustment or reestablishment of improvements;~~
- ~~(d) Salaries, expenses or fees of appraisers, negotiators or and attorneys;~~
- ~~(e) Removal or demolition of improvement;~~
- ~~(f) Other direct costs in connection with the acquisition. Amounts received from the sale of excess real property or improvements and from any rentals shall be a reduction of the direct cost. [MS04#1003]~~

~~(4) Contract construction work, and/or~~

WAC (7/19/065/8/06 12:58 PM10:09 AM) [3]

(5) Project specific capital equipment acquisition approved by the board.

~~(56) Direct-Project specific vehicle and equipment charges at the will be reimbursed based on the actual rental cost paid for the equipment, or, in the case of city or county. If the agency owned equipment, is used, at the rental rates established by the city's or county's agency's "equipment rental and revolving fund" will be reimbursed. following the methods prescribed by the division of audit: Provided, That such All vehicle and equipment costs shall will be charged the agency standard rate on a uniform basis to equipment used for all projects regardless of the source of funding. Cities which may not use this type of fund Agencies without an equipment revolving fund shall will be allowed-reimbursed based on the same rates published by department of transportation for similar equipment. as used by the department of transportation.~~

~~(67) Project specific Direct materials, and supplies, and services. The cost of materials used in-for projects shall will be reimbursed be based upon methods prescribed for the "equipment rental and revolving fund" by the division of audit. actual cost.~~

~~(a) An overhead rate or "loading factor" shall not be considered an appropriate additive to the actual cost of materials and supplies used on construction projects unless the factor is readily and properly supportable by the governmental unit's accounting records.~~

~~(b) The cost, or reasonable estimate thereof, of materials paid for as contract estimate items, but not used, shall be considered a reduction of direct costs.~~

~~(7) Interdepartmental charges for work performed by county or city departments, other than the road or street department, for the benefit of specific construction projects shall be limited to direct costs plus an allocation of indirect costs based upon ten percent of direct labor dollars, excluding employee benefits. Such indirect costs shall be determined by a rate which is readily and properly supportable by the governmental unit's accounting records and shall be the same rate as applied to nonboard projects; however, this rate shall not exceed the indirect cost allocation rate established by the board. If individual units of government do not have such an internal indirect cost allocation rate, the rate predetermined by the board shall be used in determining the amount of indirect costs includable in the total interdepartmental charges. [MSoffice4]~~

~~(8) Other direct costs incurred for materials or services acquired for a specific project shall be eligible for participation by board funds and may include, but shall not be~~

WAC (7/19/065/8/06 12:58 PM10:09 AM) [4]

limited to, such items as:

- ~~— (a) Telephone charges;~~
- ~~— (b) Reproduction and photogrammetry costs;~~
- ~~— (c) Computer usage;~~
- ~~— (d) Printing and advertising.~~

[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-05-180, filed 11/23/99, effective 12/24/99.]

WAC 479-05-190 Indirect costs. Indirect or overhead costs are common or joint administrative cost objectives that cannot be easily charged to the project. Indirect costs costs incurred by an agency for administrative costs common or joint objectives will be reimbursed a maximum of ten percent of the direct labor costs[MSoffice5].

~~which include an authorized board funded project, and which are not included in those direct costs set forth and defined in WAC 479-05-190, shall be eligible for board fund participation on a particular project at the agency's approved rate, to a maximum of sixty percent if it has been computed based on OMB Circular A-87. If the agency does not have an approved rate, the rate shall not exceed ten percent of direct labor costs.~~

[Statutory Authority: Chapter 47.26 RCW. 00-22-001, § 479-05-190, filed 10/19/00, effective 11/19/00. Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-05-190, filed 11/23/99, effective 12/24/99.]

WAC 479-05-200 ~~Partial or progress~~ Progress payments for project costs. ~~Participation and pPayment of board funds to agencies shall beare governed by the following:~~

~~(1) Board participation. Board funds shall not participate in any cost which is not incurred. Incurred costs must be in conformity with all applicable federal and state laws, and the rules, regulations, and procedures as may be prescribed by the board promulgated in conformity with the statutes.~~

~~(2) Project acceptance. Projects for which board funds are requested by the eligible agencies and for which the board has allocated funds will be the subject of a project approval process. The agencies' participation in this process demonstrates acceptance of the conditions to payment of funds, as prescribed by laws and regulations, and the amount of funds to be obligated.~~

~~(3) Changes in project work and cost. No material change in the termini, character, or scope of the work on an approved~~

WAC (7/19/06) 5/8/06 12:58 PM 10:09 AM [5]

~~project shall be made without prior concurrence in such changes by the board.~~ [MSOffice6]

~~(42) Payments. Eligible Agencies will submit requests for payment on forms prescribed by the board. are to submit requests for payment of funds claimed to be due on approved projects. Such requests are to be on forms prescribed by the board. Supporting data may be required by the board. Requests for payment may be submitted from time to time will be submitted as the project progresses. as the work progresses and final requests shall be signed and submitted within six months of contract completion. Payment of TIB funds shall at no time exceed the approved amount of the project costs incurred to the date of the payment request.~~

~~(3) The director may require a payment to be divided into installments if one of the following criteria is met:~~

~~(a) the agency has not billed for six months or longer,~~

~~(b) the agency has billed for an amount over the director determined level, or~~

~~(c) cash balance of the account is below 50% of the minimum operating reserve.~~

~~(5) Compliance with laws and regulations. If an eligible agency has failed to comply with laws and regulations with respect to a project, payment of funds may be withheld on such projects, or approval of additional projects may be withheld until compliance or remedial action has been accomplished by the eligible agency to the satisfaction of the board.~~

~~(64) Costs incurred prior to phase approval are shall be not eligible for reimbursement. considered ineligible.~~

[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-05-200, filed 11/23/99, effective 12/24/99.]

WAC 479-05-210 Financial Records requirements. All eligible agencies requesting payment of board funds on authorized projects shall have procedures in effect that will provide adequate assurance that payments requested are proper and accurate.

~~(1) Agencies must maintain documents that support project costs incurred. The supporting documentation may be required by the board for first project payment and at other times during the project life.~~

WAC (7/19/065/8/06 12:58 PM10:09 AM) [6]

~~(1) Quantities of complete construction contract work shall be supported by all related source documents upon which payment to the contractor is based. These source documents shall include, but shall not be limited to, tickets for items measured on a weight or volume basis, cross section notes, inspector's diaries, engineering calculations for items measured in place, material tests, shipping invoices for steel, and all other field records normally developed by field engineers to support final quantities paid to contractors. The quantity field record should be summarized so that final pay estimates would lend themselves to comparison with supporting records.~~

~~(2) All appraisal reports, record of negotiations with grantors including a negotiator's diary indicating dates of contracts, offers made, and final acceptance by grantor, title insurance documents, transfer documents such as warranty deeds, quit claim deeds, easements, contract and sale documents, shall be maintained.~~

~~(3) Daily labor time records, equipment use records, requisitions for materials used, invoices for goods and services, and other invoices shall be maintained. Records shall also be maintained which support employee benefit percentages which are used in calculating amounts charged to construction projects.~~

[MSOffice7] (42) All records Records must be maintained in accordance with the Records Retention Schedule as published by the Secretary of State's Office shall be retained until notification from the board that a project audit is complete or is not required.

[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-05-210, filed 11/23/99, effective 12/24/99.]

WAC 479-05-220 Audits of pProject records review.

~~Projects shall be audited in accordance with the policy adopted by the board. Project records may be reviewed by the board to ensure that project costs are eligible for reimbursement. The records may be requested at any time during the project. For each project developed through the use of board funds may be audited to determine that funds paid can be attributed to the project and supported by project records. The audit will determine if there has been compliance with the rules of the board. Projects may be audited by the board at the time of the project completion or at such additional times as may be directed by the director.~~

~~The director may, where the cumulative amount of audit exceptions is less than five hundred dollars in board funds,~~

WAC (7/19/065/8/06 12:58 PM10:09 AM) [7]

~~advise the agency that no recovery of funds is requested.~~

~~Audit exceptions which the director considers to be significant in relation to board rules or significant in amount to warrant potential recovery of funds, shall be furnished to the administering agency to allow an opportunity to respond in writing to the audit report.~~

~~After reviewing the written response, the director shall advise the agency whether any recovery of funds is indicated.~~

~~If recovery of board funds is indicated, as determined by the director, or by the board, the agency shall be provided ninety days from the date of the notice from the board to make repayment.~~

~~If repayment of funds by the agency is not made within ninety days from the date of the notice from the board, the subject shall be placed before the board for review and action.~~

[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-05-220, filed 11/23/99, effective 12/24/99.]

NEW SECTION

WAC 479-06- Final Settlement. Up to five percent of total transportation improvement board funds may be retained until the agency submits final, complete, and accurate closeout documentation for a project.

~~**WAC 479-05-230 Expenditure schedule of board funds.** Each eligible agency having an approved project shall, when requested by the director, submit an updated schedule of its estimated demand for board funds to the board. This schedule shall be on forms provided by the board and shall include the estimated demand for board funds at least biannually until project completion.~~

~~Such estimates shall be differentiated between the design engineering, right of way and construction stages of project development.~~

~~Additional information pertaining to estimated demands for board funds by eligible agencies may be requested by the director as required to permit adequate funding of the programs.~~

~~[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-05-230, filed 11/23/99, effective 12/24/99.]~~

~~**WAC 479-05-240 Procedure to request increase in board funds.** The amount of funds approved will be based upon the amount requested at project application. This amount may be adjusted from the amount shown in the project application with~~

WAC (7/19/065/8/06 12:58 PM10:09 AM) [8]

~~adequate justification. Board fund increases are not approved at design phase.~~

~~Local agencies may request an increase in funds over the amount set forth in the application, at the construction phase, bid opening or contract completion of a project in accordance with the following procedures:~~

~~(1) At the construction phase all requests shall be reviewed by the director. The director shall report the findings to the board for its review, consideration and final action. The board shall not grant a request for increase at this phase if:~~

~~(a) The requested increase is to pay for an expansion of the scope of the work that is beyond the work required to accomplish the intent of the project as approved at the design phase.~~

~~(b) The granting of the request will obligate funding beyond the level acceptable to the board or will in any way adversely affect authorized funds previously approved by the board.~~

~~(2) Request for increases at bid opening shall not exceed the amount set by board policy. Requests for increases at this phase will take priority over design and construction phase approvals. Such requests shall be reviewed by the director and will not be approved if:~~

~~(a) The requested increase is to pay for an expansion of the authorized scope of the work; or~~

~~(b) If the request is not substantiated and the director determines that the increased funds should have been anticipated by the local agency at the construction phase of the project.~~

~~(3) Requests for increases in funds submitted to the board at contract completion shall not exceed the amount set by board policy. Requests for increases at this phase will take priority over design and construction phase approvals. Such requests shall be reviewed by the director and will not be approved if:~~

~~(a) The requested increase is to pay for an expansion of the authorized scope of the work; or~~

~~(b) If the request is not substantiated and the director determines that the increased funds should have been anticipated by the local agency at the construction approval phase of the project.~~

~~(4) If the director or the board, as the case may be, does not approve the request of a local agency for an increase, the administering agency may:~~

~~(a) Proceed with the project, paying for any additional costs with local or other funds; or~~

~~(b) Withdraw the request for participation; or, if applicable~~

~~(c) Within the authorized amount, and subject to approval by the director, reduce the scope of the project while retaining a usable and functional improvement.~~

~~{Statutory Authority: Chapter 47.26 RCW, 03 16 077, § 479 05 240, filed 8/4/03, effective 9/4/03; 01 19 040, § 479 05 240, filed 9/14/01, effective 10/15/01. Statutory Authority: Chapters 47.26 and 47.66 RCW, 99 24 038, § 479 05 240, filed 11/23/99, effective 12/24/99.}~~

[MSOffice8]

~~**WAC 479-05-250 Review of delayed projects.** The director may contact, in writing, each local agency administering a transportation improvement board funded project that appears to be delayed when evaluated in relation to the proposed schedule for project development. If the agency does not respond to the inquiry of the director within twenty days explaining why the project is delayed, it shall be placed before the board as a candidate for cancellation as a delayed project.~~

~~The written response from the administering agency shall be reviewed to determine if the reason or reasons for the project delay is acceptable. The administrative agency will be advised by certified mail by the director if the delay is for an unacceptable reason. The letter from the director shall advise the local agency that:~~

~~(1) The project is delayed for an unacceptable reason;~~

~~(2) The local agency has a period of three months from the date of the director's letter to resolve the reason or reasons for delay and to provide evidence to the board that the problems have been resolved. Such evidence shall, if requested by the director, include a time schedule for project development which sets forth project development dates in sufficient detail to permit monthly monitoring of project progress;~~

~~(3) If the reason or reasons for delay are not resolved within the specified time period, the project may be placed before the board as a candidate for cancellation.~~

~~The administering agency for any project placed before the board as a candidate for cancellation shall be requested to appear before the board to explain the status of the project.~~

~~{Statutory Authority: Chapters 47.26 and 47.66 RCW, 99 24 038, § 479 05 250, filed 11/23/99, effective 12/24/99.}~~ [MSOffice9]

WAC 479-05-260 Recovery of board funds on canceled projects. If the grant award was made as a result of falsification, negligence, or deliberate misrepresentation on

WAC (7/19/065/8/06 12:58 PM10:09 AM) [10]

~~the part of the agency, the board may require repayment of funds. An agency is not responsible to repay transportation improvement board funds if the effort was made in good faith and circumstances are beyond the agency's control. Project development costs incurred by an agency on behalf of an authorized project that is subsequently canceled at the request of the agency, or by the board, shall be eligible for participation by board funds if, in the opinion of the board, the agency has pursued the project's development in good faith with a reasonable expectation of completing the project. Provided, That in all projects where the total project cost exceeds the amount of authorized board funds plus local matching funds, board funds shall be recovered in sufficient amount that the percentage of nonrecovered payments in relation to total project costs to the date of cancellation or withdrawal shall not exceed the percentage determined by dividing the total authorized amount of board funds by the most recently determined total project cost.~~

~~All board funds previously paid to an agency on behalf of an authorized project as a result of falsification, negligence, or deliberate misrepresentation on the part of the administering agency, in the opinion of the board, shall be repaid to the appropriate account, or a repayment agreement that is acceptable to the board shall be executed between the local agency and the board, within ninety days following cancellation of the specified project by request of the agency or by the board.~~

[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-05-260, filed 11/23/99, effective 12/24/99.]

~~**WAC 479-05-270 Identification and consideration of surplus funds on authorized board projects.** When requested by the director, by certified mail, each project authorized for financial assistance from the local agency shall review their project to identify probable reductions in project cost in relation to the previously authorized amount of funds. The agency shall review the project to:~~

~~(1) Close the project by submitting a final request for payment and summary cost documents if all work has been completed; or~~

~~(2) Advise the board of total costs to date, remaining costs necessary to complete the project, and the amount of estimated surplus funds, if any, on the project.~~

~~Each response shall be reviewed by the director to determine whether the explanations appear reasonable and whether the agency appears to be pursuing the completion of the project~~

WAC (7/19/065/8/06 12:58 PM10:09 AM) [11]

~~at a reasonable rate. Any project where the agency does not appear to be pursuing the project to completion at a reasonable rate, or fails to submit a final request for payment within six months from the date that all work appears to be complete, shall be referred by the director to the board for appropriate action.~~

~~Each agency administering a project that is not considered to be developing to completion at a reasonable rate, or fails to submit a final request for payment within six months when all physical work appears to be completed, shall be notified by the director by certified mail that the project is being scheduled for a hearing before the board at a specified time and place. The agency shall be requested to provide suitable representation to such board meeting to explain the status of the authorized project, the reasons why the project has not been completed and finalized out, the amount of board funds estimated to be required to complete the project, and the resulting surplus in relation to previously authorized board funds.~~

~~[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-05-270, filed 11/23/99, effective 12/24/99.]~~

~~**WAC 479-05-280 Funding shortfall.** If it is determined by the transportation improvement board that the funding in any of the accounts will be insufficient to meet the obligations identified for the selected projects, the transportation improvement board shall have discretion as to the action it will take.~~

~~[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-05-280, filed 11/23/99, effective 12/24/99.]~~

WAC 479-05-290 Over-programming of funds. The transportation improvement board shall select projects based on its estimate of fund balance, projected revenues, current project expenditures, and future program obligations. The amount allocated per program will not exceed projected cash needs for a six year period. ~~and expenditures. The transportation improvement board may utilize the principle of over-programming when selecting projects, the degree of such over-programming to be at the discretion of the transportation improvement board for each account and application period.~~

[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-05-290, filed 11/23/99, effective 12/24/99.]

WAC (7/19/06) 5/8/06 12:58 PM 10:09 AM [12]

Chapter 479-06 WAC

NEW WAC Section 479-06-XXX Financial Requirements
(Code Reviser's Office will renumber)

Transportation improvement board sixteen year financial plan
Reimbursable costs.
Direct costs.
Indirect costs.
Progress payments.
Financial records requirement.
Final settlement
Project records review.
Recovery of board funds on canceled projects.
Programming of funds.

WAC 479-05-030 Transportation improvement board sixteen year financial plan. The board will update its sixteen year financial plan at the beginning of each fiscal year. The financial plan will include estimated revenue to be available for new project starts in the ensuing biennium based on OFM revenue forecast. Other factors included are fund balance, bond debt, interest revenue, legislative appropriation, projected expenditures by program, and any other issues that may impact new project starts.

WAC 479-05-160 Reimbursable costs. Costs must be reasonable and chargeable to the project to be eligible for reimbursement. Project costs eligible for reimbursement are defined as direct and indirect.

[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-05-160, filed 11/23/99, effective 12/24/99.]

WAC 479-05-180 Direct costs. Direct costs eligible for reimbursement are costs that are directly charged to the project and will include:

- (1) Agency Direct labor and employee benefits:
 - (a) Salaries and wages of agency non-administrative employees working directly on the project as documented by payroll records.
 - (b) Employee benefits are calculated as a percentage of direct labor dollars as set by the board and include:

WAC (7/19/06 1:05 PM) [1]

- (i) F.I.C.A. (Social Security) - employer's share
 - (ii) Retirement benefits (employer's share of actual cost)
 - (iii) Hospital, health, dental and other welfare insurance
 - (iv) Life insurance
 - (v) Industrial and medical insurance
- (C) Employee leave:
- (i) Vacation
 - (ii) Sick Leave
 - (iii) Holiday pay
 - (iv) Civil leave

(2) Contract engineering services as specified by a consultant agreement.

(3) Right of way acquired for the project includes the following costs:

- (a) Purchase cost of land and easements
 - (b) Purchase of structures
 - (c) Adjustment or reestablishment of improvements;
 - (d) Salaries, expenses or fees of appraisers, negotiators and attorneys;
- (4) Contract construction work
- (5) Project specific capital equipment acquisition approved by the board.

(6) Project specific vehicle and equipment charges will be reimbursed based on the actual rental cost paid for the equipment. If the agency owned equipment is used, rental rates established by the agency's "equipment rental and revolving fund" will be reimbursed. All vehicle and equipment costs will be charged the agency standard rate for all projects regardless of the source of funding. Agencies without an equipment revolving fund will be reimbursed based on rates published by department of transportation for similar equipment.

(7) Project specific direct materials, supplies, and services used for projects will be reimbursed based on actual cost.

[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-05-180, filed 11/23/99, effective 12/24/99.]

WAC 479-05-190 Indirect costs. Indirect or overhead costs are common or joint administrative cost objectives that cannot be easily charged to the project. Indirect costs incurred by an agency for administrative costs will be reimbursed a maximum of ten percent of the direct labor costs.

WAC (7/19/06 1:05 PM) [2]

[Statutory Authority: Chapter 47.26 RCW. 00-22-001, § 479-05-190, filed 10/19/00, effective 11/19/00. Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-05-190, filed 11/23/99, effective 12/24/99.]

WAC 479-05-200 Progress payments. Payment of funds are governed by the following:

(1) Incurred costs must be in conformity with all applicable federal and state laws, rules, regulations, and procedures.

(2) Agencies will submit requests for payment on forms prescribed by the board. Requests for payment will be submitted as the project progresses.

(3) The director may require a payment to be divided into installments if one of the following criteria is met:

(a) the agency has not billed for six months or longer,

(b) the agency has billed for an amount over the director determined level, or

(c) cash balance of the account is below 50% of the minimum operating reserve.

(4) Costs incurred prior to phase approval are not eligible for reimbursement.

[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-05-200, filed 11/23/99, effective 12/24/99.]

WAC 479-05-210 Financial records requirement.

(1) Agencies must maintain documents that support project costs incurred. The supporting documentation may be required by the board for first project payment and at other times during the project life.

(2) Records must be maintained in accordance with the Records Retention Schedule as published by the Secretary of State's Office

[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-05-210, filed 11/23/99, effective 12/24/99.]

WAC 479-05-220 Project record review. Project records may be reviewed by the board to ensure that project costs are eligible for reimbursement. The records may be requested at any time during the project.

WAC (7/19/06 1:05 PM) [3]

[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-05-220, filed 11/23/99, effective 12/24/99.]

NEW SECTION

WAC 479-06- Final Settlement. Up to five percent of total transportation improvement board funds may be retained until the agency submits final, complete, and accurate closeout documentation for a project.

WAC 479-05-260 Recovery of board funds on canceled projects. If the grant award was made as a result of falsification, negligence, or deliberate misrepresentation on the part of the agency, the board may require repayment of funds. An agency is not responsible to repay transportation improvement board funds if the effort was made in good faith and circumstances are beyond the agency's control.

[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-05-260, filed 11/23/99, effective 12/24/99.]

WAC 479-05-290 Programming of funds. The transportation improvement board selects projects based on an estimate of fund balance, projected revenues, current project expenditures, and future program obligations. The amount allocated per program will not exceed projected cash needs for a six year period.

[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-05-290, filed 11/23/99, effective 12/24/99.]

WAC 479-15, 479-17, and 479-510 are all repealed because they refer to programs which no longer are administered by TIB therefore, should not be reference in TIB's WACs.

WAC 479-15

Repealed entire Chapter since this is in reference to Public Transportation System Account

WAC 479-17

Repealed entire Chapter since this is in reference to enhancement program account

WAC 479-510

Repealed entire Chapter since this is in reference to Public Transportation System Account and enhancement program account

Chapter 479-15 WAC
SUBMISSION OF PROPOSED PUBLIC TRANSPORTATION SYSTEMS ACCOUNT PROJECTS TO TRANSPORTATION IMPROVEMENT BOARD Last Update: 11/23/99WAC

15-005
15-008
15-010
15-100
15-110
15-120
15-130
15-140

Purpose and authority.
Definitions.
Programs funded from the public transportation systems account.
Intent of the public transportation systems program.
Priority criteria for public transportation systems program.
Establishing regions for public transportation systems program.
Apportionment of funds to public transportation systems program regions.
Eligible public transportation systems program projects.

REPEAL ENTIRE WAC

~~WAC 479-15-005 Purpose and authority.~~ RCW 47.66.010 provides that the transportation improvement board shall adopt reasonable rules necessary to implement the public transportation systems account.

~~[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99 24 038, § 479 15 005, filed 11/23/99, effective 12/24/99.]~~

~~WAC 479-15-008 Definitions.~~ For purposes of implementing the requirements of RCW 47.66.010 relative to the public transportation systems account, the following definitions shall apply:

- ~~(1) PTSA Public Transportation Systems Account.~~
- ~~(2) PTSP Public Transportation Systems Program.~~

~~[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99 24 038, § 479 15 008, filed 11/23/99, effective 12/24/99.]~~

~~WAC 479-15-010 Programs funded from the public transportation systems account.~~ Funds from the public transportation systems account shall fund the public transportation systems program.

~~[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99 24 038, § 479 15 010, filed 11/23/99, effective 12/24/99.]~~

~~WAC 479-15-100 Intent of the public transportation systems program.~~ The intent of the program is to ensure that viable multimodal programs are available throughout Washington state. All public transit agencies are eligible to apply for public transportation systems program funds.

WAC (7/19/066/15/06 12:57 PM1:08 PM) [1]

~~{Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,
§ 479-15-100, filed 11/23/99, effective 12/24/99.}~~

~~WAC 479-15-110 Priority criteria for public transportation systems program. The following criteria shall be utilized by the transportation improvement board to prioritize projects:~~

- ~~(1) Multimodal solutions;~~
- ~~(2) Mobility enhancements;~~
- ~~(3) Customer satisfaction/safety/security;~~
- ~~(4) Financial;~~
- ~~(5) Economic development;~~
- ~~(6) Environmental responsive solutions; and~~
- ~~(7) Innovative solutions.~~

~~{Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,
§ 479-15-110, filed 11/23/99, effective 12/24/99.}~~

~~WAC 479-15-120 Establishing regions for public transportation systems program. For the purpose of apportioning public transportation systems funds to the public transportation systems program, the counties of the state are grouped within two regions of the state as follows:~~

~~The central Puget Sound region shall include eligible agencies within the counties of King, Kitsap, Pierce, and Snohomish.~~

~~The remaining region shall include eligible agencies within the counties of Adams, Asotin, Benton, Chelan, Clallam, Clark, Columbia, Cowlitz, Douglas, Ferry, Franklin, Garfield, Grant, Grays Harbor, Island, Jefferson, Kittitas, Klickitat, Lewis, Lincoln, Mason, Okanogan, Pacific, Pend Oreille, San Juan, Skagit, Skamania, Spokane, Stevens, Thurston, Walla Walla, Wahkiakum, Whatcom, Whitman, and Yakima.~~

~~{Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,
§ 479-15-120, filed 11/23/99, effective 12/24/99.}~~

~~WAC 479-15-130 Apportionment of funds to public transportation systems program regions. Of the funds obligated to the public transportation systems program, the amount apportioned to projects in a region will be based on the revenue provided by RCW 82.44.150.~~

~~{Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,
§ 479-15-130, filed 11/23/99, effective 12/24/99.}~~

WAC (7/19/066/15/06 12:57 PM1:08 PM) [2]

~~WAC 479-15-140 Eligible public transportation systems program projects.~~ Projects eligible for funding from the public transportation systems program shall be limited to public transportation projects for:

- ~~(1) Planning;~~
- ~~(2) Development of capital projects;~~
- ~~(3) Development of high capacity transportation systems as defined in RCW 81.104.015;~~
- ~~(4) Development of high occupancy vehicle lanes and related facilities as defined in RCW 81.100.020;~~
- ~~(5) Public transportation system contributions required to fund projects under federal programs and those approved by the transportation improvement board; and~~
- ~~(6) Commute trip reduction tax credits.~~

~~[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-15-140, filed 11/23/99, effective 12/24/99.]~~

Chapter 479-17 WAC

STATEWIDE COMPETITIVE AND ENHANCEMENT PROGRAMS Last Update: 11/23/99 WAC

17-100
17-200
17-300
17-400

Transportation Equity Act for the 21st Century or its successor acts, surface transportation program, statewide competitive program account--Eligibility.
Transportation Equity Act for the 21st Century or its successor acts, statewide competitive program account--Criteria.
Transportation Equity Act for the 21st Century or its successor acts, enhancement program account--Eligibility.
Transportation Equity Act for the 21st Century or its successor acts, enhancement program account--Criteria.

REPEAL ENTIRE SECTION

~~WAC 479-17-100 Transportation Equity Act for the 21st Century or its successor acts, surface transportation program, statewide competitive program account--Eligibility.~~ (1)

~~Eligibility to apply shall be limited to public agencies.~~

~~(2) Programs and projects eligible for funding shall be limited to the following purposes:~~

~~(a) Planning;~~

~~(b) Preliminary engineering;~~

~~(c) Right of way acquisition;~~

~~(d) Construction; and~~

~~(e) Capital equipment acquisition.~~

~~(3) Projects eligible for funding under the account shall be limited to applications that directly benefit Washington state.~~

~~(4) All projects must be regionally significant.~~

~~[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-17-100, filed 11/23/99, effective 12/24/99.]~~

~~WAC 479-17-200 Transportation Equity Act for the 21st Century or its successor acts, statewide competitive program account--Criteria.~~ (1) Projects selected for funding from the statewide competitive program account shall be consistent with the following criteria without regard to geographic distribution:

~~(a) Local, regional, and state transportation plans;~~

~~(b) Local transit development plans; and~~

~~(c) Local comprehensive land use plans.~~

~~(2) The following criteria shall be considered:~~

~~(a) Objectives of the Growth Management Act, the High Capacity Transportation Act, the Commute Trip Reduction Act, transportation demand management programs, federal and state air quality requirements, and federal Americans with Disabilities Act and related state accessibility requirements; and~~

~~(b) Energy efficiency issues, freight and goods movement,~~

WAC (7/19/06 7/17/06 12:57 PM 10:54 AM) [1]

~~economic development, rural isolation, fish passage, flood mitigation, the leveraging of other funds including funds administered by the transportation improvement board, and safety and security issues.~~

~~(3) In addition to the criteria identified in subsections (1) and (2) of this section, the transportation improvement board may choose to identify additional criteria for program and project selection for the statewide competitive program. Such criteria shall be subject to public meetings as required by federal law, and shall be identified in the application guidelines.~~

~~(4) The transportation improvement board shall prepare application forms and guidelines to assist eligible applicants and ensure their distribution to all eligible applicants no later than thirty days prior to the date on which the applications must be submitted.~~

~~(5) The transportation improvement board shall select projects for the statewide competitive program and forward the recommended list to the legislature, governor's office, and Washington state department of transportation by February 1st of each year.~~

~~[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-17-200, filed 11/23/99, effective 12/24/99.]~~

~~**WAC 479-17-300 Transportation Equity Act for the 21st Century or its successor acts, enhancement program account-- Eligibility.** (1) Eligibility to apply shall be limited to public agencies.~~

~~(2) Programs and projects eligible for funding shall be limited to the following purposes:~~

~~(a) Provision of bicycle and pedestrian facilities;~~

~~(b) Acquisition of scenic easement;~~

~~(c) Scenic or historic highway programs (including tourist and welcome center facilities);~~

~~(d) Landscaping and other scenic beautification;~~

~~(e) Historic preservation;~~

~~(f) Rehabilitation and operation of historic transportation buildings, structures or facilities;~~

~~(g) Preservation of abandoned railway corridors;~~

~~(h) Control and removal of outdoor advertising;~~

~~(i) Archaeological planning and research;~~

~~(j) Mitigation of water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity;~~

~~(k) Establishment of transportation museums.~~

WAC (7/19/067/17/06 12:57 PM10:54 AM) [2]

~~(3) Projects eligible for funding under the account shall be limited to applications that directly benefit Washington state.~~

~~{Statutory Authority: Chapters 47.26 and 47.66 RCW. 99 24 038, § 479 17 300, filed 11/23/99, effective 12/24/99.}~~

~~**WAC 479 17 400 Transportation Equity Act for the 21st Century or its successor acts, enhancement program account--**~~
~~**Criteria.**~~

~~(1) Projects selected for funding from the enhancement program account shall be consistent with the following criteria:~~

~~(a) Local, regional and state transportation plans;~~

~~(b) Local comprehensive land use plans.~~

~~(2) The following procedure shall be considered:~~

~~(a) Project applications shall be reviewed and regionally prioritized by the regional transportation planning organizations or metropolitan planning organizations and shall be forwarded to the transportation improvement board for selection.~~

~~(b) The Washington state department of transportation shall prepare application forms and guidelines to assist eligible applicants and ensure their distribution to all eligible applicants no later than thirty days prior to the date on which the applications must be submitted.~~

~~(c) The transportation improvement board shall establish priorities to fund regionally significant projects by allocating twenty five percent of the funds to projects on a statewide basis and the remaining funds based on population distribution to the regional transportation planning organizations or metropolitan planning organizations.~~

~~(d) The transportation improvement board shall select projects for the enhancement program and forward the recommended list to the legislature, governor's office and Washington state department of transportation by February 1st of each year.~~

~~{Statutory Authority: Chapters 47.26 and 47.66 RCW. 99 24 038, § 479 17 400, filed 11/23/99, effective 12/24/99.}~~

Chapter 479-510 WAC
CENTRAL PUGET SOUND PUBLIC TRANSPORTATION ACCOUNT, PUBLIC TRANSPORTATION SYSTEMS ACCOUNT, AND SURFACE TRANSPORTATION PROGRAMS Last Update: 11/23/99WAC

510-450
510-460

Transportation Equity Act for the 21st Century or its successor acts, enhancement program account--Eligibility.
 Transportation Equity Act for the 21st Century or its successor acts, enhancement program account--Criteria.

**DISPOSITION OF SECTIONS FORMERLY
 CODIFIED IN THIS CHAPTER**

- 479-510-060 Application guidelines. [Statutory Authority: 1995 c 269 § 2601. 95-22-056, § 479-510-060, filed 10/30/95, effective 11/30/95.] Repealed by 99-24-038, filed 11/23/99, effective 12/24/99. Statutory Authority: Chapters 47.26 and 47.66 RCW.
- 479-510-076 Funding shortfall. [Statutory Authority: 1995 c 269 § 2601. 95-22-056, § 479-510-076, filed 10/30/95, effective 11/30/95.] Repealed by 99-24-038, filed 11/23/99, effective 12/24/99. Statutory Authority: Chapters 47.26 and 47.66 RCW.
- 479-510-080 Over-programming of funds. [Statutory Authority: 1995 c 269 § 2601. 95-22-056, § 479-510-080, filed 10/30/95, effective 11/30/95.] Repealed by 99-24-038, filed 11/23/99, effective 12/24/99. Statutory Authority: Chapters 47.26 and 47.66 RCW.
- 479-510-110 Central Puget Sound public transportation account--Eligibility. [Statutory Authority: 1995 c 269 § 2601. 95-22-056, § 479-510-110, filed 10/30/95, effective 11/30/95.] Repealed by 99-24-038, filed 11/23/99, effective 12/24/99. Statutory Authority: Chapters 47.26 and 47.66 RCW.
- 479-510-120 Central Puget Sound public transportation account--Criteria. [Statutory Authority: 1995 c 269 § 2601. 95-22-056, § 479-510-120, filed 10/30/95, effective 11/30/95.] Repealed by 99-24-038, filed 11/23/99, effective 12/24/99. Statutory Authority: Chapters 47.26 and 47.66 RCW.
- 479-510-210 Public transportation systems account--Eligibility. [Statutory Authority: 1995 c 269 § 2601. 95-22-056, § 479-510-210, filed 10/30/95, effective 11/30/95.] Repealed by 99-24-038, filed 11/23/99, effective 12/24/99. Statutory Authority: Chapters 47.26 and 47.66 RCW.
- 479-510-220 Public transportation systems account--Criteria. [Statutory Authority: 1995 c 269 § 2601. 95-22-056, § 479-510-220, filed 10/30/95, effective 11/30/95.] Repealed by 99-24-038, filed 11/23/99, effective 12/24/99. Statutory Authority: Chapters 47.26 and 47.66 RCW.
- 479-510-410 Transportation Equity Act for the 21st Century or its successor acts, surface transportation program, statewide competitive program account--Eligibility. [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-08-020, § 479-510-410, filed 3/29/99, effective 4/29/99. Statutory Authority: 1995 c 269 § 2601. 95-22-056, § 479-510-410, filed 10/30/95, effective 11/30/95.] Repealed by 99-24-038, filed 11/23/99, effective 12/24/99. Statutory Authority: Chapters 47.26 and 47.66 RCW.
- 479-510-420 Transportation Equity Act for the 21st Century or its successor acts, surface transportation program, statewide competitive program account--Criteria. [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-08-020, § 479-510-420, filed 3/29/99, effective 4/29/99. Statutory Authority: 1995 c 269 § 2601. 95-22-056, § 479-510-420, filed 10/30/95, effective 11/30/95.] Repealed by 99-24-038, filed 11/23/99, effective 12/24/99. Statutory Authority: Chapters 47.26 and 47.66 RCW.
- 479-510-500 Financial and payment requirements. [Statutory Authority: 1995 c 269 § 2601. 95-22-056, § 479-510-500, filed 10/30/95, effective 11/30/95.] Repealed by 99-24-038, filed 11/23/99, effective 12/24/99. Statutory Authority: Chapters 47.26 and 47.66 RCW.

REPEAL ENTIRE SECTION

~~WAC 479-510-450 Transportation Equity Act for the 21st Century or its successor acts, enhancement program account--Eligibility. (1) Eligibility to apply shall be limited to public agencies.~~
~~(2) Programs and projects eligible for funding shall be limited to the following purposes:~~
~~(a) Provision of bicycle and pedestrian facilities;~~
~~(b) Acquisition of scenic easement;~~
~~(c) Scenic or historic highway programs (including tourist and welcome center facilities);~~
~~(d) Landscaping and other scenic beautification;~~
~~(e) Historic preservation;~~
~~(f) Rehabilitation and operation of historic transportation buildings, structures or facilities;~~
~~(g) Preservation of abandoned railway corridors;~~
~~(h) Control and removal of outdoor advertising;~~

WAC (7/19/067/17/06 12:58 PM10:56 AM) [1]

- ~~(i) Archaeological planning and research;~~
- ~~(j) Mitigation of water pollution due to highway runoff or reduce vehicle caused wildlife mortality while maintaining habitat connectivity;~~
- ~~(1) Establishment of transportation museums.~~
- ~~(3) Projects eligible for funding under the account shall be limited to applications that directly benefit Washington state.~~

~~{Statutory Authority: Chapters 47.26 and 47.66 RCW. 99 08 020, § 479-510-450, filed 3/29/99, effective 4/29/99.}~~

~~WAC 479-510-460 Transportation Equity Act for the 21st Century or its successor acts, enhancement program account Criteria. (1) Projects selected for funding from the enhancement program account shall be consistent with the following criteria:~~

- ~~(a) Local, regional, and state transportation plans;~~
- ~~(b) Local comprehensive land use plans.~~
- ~~(2) The following procedures shall be considered:~~
 - ~~(a) Project applications shall be reviewed and regionally prioritized by the regional transportation planning organizations or metropolitan planning organizations and shall be forwarded to the transportation improvement board for selection.~~
 - ~~(b) The Washington state department of transportation shall prepare application forms and guidelines to assist eligible applicants and ensure their distribution to all eligible applicants no later than thirty days prior to the date on which the applications must be submitted.~~
 - ~~(c) The transportation improvement board shall establish priorities to fund regionally significant projects by allocating 25% of the funds to projects on a statewide basis and the remaining funds based on population distribution to the regional transportation planning organizations or metropolitan planning organizations.~~
 - ~~(d) The transportation improvement board shall select projects for the enhancement program and forward the recommended list to the legislature, governor's office and Washington state department of transportation on March 26, 1999 and by February 1st for each year thereafter.~~

~~{Statutory Authority: Chapters 47.26 and 47.66 RCW. 99 08 020, § 479-510-460, filed 3/29/99, effective 4/29/99.}~~

Transportation Improvement Board
May 19, 2006
Oxford Suites
Spokane Valley, 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
Mr. Dave O'Connell
Commissioner Greg Partch
Mr. Harold Taniguchi
Mr. Arnold Tomac
Mr. Jay Weber

TIB STAFF

Steve Gorcester
Rhonda Reinke
Greg Armstrong
Theresa Anderson
Eileen Bushman/recorder

TIB BOARD MEMBERS NOT PRESENT

Councilmember Calvin Goings
Ms. Paula Hammond*
Ms. Robin Rettew*
Ms. Heidi Stamm*
Mr. David Stalheim
Mr. Steve Thomsen*

*These members were present at the Thursday, May 18 meeting.

CALL TO ORDER

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

GENERAL MATTERS

A. Approval of March 24, 2006 Minutes

Commissioner Partch noted that the Spokane County scope change motion on page 13 in the packet needed to be corrected to add his name as the person who made a second to the motion.

MOTION: It was moved by Commissioner Partch with a second from Mr. Tomac to approve the minutes of the March 24, 2006 Board meeting with the correction noted above. Motion carried unanimously.

- B. Communications** – Steve Gorcester referred the Board to the articles in the board packet. He specifically noted the article on page 17, “Work on Interchange (Finally) Begins,” noting that this is a TIB 1990s project that is now under construction. He also referenced the board to the Northwest Magazine article, “Lynnwood Redux,” which is tied to the Smokey Point Interchange project.

NON-ACTION ITEMS

A. Chair's Report

Chair Bowman reported on the on-going concerns with projects that involve the railroads and encouraged board members to get involved with this issue and be aware of the delays this causes.

Chair Bowman presented four plaques to members that are leaving the board. He thanked John Akers, Dave O'Connell, Arnie Tomac, and George Cress for the value, years of service, and unique perspective they each provided to the Board.

B. Executive Director's Report

Steve Gorcester reported on:

- The pressure to approve increases.
- TIB's Core Values and their purpose in guiding management decisions:
 - Improve and Innovate
 - Manage Projects to Ribbon Cutting

**Transportation Improvement Board Meeting
Minutes – May 19, 2006**

- Dollars in the Ground – Not in the Bank
- Catalyst for Project Completion
- **Project Updates**
 - Ferndale City Council asked Steve to speak at their meeting regarding the Malloy Road project, which is still moving forward.
 - Because of a paving delay for Metaline Falls, the price of asphalt rose from \$75 per ton to \$90 per ton. This cost is too high and TIB instructed the agency not to award.
 - TIB may be paying for WSDOT overhead on the Chehalis project. This needs to be fixed through the Memo of Understanding between WSDOT and the local agency.
 - Bothell and Spokane Valley have withdrawn their projects, 39th Avenue and Valley Couplet, respectively, because both were unable to meet the Board's performance deadline that was given to them last year.
 - There is continuing discussions between the City of Ridgefield and BNSF Railroad regarding the closure of Mill Street.
 - The Port Angeles Gateway project was given an August extension to go to bid. They are required to give monthly progress reports to TIB.
- **Upcoming Project Events**
 - May 25 at 9:00 AM – 256th Groundbreaking in Covington
 - June 6 at 10:00 AM – Columbia Street Ribbon Cutting in Wenatchee
 - June 9 at 9:00 AM – SR-527 Ribbon Cutting in Everett
 - June 10 at 10:30 AM – SR-21 Ribbon Cutting in Lind
- **Recent project Events**
 - City of Yelm – 103rd Street Ribbon Cutting
 - City of Tacoma – D Street Groundbreaking
 - West Richland – Bombing Range Road (Phase 7) Ribbon Cutting

C. Financial Report

Theresa Anderson reported that the Transportation Supplemental Budget was signed in March and TIB's appropriation in TIA decreased by \$9.2 million. This decrease was based on the declining revenue forecast and a lower ending fund balance during last biennium, which was the result of paying off some of the 2001 funding series obligation and transferring some TIA projects into UATA.

The TIA balance continues to be below the \$5 million target. In July, \$7 million of bonds will be sold and \$2.5 million of new law money will be deposited into the TIA account. This should help stabilize the TIA and bring it closer to the \$5 million target. The UATA is at \$14 million, well above its \$5 million target.

D. Project Activities Report

Greg Armstrong reported that over the last two months, the inventory has been reduced by 42 projects. He noted that the City of Moxee was the first to open bids from the Small City Preservation Program for their overlay project. Project activities for this reporting period resulted in a net increase of \$61,583 in TIB commitments.

ACTION ITEMS

A. Increase Request

City of Lake Forest Park: SR-522 – The City of Lake Forest Park is requesting a \$400,000 increase for the SR-522 (Bothell Way) project. The original project was a pedestrian crossing with signal at NW 156th Street, which was changed dramatically when WSDOT added the widening of the SR-522 corridor to their nickel package projects. Because this is a high accident corridor, WSDOT wants to extend sidewalks on both sides of the street with a signal at 153rd Street.

**Transportation Improvement Board Meeting
Minutes – May 19, 2006**

The increase requested covers the cost of additional right-of-way, a retaining wall, and additional engineering and material costs. The Board agreed that this seemed to now be a WSDOT project and after lengthy discussion also agreed that it was a project that needed to be completed.

MOTION: It was moved by Mr. Weber with a second from Councilmember McClure to approve a \$400,000 increase for SR-522 (Bothell Way), bringing the total to \$896,476 in UAP funds. This increase is contingent on Lake Forest Park providing \$101,452 and WSDOT providing full funding of the project as it is scoped today. In the absence of Lake Forest Park Council approval of the \$101,452, WSDOT still must provide full funding or the TIB \$400,000 increase is suspended. Motion carried with one opposing vote from Commissioner Bowman.

B. FY 2008 Program Size and Schedule

Steve Gorcester presented the FY 2008 program size and schedule to the Board. He noted that this is only a guideline constituting a call for projects, and that the actual size is approved at the November meeting with the adoption of the Priority Array.

The recommended program schedule is:

Date	Milestone
June 1, 2006	Call for projects announced
June 5-16, 2006	Funding workshops scheduled across the state
August 31, 2006	Deadline for applications to be received or postmarked
Sept.-Oct. 2006	Application evaluation and field reviews
Nov. 17, 2006	Board selects projects at Federal Way Board Meeting

The recommended preliminary program size is:

Transportation Improvement Account	
Urban Corridor Program	\$25 - 27 million
Urban Arterial Trust Account	
Urban Arterial Program	\$25 – 30 million
Small City Arterial Program	\$ 5 - 8 million
Sidewalk Program	\$ 2 – 3 million
Total UATA	\$32 - 41 million
TOTAL AWARD	\$57 - 68 million

MOTION: It was moved by Mr. McKinley with a second from Councilmember McClure to approve the program schedule and preliminary program size listed above. Motion carried unanimously.

FUTURE MEETINGS

The next meeting is scheduled for July 27-28 in Richland. Meeting notices will be sent out by July 7, 2006.

ADJOURNMENT

Commissioner Partch encouraged the Board to go see the Monroe Street Bridge project and the Hayford Road project near Airway Heights. He also mentioned that the SR-270 project, part of the Nickel Package, would hold a groundbreaking event on June 5.

Having no further business, the meeting adjourned at 10:57 AM.

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

Published: Tuesday, May 16, 2006

Planners want Oak Harbor driving in circles

By Scott Morris
Herald Writer

OAK HARBOR - To unsnarl Whidbey Island's biggest daily traffic jam, cars in Oak Harbor may wind up driving in circles.

Transportation planners think roundabouts are the answer.

They want to install three traffic circles at a key choke point on Island County's busiest road, Highway 20 in Oak Harbor. Roundabouts are part of a statewide trend to replace stoplights when upgrading intersections.

Design work will soon begin on three dual-lane roundabouts at the intersections of Highway 20 and Swantown Avenue, Erie Street and Beeksma Drive.

The project, which will also feature landscaped medians and bicycle lanes, is expected to cost \$13.5 million and be finished by 2009, said Eric Johnston, project engineer for the city of Oak Harbor.

The roundabouts are needed to handle rush-hour backups on a section of the highway where 24,000 vehicles pass each day, Johnston said.

In that area, five lanes reduce to two, squeezing traffic during commuting hours, he said.

Commuters and Oak Harbor residents are not the only ones who need a freer flow of traffic through that area, Johnston said.

"It carries the highest volume of any road in Island County," Johnston said. "Roughly 60 percent of the volume that goes through this corridor is headed to points south" on Whidbey Island.

That includes a majority of the freight, including groceries and gasoline, he said. Because of that, the project is important to the economic livelihood of the entire island, he said.

The state Department of Transportation has been pushing roundabouts as a solution not only in Oak Harbor but across the state for several reasons, said Todd Carlson, planning and operations manager for the department.

Roundabouts are safer than traffic signals, Carlson said. Stoplights leave the possibility of dangerous T-bone accidents when a driver runs a red light. Roundabout accidents are usually slower sideswipes, he said.

Roundabouts are better at keeping traffic flowing than stop signals, he said. The roundabouts also will improve access to businesses that are cut off to left turns by a safety curb in the median. That curb was installed to prevent T-bone accidents, but with a roundabout, cars could simply drive around the circle to reach the other side of the road, he said.

The roundabouts can also be landscaped, making them more attractive, he said.

Not all drivers are as enamored with roundabouts, said Mike Morton, transportation planner for Island County. State studies have shown that many people don't favor roundabouts, at least before they are built, Morton said.

"They're hard to sell to people," Carlson agreed.

Those same studies, however, found that roundabouts win over a majority of drivers after one year of use, Morton said.

The project is beginning with a \$1 million transportation grant the city secured for design work. In the meantime, the city will pursue more grants and lobby for political and financial support for the rest of the project, Johnston said.

If funding proves to be a problem, the project can be phased into smaller pieces, Carlson said. For example, spending about \$4 million on one phase would relieve about 70 percent of the congestion problems, he said.



The full \$13.5 million project is expected to meet growth projections for the next 30 years, Johnston said.

Reporter Scott Morris: 425-339-3292 or smorris@heraldnet.com.

How to drive in a roundabout

First, remember that traffic moves in only one direction, counterclockwise.

For two-lane roundabouts, get into the proper lane before entering the circle. The right lane is for drivers who want to make an immediate right turn. The left lane is for all other turns.

Drivers entering a roundabout should yield to traffic already in the circle coming from the left. Watch for pedestrians and bikes as well.

Stop if something's coming. If not, turn right into the circle.

As you approach the exit, use your turn signal and merge into the right lane.

For more details, go to www.wsdot.wa.gov/projects/roundabouts.

Copyright ©1996-2006.
The Daily Herald Co.
ALL RIGHTS RESERVED.

HeraldNet

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

Published: Wednesday, May 17, 2006

Highway widening project completed

By Krista J. Kapralos
Herald Writer

EVERETT - A \$20 million widening project on Highway 527 was completed late last week in one of Everett's fastest-growing neighborhoods.

Highway 527, also known as Bothell-Everett Highway, now boasts five lanes from I-405 to I-5, a 12-mile corridor that handles up to 43,000 vehicles daily.

Three new lanes are now completely paved, but crews will continue to work to finish landscaping and to paint lane dividers, said Janice Fahning, assistant project engineer with the state Department of Transportation.

The project, primarily funded by a 2003 gas tax increase, also brought landscaping and concrete walkways that curve around the northeast corner of Silver Lake.

A narrow bike lane is sliced away from the margin of the highway. State crews installed culverts and detention ponds to ease flooding and erosion and to improve water quality.

For some neighborhood residents, the project, fueled by the area's explosive growth, is bittersweet.

In the years leading up to the project, just two lanes served an estimated 34,000 vehicles every day. Drivers could see the lake as they curved around it.

Now, a concrete barrier between the lake and the road inhibits the view.

"It's unfortunate," said Emory Cole, owner of Emory's on Silver Lake, a seafood restaurant with a deck that juts out into the water.

Already, graffiti has marred the barrier.

"I hope the city or the state has the means to keep after it, because it could really downgrade the effect of the improvements," he said.

In the long run, the highway's extra lanes will help business, he said, but first he has to convince patrons that the orange cones that for so long became a maze for drivers have all but disappeared.

Dorothy Vandeventer, a longtime neighborhood activist and current chairwoman of the Silver Lake Action Committee, said the bike lane, which measures about five feet across, is too narrow for bicyclists.

An area near Emory's on Silver Lake that had been used as a de facto boat ramp is now covered by the concrete walkway, she said.

"For the fishermen who have traditionally been used to going out and fishing on Silver Lake, they're very disappointed," she said.



Vandeventer also fears that the end of the highway expansion will only bring more construction.

Seattle architect Alan Clark, who owns a large swath of land between Safeway and the highway on the northeastern shore of Silver Lake, said he's been waiting for the highway expansion to be completed so he can start work on his own project.

He's planning a condominium complex with several residential towers and plenty of upscale retail space.

Clark said he won't discuss the project until he can settle details with the city. He first applied for a building permit last December.

Reporter Krista J. Kapralos: 425-339-3422 or kkapralos@heraldnet.com.

Copyright ©1996-2006.
The Daily Herald Co.
ALL RIGHTS RESERVED.

Truck route gets go ahead, despite fears to the contrary



The First to Fifth Avenues phase of truck route should start in June

BY MAGGIE ULMER
S-E Staff Reporter

Colville City Council heard proposals from City Engineer Mark Freiberger about the avenues Council might take concerning the truck route project from First to Fifth Avenues. The city received only one bid on the project, from Colville Construction, Inc. The bid was \$1,386,785.36, a 26 percent increase over the engineer's estimate of \$1,102,196.12.

Nat Baker, owner of Colville Construction, Inc., was also at the meeting, prepared to defend his bid and present facts about his company's history and reasoning behind the bid increase. During the public comment period in which Baker was prepared to speak, City Attorney Charlie Schuerman cautioned that any comments Baker might make prior to Council's decision could be viewed as negotiations, something Council shouldn't do.

Baker pointed out that his intentions were not to negotiate with Council.

"I don't want to sway anyone, I want to present the facts," Baker said. "I would like to have the opportunity to do that before a decision is made."

Mayor Dick Nichols said that Council would move ahead with the agenda and revisit the public forum time and allow Baker to present his information later in the meeting.

When the agenda item concerning the possible rejection of bids for the project came up, Freiberger's memo to Council referenced the project estimate from Welch Comer and Associates, the engineering firm.

Higher prices all the way around

"The higher prices run across the board, compared with the engineer's estimate, which itself is seven percent higher than 2005 bid prices," Freiberger wrote. "Paving items (asphalt and base) indicate a 28 percent increase over the estimate, cement-treated base items a 33 percent increase, sidewalk and curb items a 17 percent increase, storm drainage items a 17 percent increase, water items a 12 percent increase and all other items an 81 percent increase."

Freiberger suggested in the memorandum that combining the work with the 2007 roundabout project may make the project more attractive to other bidders due to the larger size of the project.

"This is not without risk," the memo continued. "The current fuel price instability may worsen, further increasing costs. On the other hand, if the present project is awarded without additional funding, there will be insufficient funds to complete the 2007 project."

But the quandary didn't come without possible solutions. Freiberger offered four options for Council regarding the project.

The first was to award the bid and find additional Transportation Improvement Board funds (TIB, the major funding source for the project) as well as local funding. Council could also choose to reject the bid and combine the project with the roundabout project in 2007. Another option was to award the bid and deduct bid items for hot mix asphalt, concrete and selected other items, and re-bid these items, or to award the bid and negotiate bid items for hot mix asphalt, concrete and selected other items.

"TIB confirmed that they'll fund 75 percent of the difference between the actual bid and engineer's estimate," Freiberger said. "The city would still need to fund about \$45,000, though. The project was fully funded, and now, if Council approves the bid, some funding would need to be local."

Scary market with no guarantees

Freiberger also said that because of the new budget, the city could get in a situation where some things, such as curbed sidewalks, might need to be cut from the project.

"On the other hand, if the bid is rejected, the market is scary right now, and there's no guarantee what will happen next year," Freiberger said.

Freiberger also pointed out that the engineering firm suggested rejecting the bid while TIB recommended awarding it.

"Why was there only one bid on the project in the first place?" Council member Lou Janke wanted to know. "We were hoping for at least three."

"The market in Spokane is very hot right now," Freiberger explained. "A lot of our regular bidders were already booked for the year."

"Would there be any benefit to re-advertising and re-bidding the project?" Janke asked.

"There isn't enough time to do all of that and still keep the project on schedule," Freiberger said.

"How does this impact the next phase of the project, if the unit-cost pricing is similar?" Janke inquired.

"If TIB funds 75 percent of the increase, as they said they would, then it's possible to complete the 2007 and 2006 projects on time,"

Freiberger said. "But the city may need to fund more than the initial \$45,000 for this current phase, since some funding for the next project may be used for this one. The next project should be ready to ask for bids in the next few weeks, and I don't know if the market conditions will be better or worse, but we'll know more about that when the bids come in."

Council member George Stahly said the project should move ahead.

"I think it needs to be done this year, one way or another," Stahly said.

Mayor in favor of moving ahead

Nichols said the option of awarding the bid to Colville Construction, deducting selected bid items and re-bidding them sounded like a good option.

"This is only my personal opinion, and it will be up to Council to make a decision," Nichols said. "But I think it's important to move forward with the project in some way."

Council member Nancy Foll asked what would be cut from the project if everything couldn't be funded.

"There's very little wriggle room in this project," Freiberger explained. "But the storm drainage on Fifth Avenue and some water lines could be postponed. It's hard to remove items without compromising the integrity of the project; on the other hand, if it's possible to reduce some of the risk to the contractor, then it may be possible to negotiate some items in a way that works better for everyone."

"I see this situation more as an opportunity for partnering than anything else," Janke said. "I move that we award the bid and ask to allow city

staff to negotiate with Colville Construction, Inc. any items that are 15 percent or more over the engineer's estimate."

Janke added that Baker would know if there were any possibilities to make the process more efficient and cost-effective by way of something potentially as simple as timing.

After Council passed Janke's motion unanimously, they also authorized the commitment of \$55,383 in Statewide Transportation Programs—Regional (STPR) funds and \$115,513 in Water/Sewer Cumulative Reserve Funds for the First to Fifth Avenues portion of the truck route, and for the same project's water portion, respectively.

After the decisions were made, Baker was allowed to address Council.

More complicated than it seems

"Thank you for awarding the bid," he told Council. "I had a lot of information and these packets I was going to go over, but I won't do that now."

Baker also said that some of the issues Council heard were more complicated than the way they were presented let on.

"A lot has changed since the engineer made the estimate and now," Baker pointed out. "Back then, it was virgin soil. Now there are several issues to work around, such as cables that weren't there before."

The business owner also said his bid was a fair one, and he wasn't trying to overcharge the city.

"My history shows that I don't rip people off," Baker said. "I will do my best in the negotiations to make the project as affordable for the city as possible. But I also think that we're opening a can of worms by going back and negotiating items within the bid. I don't want to see this become the norm for anyone, because it undermines the bid and the bidding process."

Freiberger pointed out that he didn't want to micromanage Baker's work, and only planned on trying to negotiate a few of the items.

"That's not what I meant in my motion, either," Janke said. "I only wanted Council to give the city the authority to negotiate, not to mandate that they negotiate everything or micromanage."

Foll commended Council for making sure taxpayer money is being well spent.

"This is a good buy for taxpayers, and it worked out well for everyone," Foll said.

Close Window

[Print Page](#)

\$600 million expansion coming

*By Matthew Weaver
Herald staff writer*

MOSES LAKE -- An expansion estimated at \$600 million and 85 to 90 new jobs will indeed be housed in Moses Lake, it was announced today.

According to a press release from the Renewable Energy Corporation, or REC, headquartered in Oslo, Norway, the company has decided to more than double its production of polysilicon and commence construction of a third polysilicon plant.

The new plant is based on the proprietary technology that REC Silicon has developed for production of granular polysilicon. REC Silicon has carried out front-end engineering and design work since the summer of 2005, and has tested its new technology in a single half-scale pilot reactor, which has generated output which satisfies all of the company's quality and production criteria.

Based on the test results, REC will immediately commence on more detailed engineering and construction work for the plant that will be located in Moses Lake. Mechanical completion of the plant is expected by the end of the first quarter in 2008, with final completion and ramp-up of production in the third quarter of that same year.

The total capital requirement for the engineering and construction of the plant is estimated at \$600 million, which is already fully funded under existing loan facilities and equity.

"It's good news, good for the company, good for the community," said REC Silicon senior vice president Tor Hartmann from Norway in a phone interview today. "A lot of positive things are going to come out of it."

Hartmann said an announcement is being drafted for employees of the Moses Lake plant, and added that the amount of construction work being done for the expansion would bring a lot of revenue into town.

"It's very gratifying to be selected for what's probably the largest new project in the state this year, and the Pacific Northwest region, for that matter," said Grant County Economic Development Council Executive Director Terry Brewer. "It just puts us on the map even further in the high-tech sector. A growing industry like this is going to be here for a long time, and I think there are chances for further value-added processing related to this as we go forward."

Brewer extended kudos to the entities that worked on the project for over a year, including the Grant County Public Utility District, City of Moses Lake, Grant County, Gov. Chris Gregoire's office, the state's department of Community, Trade and Economic Development, the Transportation Improvement Board and the Community Economic Revitalization Board.

"We went a lot of places and worked with a lot of people, and found them to be cooperative and very helpful to help us win this project, not only for Grant County but for Washington," Brewer said.

In April, REC Silicon CEO Goran Bye said it was "overall probable" the expansion would locate in Moses Lake, and that he and Hartmann had been operating under that assumption.

Earlier this month, REC signed a letter of commitment with the PUD, indicating that the company plans on doing engineering and preparation needed to ensure that substations are in place and power is available for start-up of the expansion. The letter followed negotiations with the PUD to resolve the company's lack of a long-term electricity contract in the area. The company is currently the top industrial user of electricity in the PUD.

Hartmann said at the time there were still issues to resolve with the PUD, but REC had taken a step forward in good faith with the letter. Hartmann said today resolution of those issues is still under way, as the company had been spending most of its time preparing for the board resolution.

[Print Page](#)

This Tuesday was a banner day for the Basin.

Renewable Energy Corporation, or REC, announced it will build its third polysilicon plant in Moses Lake. That decision means a \$600 million expansion project and up to 90 new jobs for the local area.

We've already celebrated the groundbreaking of Microsoft's future data center and cried Yahoo! in recent months, and the REC expansion just seems to follow suit in the Basin's ongoing string of successes.

The project is a great win for the area, the result of much hard work and cooperation of many. Representatives from the Grant County Public Utility District, City of Moses Lake, Grant County, Gov. Chris Gregoire's office, the state's department of Community Trade and Economic Development and the Transportation Improvement Board and the Community Economic Revitalization Board all strove to make this expansion possible. It is, in the words of Grant County Economic Development Council Executive Director Terry Brewer, "probably the largest new project in the state this year, and the Pacific Northwest region, for that matter."

-- The Editorial Board

kitsapsun.com

To print this page, select **File** then **Print** from your browser

URL: http://www.kitsapsun.com/bsun/local/article/0,2403,BSUN_19088_4753797,00.html

Higher Bids May Delay 305 Plan

By Derek Sheppard, DSHEPPARD@KITSAPSUN.COM
June 6, 2006

Poulsbo

Unexpectedly high cost estimates for a major highway widening through Poulsbo could mean the project won't happen this year, officials said Monday.

Late last week, construction companies bid for the estimated \$11.4 million project to widen Highway 305 through Poulsbo, but the lowest bid was \$3.4 million more than that figure.

Now state and local officials estimate they have about two weeks to figure out if they can afford the project, and whether it can happen this year.

"If they can't come to a meeting of the minds, the project is in peril," state Rep. Sherry Appleton, D-Poulsbo, said.

Aside from the obvious problem of finding an extra \$3.4 million, project planners are working against the clock. Much of the work planned for this summer involved building fish-passage culverts, but environmental laws prohibit working during salmon runs. With the time it takes to mobilize a large construction effort, officials estimate a window of about two weeks is available to decide if the project is a go or not.

Last week, the project went for bid to five companies. Two submitted bids.

Stan Palmer Construction had the lowest bid at \$14.88 million.

On Monday, Poulsbo Mayor Kathryn Quade drafted letters to Gov. Chris Gregoire and U.S. Rep. Jay Inslee, D-Bainbridge Island, urging them to help find funding for the project that Poulsbo has waited more than a decade for.

Funding for the project is unlike some state road projects in that many partners are helping supply the cash. It was spearheaded by the city when it obtained millions in grants to fund the widening. The state is supplying some money, as is First Western Associates, the developers of the College Marketplace complex at the intersection of Highways 3 and 305.

Even if planners were to omit provisions in the contract to reduce the cost, it would require another bid, which would take too long, bumping into the time restrictions because of the salmon runs.

The added cost is likely the result of rising petroleum prices, which in turn make nearly everything more expensive. Fewer companies with time for such a project means less competition and higher prices, said state Department of Transportation project engineer Michele Britton, who is in charge of the 305 widening.

Even if they waited until January to rebid the project, she said, prices could continue to rise, leaving them with a more costly project anyway.

"It's kind of a risk either way," Britton said.

The widening project is not tied to a separate project planned for this summer, which would repave but not add lanes to the highway between Poulsbo and the Bainbridge Island ferry terminal.

Public Meetings

A series of public meetings on the future of Highway 305 continues tonight. The SR 305 Corridor Vision meetings are designed to help plan the long-term future of the highway, and is not directly related to the widening effort in Poulsbo this summer. All the meetings are from 6:30 p.m. to 8:30 p.m. For information, contact Erin Tam at (206) 442-1382.

kitsapsun.com

To print this page, select **File** then **Print** from your browser

URL: http://www.kitsapsun.com/bsun/local/article/0,2403,BSUN_19088_4759319,00.html

Inquiry Sought Over Highway 305 Planning Money

- **State Rep. Beverly Woods wonders if the state spent too much on preliminary work for the widening project.**

By Derek Sheppard, DSHEPPARD@KITSAPSUN.COM

June 8, 2006

Poulsbo

State Rep. Beverly Woods is calling for an investigation into what happened to \$9 million apparently spent during the planning for a major road project in Poulsbo that now could be delayed because of unexpectedly high cost estimates.

The Kingston Republican and ranking minority member of the House Transportation Committee told the Poulsbo City Council on Wednesday night that the project to widen Highway 305 through Poulsbo originally had a budget of \$20.4 million for preliminary work and construction.

The construction estimate from the state Department of Transportation was later set at \$11.4 million.

"The fact is, we already spent \$9 million on this project" on the preliminary work, she said.

Now Woods wants Transportation officials to explain why so much was spent before the construction work ever began.

The lowest bid for the widening project last week was \$14.8 million, leaving a \$3.4 million gap.

Woods wondered if the Transportation estimate actually was the \$11.4 million figure.

"Or was that what they had left over?" she asked.

Woods said she will be questioning Transportation officials this week to get answers.

It is standard for a portion of the budget to be allocated for preparation costs, such as engineering and permits, but Woods doesn't believe that the \$9 million for this project is a normal proportion of the overall cost.

If there were cost overruns in the planning, that could be a problem that puts projects around the state in jeopardy, she said. It can't be expected that many projects around the state can be done if they keep coming in over budget, she added.

"It's not just this project," Woods said.

Petroleum costs are skyrocketing, helping to increase construction costs across the board.

That is believed to be a major reason the bid for the Poulsbo project came in high, Woods said. Five other projects from around the state that bid the same day were also over budget.

Woods reasoned that much of the preliminary costs are in-house and predictable, and questioned if the costs for the Poulsbo widening were within the norm.

"That's something we can control," she said.

The \$9 million went into permitting, mitigation, engineering, right-of-way issues and some construction, she said.

Transportation department officials should streamline that process as much as possible, and better plan for those early costs to better prepare for cost increases during the construction phase, in light of rising petroleum prices, Woods said.

In the short term, officials are looking for extra money to start the work on time this summer. But most agree there are only two weeks to figure it out because of a narrow window to begin construction before salmon spawn in a creek that runs next to the highway.

Cost-cutting measures on the project are also being considered, Woods said.

Copyright 2006, kitsapsun.com. All Rights Reserved.

Currency Trading

Try your hand at Forex trading with our free practice account
www.Forex.com

JALAPENO STEAK BUTTER

"Austin TX Style" PERFECT STEAK SEASONING Chef's Favorite -\$6/ Bottle
www.danandbucks.com

Free Debt Consultation

Rebuild Your Future & Eliminate Debt Without Loans or Bankruptcy.
www.AmericanDebtTrust.com

[Buy a link here](#)

kitsapsun.com

To print this page, select **File** then **Print** from your browser

URL: http://www.kitsapsun.com/bsun/local/article/0,2403,BSUN_19088_4782215,00.html

More Millions Found for Poulsbo Highway Widening

- A timely cash infusion ensures that the multi-phase Highway 305 ...

By Derek Sheppard, DSHEPPARD@KITSAPSUN.COM

June 17, 2006

Poulsbo

State Rep. Beverly Woods announced Friday that an extra \$4.79 million has been secured for a major highway widening through Poulsbo that faced delays because of unexpectedly high costs.

In early June, the state Department of Transportation sought bids for an estimated \$11.4 million project to widen Highway 305 through Poulsbo from Bond Road to the city's southern edge.

The lowest bid came in \$3.4 million higher than the estimate, largely because of higher fuel costs. That threatened to delay the project, which had been more than a decade in the making.

Woods, a Kingston Republican who is the House Transportation Committee's ranking minority member, said project backers — including state and local officials — came up with more money than the \$3.4 million shortfall to cover nonconstruction expenses like traffic control. Nearly a half-million more is designated as contingency funds, she said.

Widening is expected to be finished in November 2007.

Not only did project supporters have to find nearly \$5 million, they had to do it quickly. They only had about two weeks to get the money so contractors would be able to complete the project's first phases before salmon start swimming into Dogfish Creek along the highway.

"I've never been in a situation where we had such a tight time frame to come up with the money," Woods said.

The state Transportation Improvement Board gave the city of Poulsbo a \$1 million grant, without the usual requirement for a 10 percent local match.

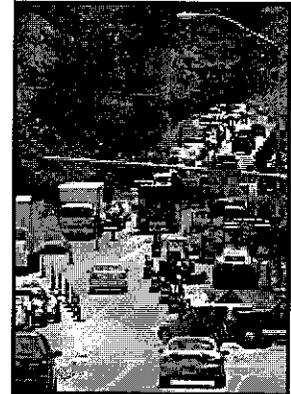
"That was very gracious of them to do this," Woods said.

Another \$3.54 million was diverted from future paving and right-of-way acquisitions, which state officials will make up next year, she said.

The final \$244,000 came from cost savings on a project on Highway 167 through Renton, Auburn and Puyallup.

"People are thrilled," Poulsbo Mayor Kathryn Quade said. "It took a lot of teamwork."

She added that a paving project from the south edge of Poulsbo to Bainbridge Island will likely begin in July. That work shouldn't be under way in Poulsbo at the same time as the widening.



Lenna Himmelstein | Kitsap Sun

Traffic snarls on Highway 305 at Bond Road in the area designated for a widening project. The project faced a delay when construction bids came in higher than estimated, but state and local officials worked together to secure more money for the work.

While the short-term goal to fund the widening this year is completed, an inquiry by Woods into the project's funding isn't over.

She was concerned because the overall project budget was more than \$20 million, and \$9 million were spent on pre-construction engineering and planning work.

It is standard for construction projects to earmark money for those preliminary costs, and for construction costs. The \$11.4 million estimate in June was only for construction costs, which happened to be all the money remaining in the budget.

But Woods was concerned that too much money was spent in the run-up to the project, which did not leave enough for construction.

DOT provided a financial report late Thursday.

"My staff and I are analyzing it," she said.

Copyright 2006, kitsapsun.com. All Rights Reserved.

Bad Credit Refinance

Complete our form for up to 4 free quotes. 60 seconds could save you \$
www.Nexttag.com

Buy Stocks for \$4

No Account Minimum Required. No Inactivity Fees. Click Here.
www.ShareBuilder.com

Record Low Mortgage Rates

Looking to refinance? Get Mortgage Quotes from Multiple Lenders.
www.LowRateAdvisors.com

Buy a link here

NORTH KITSAP
HERALD

SR 305 snags needed funding

By Charles Melton

Jun 17 2006

POULSBO — The proverbial lump of coal local officials received when the bids for the State Route 305 widening project were opened turned into a diamond Friday.

Stan Palmer Construction of Port Orchard was the apparent low bidder June 1 at \$14.9 million, which was \$3.5 million more than the state engineer's estimate of \$11.4 million.

Even so, news that the necessary funding for the project had been secured reached Mayor Kathryn Quade early Friday morning.

"It's a great day for Poulsbo, and all of the teamwork paid off," Quade said, adding that the city was prepared to provide an additional \$100,000 for the project.

The team of people working to secure additional funding reached across all levels of government, including Gov. Christine Gregoire's office, she said.

With the funds, the next challenge for the project will be ensuring that motorists are aware of the traffic impacts that will be part of the package, Quade said.

Both 23rd District state representatives expressed their pleasure that the project is moving ahead as scheduled.

"I'm doing great, because I just got the heads up that we're going to award the contract today," State Rep. Beverly Woods said, adding that the widening project has been on the state's list since 1998 and couldn't be delayed any longer for two reasons. "No. 1, materials' costs will be rising and we have to relieve the congestion."

The project had to be awarded by Friday to allow the contractor to make the "fish window," which is the time that salmon migrate out of local streams and rivers into the waters of the Puget Sound, she said.

Much of the credit for the project moving forward goes to the state's Transportation Improvement Board, which awarded the city of Poulsbo another \$1 million grant without the city having to provide matching funds, she said.

"They really came through for us, and thanks also goes to Paula Hammond, who is Doug MacDonald's assistant," Woods said. "Because DOT is a cabinet position we had to get the Office of Financial Management to sign off on it as well."

Even though the project is in Poulsbo, it's a regional project that will affect the entire SR 305 corridor, she said, adding that that was one of the arguments used to secure the additional funding.

"Now we have to put up with a little construction congestion, and I hope everyone will be patient," Woods said.

As soon as word of the funding shortfall reached her June 1, State Rep. Sherry Appleton (D-Poulsbo) said she immediately called Washington Secretary of Transportation MacDonald's office and began working to find the necessary funding.

"I understand the bid will be accepted, and they will award the bid today," Appleton said. "It looks very good."

"We've been aggressively pursuing delivery of this project and we are working diligently on a number of fronts to come up with the money," said Lloyd Brown, Washington State Department of Transportation Olympic region communications manager.

Friday morning, WSDOT officials were waiting for final approval to allocate the additional funds to the project, Brown said.

Along with the widening project, Stan Palmer Construction will also be installing a sewer force main along the highway from Bond Road to the city's Central Interceptor south of the city limits.

The sewer force main is tied in with the construction of the Bond Road Pump Station, which is expected to be approved in the next couple of weeks, City Engineer Andrzej Kasiniak said.

The majority of the force main installation will occur at night except for the area around Tolefson Street, which is residential, Kasiniak said.

"It's the same as for the 305 widening project conditions, which were approved by the city council in October," he said.

The intersections between Bond Road and the south city limits will be closed periodically during the force main installation, but advanced notice of those one-night closures will be given, Kasiniak said.

While the city and Olhava owner First Western Associates are working on the sewer projects, WSDOT will be resurfacing SR 305 from the city's south city limits to the Bainbridge Island ferry terminal at Winslow.

Preparatory work for the paving is set to begin July 5 and the contractor, Ace Paving Co. of Bremerton, will start the \$3.6 million project from the Poulsbo end, said WSDOT Project Manager John McNutt.

"If all goes well, we should be paving by the end of July," McNutt said, adding that the work will be done at night.

The work will be done from 7:30 p.m. to 6 a.m. Sunday through Thursday.

Any traffic delays during the project should be 10 minutes or less, but that depends on how much work the contractor has to accomplish each night, he said.

"Two nights of paving would put us a mile away from Poulsbo," McNutt said. "With the schedules of both projects things will work out just fine."

River Road construction gets OK but will cost more

By ERIN SNELGROVE

YAKIMA HERALD-REPUBLIC

Construction for a major intersection improvement at North 16th Avenue and River Road will begin this fall.

At Tuesday's meeting, the Yakima City Council gave unanimous approval to proceed with the project, which will conclude late next year. They also unanimously passed a condemnation ordinance, which will expedite the city's ability to acquire nearby land.

River Road is an unimproved two-lane street that runs from North Sixth Avenue to Fruitvale Boulevard. Plans call for widening the road between North 16th Avenue and Fruitvale Boulevard to three lanes. Sidewalks, gutters, curbs, a bike lane, a sewer line and street lights will also be added along the road.

The cost of the improvements is about \$6.5 million. Previous reports had the price at \$4.3 million, but Michael Morales, the city's deputy director of community and economic development, said that number represents a much earlier estimate. It also does not reflect the changing scope of the project.

But, he admits, prices have gone up. Because of the instability in construction costs, an \$800,000 contingency fund is included in the project's budget. The cost of right-of-way acquisitions has also increased from an estimated \$50,000 to \$396,000.

Funds for the improvements are coming from the state's Transportation Improvement Board, the public works trust fund and local gas tax proceeds.

Plans call for the bidding process to begin in August, with a contract being awarded in September. Most, if not all, of the intersection work should be complete by the end of the year.

Morales added that condemnation is needed to acquire right-of-way land in the project area. Thirty-eight properties are involved, and Morales said he has yet to receive negative feedback from property owners.

A narrow strip of land is needed from each property. Through condemnation, the property will soon be made available for the city's use. Property owners will still have the right to negotiate a fair price with the city.

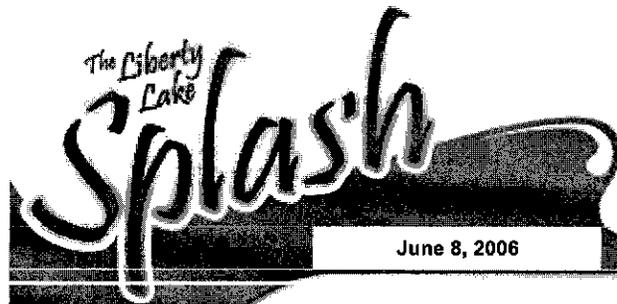
In other business, the council took no action on the petition to rename A Street after the late civil rights leader Cesar Chavez. This was the second petition filed with the city in the past month.

Earl Lee and Alonzo Marquez, both of Yakima, have been involved in the petition process both times. Now, though, members of their group are asking for a continuance. They have disassociated themselves from working with Lee and Marquez and want to pursue the name change on their own.

Council members didn't take action because they want more community groups to have a say in which site should be named after Chavez.

Chavez, an Arizona native, founded United Farm Workers. He also visited the Yakima Valley in 1986, leading marches from Granger to Yakima that drew attention to farm worker causes.

* Erin Snelgrove can be reached at 577-7684 or esnelgrove@yakimaherald.com.



June 8, 2006



take our survey

Letters

Survey

Archives

Advertise

Classifieds

Contact

About

Home

Liberty Lake News

Pedestrian bridge facelift to bypass I-90 on-ramp
6/8/2006

By Evan Jensen
Splash Editor

When the pedestrian bridge formally opened July 4 last year, Liberty Lake resident Tom Specht joined hundreds of Liberty Lake residents to walk across the footbridge over Interstate 90 to celebrate the grand opening. Today, Specht has crossed the bridge dozens of times to reach the 37-mile Centennial Trail.

Making the bridge safer for bicyclists and pedestrians, the Washington State Department of Transportation recently announced plans to modify the bridge by adding an extension over the Interstate 90 westbound on-ramp.

"The City of Liberty Lake proposed the concept as part of their trail system," said WSDOT Eastern Region spokesperson Al Gilson, who hosted an open house at Liberty Lake City Hall to discuss the project on May 31. "We've also had people asking for this. The extension was part of the original plan for the bridge, but construction costs prohibited us from building it in the first run."

With estimated costs of about \$1.1 million required for the extension, \$330,000 will come from the Washington state gas tax that adds 31 cents per gallon to each trip to the pump for statewide transportation projects. An additional \$380,000 will come from a state fund designed to improve pedestrian safety and federal matching funds will add \$425,000 to complete the project.

From the north side of the pedestrian bridge, users must currently cross the westbound I-90 on-ramp where cars regularly accelerate to make their way on to the freeway. The extension will bypass this intersection, crossing over the on-ramp further to the west. The new alignment will reduce the existing eight percent grade to five percent, making the slope easier to travel for trail users and satisfying Americans with Disabilities Act requirements. The extension will be 10 feet wide and extend approximately 94 feet over the westbound I-90 on-ramp, according to WSDOT plans.

"Construction will begin next spring and take about three months to complete," Gilson said. "We'll also have to close the pedestrian bridge for about one month to complete the work."

Many bicyclists, pedestrians and locals who use the pedestrian bridge to reach the north side of Liberty Lake and the Centennial Trail see the bridge as a major improvement, but not everyone believes the bridge and the planned extension is a good idea.

Spokane resident Charles Matthews travels to Liberty Lake on bicycle four days a week, riding 13 miles each way to his job at Scanivalve Corp. A cyclist for the last 30 years, Matthews believes the access points to the pedestrian bridge are unsafe and continues to ride across the Harvard Road

bridge.

"I don't use the pedestrian bridge because I think it's unsafe," Matthews said. "Drivers don't always look for cyclists because they're too distracted by smoking a cigarette, drinking a cup of coffee and talking on their cell phone all at the same time. I've seen three cyclists almost hit at Liberty Lake Road and Appleway."

Even though Matthews plans to continue crossing the Harvard Road bridge on bicycle after the addition is completed, he believe the grade improvement will make the trail easier to use for pedestrians and cyclists.

While Matthews and others share similar concerns for the pedestrian bridge, one of four in the Spokane area, many Centennial Trail users see the bridge as a benefit to the community. Specht, one of the original visionaries for the pedestrian bridge and trail system in Liberty Lake, is looking forward to the extension to the bridge.

"I love the pedestrian bridge," Specht said. "I use it quite a bit, and I think it's terrific. When the pedestrian bridge was originally proposed, the plans included doing the other overpass. We came up short on funds, but this is how we wanted the bridge designed in the first place. We're getting exactly what we wanted and reducing the downhill grade is going to make it a lot safer for people."

The pedestrian bridge, and construction company Max J. Kuney, was awarded the best heavy/highway project under \$5 million in 2005 by the Inland Northwest Associated General Contractors of America, Specht said.

WSDOT will seek competitive bids for the extension project this fall and construction will begin in late 2006, Gilson said.

[News Archive](#)

Copyright © The Liberty Lake Splash
Website by The Liberty Lake Splash & [Spokane Web Communications](#)

Puget Sound Business Journal (Seattle) - June 12, 2006
<http://seattle.bizjournals.com/seattle/stories/2006/06/12/focus5.html>

Business Journal

Business Leaders Get It.

BUSINESS PULSE SURVEY: [Planning to do something this summer?](#)

Soaring materials costs hit projects

Going up

Puget Sound Business Journal (Seattle) - by [Deirdre Gregg](#) Staff Writer

The soaring prices of construction materials are rippling throughout the industry and dramatically driving up the costs of public and private projects. Private developers will charge higher rents, accept thinner profit margins or both, and taxpayer dollars won't buy as much as they did just a few months ago.

Concrete, steel, copper, asphalt, aluminum, gypsum, plastic products -- and the diesel fuel that transports those materials -- all have gone up significantly in price this year.

Those prices are driven by a strong economy, booming growth in Asia and the world's thirst for crude oil -- trends unlikely to change soon. Many experts expect to see price increases in the double digits for the next few years, which likely means major private and public projects will get leaner, pricier or both.

Transportation megaprojects in particular may feel the pinch. The producer price index for asphalt, a major component of roads, has increased by a staggering 43 percent from April 2005 to April 2006, more than 12 times faster than general inflation, according to a recent report from the Bureau of Labor Statistics.

Diesel fuel has gone up by 31 percent during the same time period. Even the sand, gravel and crushed rock that are used to build road bases are getting more expensive. The phrase "dirt cheap" is becoming an oxymoron.

Those increases will likely affect planned projects like Seattle Mayor Greg Nickels' \$1.8 billion, 20-year tax plan to repair and improve Seattle streets and bridges, the \$3 billion to \$4 billion replacement of Seattle's Alaskan Way Viaduct, and the replacement of the State Route 520 floating bridge, which is expected to cost between \$1.7 billion and \$3.1 billion.

They're already affecting the state Department of Transportation's \$8.5 billion transportation construction package, which is funded by the 9.5-cent-per-gallon gas tax. Transportation Secretary Doug MacDonald said he's been discussing the cost issue a lot during accountability meetings with Gov. Chris Gregoire.

At a May 2 meeting with the governor, MacDonald noted that the state's construction cost index, which increased by an average of 1.5 percent per year from 1990 through 2001, has grown 8 percent a year since 2001.

And hot-mix asphalt prices increased even more sharply than crude oil prices in the first quarter of 2006, MacDonald said. Asphalt industry sources are telling him their long-term contracts with suppliers have expired, and they can't lock in new contracts in a volatile market.

MacDonald said the department is doing its best to manage construction inflation, but market forces are taking their toll.

"We can sit in Olympia and wring our hands all we want, and we're not going to have much effect on the price of West Texas crude or the supply of steel reinforcing bar ..." he said. "They (the public) need to know that we're dealing with the same problems they are -- we can't make it go away any more they can hope they can find a guy selling gas for \$1.25."

While asphalt had one of the steepest price increases in the Bureau of Labor Statistics' report, other materials are also getting more expensive. Concrete, for example, has shown an 11 percent increase in the producer price index. Even steel prices, which are mixed, are at a higher plateau than they were a few years back.

While the effect of materials prices on public projects has been most noticeable so far, private projects are also feeling the pinch.

That likely means higher rents to make projects pencil out, said Seattle developer Greg Smith, CEO of Urban Visions.

"The cost of new construction is going to pull the values of existing projects up," he said, "and it's going to drive rents up."

Industrial developer Bart Brynestad, regional head of the Panattoni Development Co., said rent increases aren't keeping pace with materials cost increases.

"(Rents) are not going up commensurate with the costs," he said, "so that squeezes our profit margins down."

Transportation Board reappointment for county councilmember

Jun 16 2006

Pierce County Councilmember Calvin Goings has been re-appointed to the 21-member state Transportation Improvement Board by Washington State Department of Transportation Secretary Douglas B. MacDonald. The term expires June 30, 2010.

"The Transportation Improvement Board clearly demonstrates the benefits of a cooperative, well-coordinated partnership approach to solving transportation problems. You play a significant role in this process," MacDonald said in a letter to Goings.

Transportation has been a personal priority for Goings since his tenure as vice chair of the Washington State Senate Transportation Committee.

"I witnessed the TIB's important role in identifying and funding critically needed local transportation projects," he said.

The Puyallup resident serves on the County Council leadership team as Executive Pro Tempore. Pierce County has received millions of dollars from the TIB for road improvement projects in recent years. Canyon Road widening from SR 512 to Frederickson and the Lake Tapps Parkway new construction are examples of TIB projects in Pierce County, according to Stevan Gorcester, TIB director.

Revenue for the grant funding comes from the three cents of the statewide gas tax dedicated by the Legislature to projects selected by the TIB. The agency's primary purpose is to administer state funding for local government transportation projects.

Projects are funded by utilizing TIB revenue in combination with local matching funds and private sector contributions.



PIERCE COUNTY: County councilman reappointed to state transportation board

THE NEWS TRIBUNE

Last updated: June 21st, 2006 01:21 AM (PDT)

Pierce County Councilman Calvin Goings, D-Puyallup, has been reappointed to the 21-member state Transportation Improvement Board, which administers state funding for local-government transportation projects.

State Transportation Secretary Doug MacDonald reappointed Goings on June 12.

The board uses state money, in combination with local government matching dollars and private contributions, to fund local transportation projects. The state money comes from 3 cents of the statewide gas tax dedicated by the Legislature to projects the board selects.

In 2005, the board sent \$106 million for road and sidewalk improvements to 79 local governments, including Pierce County, Eatonville, Roy and Lakewood.

Aaron Corvin, The News Tribune

Originally published: June 21st, 2006 01:00 AM (PDT)



[Privacy Policy](#) | [User Agreement](#) | [Contact Us](#) | [About Us](#) | [Site Map](#) | [Jobs@The TNT](#) | [RSS](#)

1950 South State Street, Tacoma, Washington 98405 253-597-8742

© Copyright 2006 Tacoma News, Inc. A subsidiary of The McClatchy Company

THE JOURNAL

Published in the Wheat Capital of Washington

Volume 120, Number 24

Ritzville, Washington 99169-0288 — (509) 659-1020 — Single Copy 5

JUNE 15, 2006



DONE. Lind Town Council members and elected officials proudly stand in the middle of the recently paved S.R. 21 as Lind Junior Miss Kiely Strohmaier cuts the yellow ribbon. Standing with Strohmaier are Rena Wahl, Phil Kent, Washington State Transportation Improvement Board Executive Director Stevan Gorcester, Larry Koch, Rudy Plager, John DeLeo, Mark Schoefer, Carol Kelly and Thayne Fowles.

Streets are paved, town looks to finish project

LIND — The town council approved a request from Vono, Inc., for a payment on the S.R. 21 project Tuesday night.

The council authorized the \$296,198.64 payment, but is not paying for a portion of cracksealing and two overlay sections per a recommendation from the Washington State Department of Transportation (WSDOT).

DeLeo also explained to the council why two strips of gravel weren't paved yet on both sides of the street in front of the DeVore Motel.

According to WSDOT, a full depth construction of 18-inches is required for new asphalt. The town would have to ante up between \$5,000 and \$7,000 for both strips at a three-inch depth of asphalt on top of six-inches of base course, half of the required depth.

DeLeo will look into options to asphalt the two strips and report back to the council.

Kalama paves way for downtown revitalization

By Staff

Jul 07, 2006 - 11:02:59 pm PDT

Downtown revitalization is one of the highlights of Kalama's annual six-year street plan, which the City Council adopted at Wednesday's Council meeting.

The \$1.7 million plan includes eight capital projects and one street repair project and is estimated to be completed by 2012.

One of the largest projects awaiting funding is the Downtown Revitalization project.

The \$240,000 project will improve crosswalks and sidewalks and make other downtown improvements. The city is counting on grants, which are awaiting approval, said Public Works Director Carl McCrary.

"These are total rebuilds -- curbs, gutters, storm drains -- pretty major tear-ups," McCrary said.

The Public Works Department is hopes to do this project in conjunction with the already-approved sewer rebuild project downtown.

The rest of the projects in the plan depend on getting grant money from the state's Transportation Improvement Board. That grant program requires the city to pay a 5 percent match out of its share of gas tax revenue.

Other projects on the six-year plan include:

- Reconstruction on Fir Street from East Frontage Road to North Third Street. The half-million dollar project will install sidewalks, repair utilities, and reconstruct streets.
- Pavement preservation and chip sealing on various streets.
- Phase II of the Meeker Drive rehabilitation project, continued from a previous six-year plan, from Nectarine Drive to the north city limits.
- Various sidewalk repairs. The \$120,000 project will take place over all six years.
- Road rehabilitation projects on North Third Street, North Third Place, and Fourth Street.

McCrary said he was proud of the improvements that have come out of past years' six-year plans, such as widening the streets and adding sidewalks on Military Road and South China Garden Road. The roads were so narrow that passing school buses would tear each other's side mirrors off, he said.

McCrary was optimistic about being approved for the proposed projects.

"Our track record has been excellent about getting these projects done," McCrary said.



Delayed Projects Report July 28, 2006

BACKGROUND

TIB staff reports to the Board on all projects that missed the Bid Award performance standard. The standard includes Urban Corridor Program (UCP) projects not reaching bid award in 5½ years, Urban Arterial Program (UAP) projects not reaching bid award in 4½ years, and projects in all other programs not reaching bid award in 2½ years.

When project delays are the result of environmental issues, right-of-way issues, changes in funding partnerships, funding shortfalls, or the public involvement process, TIB staff attempt to aid the agency in advancing the project. This year, there are 28 delayed projects (see attached list), which is 69 percent less than last year.

Of these 28 projects:

- 16 projects provided a schedule to the Board in September 2005
 - 4 have missed the scheduled date and need to appear before the Board in September for consideration of an extension
 - 12 have not yet reached the scheduled date
- 12 projects are being reported to the Board for the first time and will receive a letter from the Executive Director

Agencies that may need to appear before the Board have been involved in a three-year delayed projects process as outlined in WAC 479-05-250. Initially, the agency is listed on the delayed report, which is provided to the Board each July. Once listed on the delayed projects report, the agency is required to submit an implementation plan, which includes an anticipated bid award date. By the next reporting period to the Board, any agency that has not made progress toward construction is required to appear before the Board for consideration of any further extension of the project.

STATUS

The four agencies that have missed their scheduled dates are Everett, Port Angeles, Lacey, and Ridgefield. The cities of Everett and Port Angeles will need to appear before the Board only if they miss their scheduled July and August ad dates, respectively; the City of Lacey cannot proceed until a right of way condemnation hearing, which is scheduled May 2007, is completed; the City of Ridgefield is complying with the TIB stop work order that was issued because of BNSF's refusal to proceed with the project. The Board may request that these agencies appear at the September meeting, if necessary, to discuss project status at that time.

RECOMMENDATION

No Board action is required at this time.

Delayed Projects

Agency	Project Number	Funding Year	Current Phase	Project Name	Delay Stage	Total TIB Remaining Total
CARNATION	P-P-801(P04)-1	2004	Design	Tolt Avenue (SR 203)	1	100,000
				ADA Improvements		100,000
						143,835
CHEWELAH	6-E-901(003)-1	2003	Design	Main Street Ehorn Lane to East C/L	1	319,000 179,332 456,743
COVINGTON	8-1-204(002)-1	2003	Design	Wax Rd/180th Ave SE - 262nd St to 300' s/o SR 516	2	881,022 1,407,341 2,165,140
DOUGLAS COUNTY	8-3-009(005)-1	2002	Design	North Baker Ave - 15th St NE to 27th St NE	2	1,278,799 1,258,474 2,925,000
EVERETT	8-1-138(032)-1	2001	Design	Broadway & Beverly Blvd Intersection - SR 526 to Spokane Street	2	500,000 459,711 750,000
	P-P-138(P02)-1	2005	Design	7 th Avenue SE 93 rd St SE to 100 th St SE	1	107,739 62,746 179,565
FIFE	9-P-027(003)-1	1993	Design	Valley Avenue East - 70th Avenue East to Freeman Road	2	2,425,140 2,067,336 5,331,613
GRANITE FALLS	6-P-820(0020)-1	2005	Design	Stanley Street Granite Avenue Intersection	1	316,838 284,460 333,514
KING COUNTY	9-P-017(021)-2	2001	Pending	South 272nd Street - Military Road Intersection	2	640,000 640,000 1,619,750
	8-1-017(069)-1	2002	Design	Coal Creek Parkway Renton C/L to Newcastle C/L	1	3,196,000 2,296,056 4,670,000
LACEY	8-5-197(021)-1	2002	Design	Sleater Kinney Road SE - Sleater Kinney Rd to 450' east on 6th Avenue	2	1,140,000 1,010,317 1,900,000
LONG BEACH	6-W-970(004)-1	2005	Design	Bolstad Street N Pacific Ave (SR 103) to Washington Street	1	214,360 214,360 240,850
NEWCASTLE	8-1-200(002)-1	2001	Design	Coal Ck Pkwy Phase 2 SE 95 th Way to SE 84 th Way	2	18,873,875 17,746,133 30,452,697
NOOKSACK	P-W-840(P02)-1	2005	Design	W 2 nd St/W Madison St Columbia St (SR 544) to Nooksack Ave (SR 9)	1	67,500 67,500 90,000
OAK HARBOR	8-2-157(009)-1	2002	Design	SR 20 - SW Erie Street to S Beeksma Drive	2	156,485 156,485 506,485
PORT ANGELES	9-W-150(004)-1	1998	Design	Olympic Peninsula International Gateway	2	1,224,106 994,913 6,555,132
RENTON	8-1-017(069)-2	2002	Design	Duvall Avenue SR-900 to North C/L	1	3,095,640 2,411,640 3,874,800

Agency	Project Number	Funding Year	Current Phase	Project Name	Delay Stage	Total TIB Remaining Total
RIDGEFIELD	6-W-950(001)-1	1999	Design	Mill Street - N 1st St to Foot of Mill St	2	269,968 234,041 284,177
SEATTLE	9-P-101(018)-1	2001	Design	East Marginal Way Overpass - 300' South of S. Idaho to Spokane St	2	7,300,000 7,063,597 33,300,000
SNOQUALMIE	6-P-806(103)-1	2001	Design	Snoqualmie River Trail Overcrossing	1	47,055 38,252 450,000
SPRINGDALE	6-E-906(003)-1	2004	Design	W Shaffer/N Main Street Main to School St and Railroad Crossing to 4th	1	224,767 192,092 256,605
STANWOOD	P-P-823(P06)-1	2003	Design	267 th Street NW Pioneer Hwy to 900' east	1	100,000 100,000 299,250
TACOMA	8-1-128(085)-1	2002	Design	Narrows Dr/North 26th St - N 17th St to Orchard St	2	1,545,000 1,431,520 2,060,000
TUMWATER	8-5-196(015)-1	2001	Design	Littlerock Road - Trosper Road to 73rd Ave (South C/L)	2	2,254,114 2,497,359 3,815,200
UNION GAP	9-E-181(002)-1	2001	Design	Valley Mall Boulevard Extension - South 3rd Avenue to Washington Blvd	2	5,286,734 4,366,266 10,557,266
YAKIMA	8-4-039(021)-1	2001	Design	West Nob Hill Blvd – South 68 th Avenue to South 80 th Avenue	2	825,000 815,512 1,375,000
	8-4-180(019)-1	2002	Design	River Road North 16 th Ave to Fruitvale Blvd	2	1,568,000 1,409,159 1,960,000
	P-E-180(P01)-1	2004	Design	Lincoln Avenue 22nd Ave to 29th Ave	1	79,860 57,639 182,860



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 05/01/2006 to 06/30/2006

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
RTP Program							
7-5-188(006)-1	KELSO	Kelso Drive Slides B & C (Old SR 5)	Construction	CN	708,476	0	Director
SCAP Program						Total RTP Change	0
6-W-827(105)-1	COUPEVILLE	North Main Street	Audit	CC AD	133,628	0	Director
6-E-924(B03)-1	DAYTON	First Street/ Patit Creek Bridge	Audit	CC FV AD	14,443	14,443	Director
6-W-825(002)-1	FORKS	Calawah Way	Construction	CN	973,169	0	Director
6-E-871(106)-1	HARRINGTON	Linden Street	Construction	CN	24,165	-9,585	Director
6-E-891(103)-1	METALINE FALLS	North County Revitalization Project	Audit	CC FV AD	12,688	12,688	Director
6-E-891(N04)-1	METALINE FALLS	4th and 5th Newstreets Overlay	Contract Completion	BA CC	5,400	-139,600	Director
6-W-961(N02)-2	MORTON	Adams Street	Bid Award	BA	128,414	-35,136	Director
6-W-962(N04)-1	MOSSYROCK	Williams Street	Bid Award	BA	177,348	-47,384	Director
6-P-804(006)-1	NORTH BEND	Bendigo Boulevard (SR 202)	Design	DE	49,305	0	Director
6-W-959(B03)-1	OCEAN SHORES	Bass Avenue Bridge	Contract Completion	CC	36,537	-3,063	Director
6-P-813(007)-1	ORTING	Calistoga Street E	Bid Award	CN BA	513,707	125,000	Director
6-E-917(101)-1	ROSALIA	Whitman Street	Contract Completion	CC	32,810	-6,226	Director
6-E-875(004)-1	WILBUR	Pope Avenue	Bid Award	BA	544,643	69,643	Director
6-W-968(005)-1	WINLOCK	SE First Street	Bid Award	BA	442,786	4,994	Director
6-W-951(103)-1	YACOLT	W. Yacolt Road & N. Amboy Avenue	Design	DE	8,412	0	Director
6-E-947(005)-1	ZILLAHA	Second Avenue	Bid Award	BA	745,955	-4,795	Director
Total SCAP Change						-19,021	



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 05/01/2006 to 06/30/2006

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
SCPP Program							
2-P-819(001)-1	GOLD BAR	Overlay Project	Bid Award	BA	84,549	0	Director
2-W-961(001)-1	MORTON	Overlay Project	Bid Award	BA	49,056	-81,493	Director
2-E-845(001)-1	RITZVILLE	Seal Coat Project	Bid Award	BA	38,341	-39,086	Director
2-W-960(001)-1	WESTPORT	Seal Coat Project	Bid Award	BA	39,994	0	Director
Total SCPP Change						-120,579	
SP Program							
P-E-930(P03)-1	CLE ELUM	Stafford Avenue and Second Street (SR 903)	Bid Award	BA	280,493	41,293	Director
P-P-201(P02)-1	EDGEWOOD	114th Avenue E	Bid Award	BA	137,619	-5,769	Director
P-E-850(P05)-1	LEAVENWORTH	Birch Street	Contract Completion	CC	60,851	-7,953	Director
P-E-915(P02)-1	OAKESDALE	Pearl and Third	Audit	CC FV AD	114,188	6,896	Director
P-P-813(P06)-1	ORTING	Sidewalk Replacement	Bid Award	BA	47,000	0	Director
P-P-117(P01)-1	PACIFIC	3rd Avenue SW	Construction	DE CN	150,000	0	Director
P-P-207(P01)-1	SAMMAMISH	NE 8th St	Bid Award	BA	150,000	0	Director
P-P-824(P07)-1	SULTAN	1st St	Audit	FV AD	103,293	0	Director
Total SP Change						34,467	
UAP Program							
8-3-902(004)-2	COLVILLE	Railroad Street	Bid Award	BA	972,855	147,830	Director
8-4-183(001)-2	GRANDVIEW	Wine Country Rd (Construction Only)	Audit	CC FV AD	166,927	6,497	Director
8-4-183(002)-1	GRANDVIEW	Wine Country Road	Audit	CC FV AD	125,846	-4,108	Director
8-4-183(003)-1	GRANDVIEW	Grandridge Road	Audit	CC FV AD	121,618	-1,329	Director
8-5-197(022)-1	LACEY	Yelm Highway (ROW & Construction Only)	Audit	CC FV AD	1,834,083	-113,563	Director



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 05/01/2006 to 06/30/2006

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-1-118(001)-1	LAKE FOREST PARK	Bothell Way (SR 522)	Construction	CN	896,476	400,000	Board
8-5-195(014)-1	OLYMPIA	RW Johnson Boulevard/21st Avenue SW	Bid Award	CN BA	1,668,294	-69,015	Director
8-1-027(054)-1	PIERCE COUNTY	Canyon Rd E	Bid Award	BA	4,543,000	0	Director
8-1-027(057)-1	PIERCE COUNTY	Canyon Road East	Bid Award	BA	4,692,407	0	Director
8-1-027(060)-1	PIERCE COUNTY	South Prairie Rd E	Bid Award	BA	2,024,000	264,000	Director
8-1-027(064)-1	PIERCE COUNTY	176th Street East	Construction	CN	1,500,000	0	Director
8-4-171(016)-1	RICHLAND	Swift Boulevard	Contract Completion	CC	276,092	8,083	Director
8-1-207(001)-1	SAMMAMISH	Issaquah Pine Lake Rd	Audit	CC FV AD	815,600	0	Director
8-4-182(006)-1	SELAH	Crusher Canyon Road	Bid Award	CN BA	1,872,756	-97,544	Director
8-1-128(087)-1	TACOMA	East 48th St & Portland Ave	Construction	CN	2,480,000	0	Director
8-5-034(014)-1	THURSTON COUNTY	Dutarrow Road SE	Bid Award	BA	471,200	0	Director
8-5-184(035)-1	VANCOUVER	NW Fruit Valley Road	Audit	CC FV AD	4,020,373	0	Director

Total UAP Change 540,851

UCP Program

9-E-003(001)-3	BENTON COUNTY	I-82 To SR 397 Intertie	Withdrawn	WD	0	0	Director
9-E-003(003)-1	BENTON COUNTY	Piert Road Extension	Withdrawn	WD	71,100	0	Director
9-P-114(003)-1	BOTHELL	39th Avenue Southeast Extension	Withdrawn	WD	330,000	-2,192,400	Director
9-W-152(001)-5	BREMERTON	SR 3 / SR 304, Stage 5	Contract Completion	CC	244,955	0	Director
9-E-009(002)-1	DOUGLAS COUNTY	Badger Mountain Road	Bid Award	BA	1,900,000	0	Director
9-P-138(001)-8	EVERETT	112th Street	Construction	CN	4,515,125	0	Director
9-P-106(008)-1	KENT	South 228th St	Bid Award	BA	1,589,896	0	Director
9-P-113(005)-6	KING COUNTY	Pacific Highway South Park and Ride	Contract Completion	CC	1,327,779	0	Director
9-W-159(101)-1	MOUNT VERNON	Riverside Bridge	Contract Completion	CC	383,479	0	Director



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 05/01/2006 to 06/30/2006

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
9-P-031(005)-3	SNOHOMISH COUNTY	Meridian St, Lundeen Pkwy	Contract Completion	CC	1,991,000	0	Director
9-E-165(011)-1	SPOKANE	Crestline Street (Design and R/W Only)	Bid Award	BA	467,684	0	Director
9-E-032(017)-2	SPOKANE COUNTY	Hayford Road	Bid Award	CN BA	1,148,147	0	Director
9-E-032(015)-1	SPOKANE VALLEY	Valley Couplet Project 2	Withdrawn	WD	40,000	-4,170,200	Director
9-W-184(005)-1	VANCOUVER	SE 192nd Avenue	Contract Completion	CC	1,954,392	0	Director
9-W-184(011)-1	VANCOUVER	NE 138th Avenue	Bid Award	BA	2,700,000	0	Director
9-E-036(002)-1	WALLA WALLA COUNTY	Myra Road	Withdrawn	WD	0	0	Director
9-E-176(004)-1	WALLA WALLA COUNTY	Myra Road Extension Stage 1	Withdrawn	WD	0	0	Director

Total UCP Change -6,362,600

Total Change -5,926,882

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

Scope Change Request Staff Review Urban Arterial Program (UAP)

Board Meeting Date: July 28, 2006

REGION	Southeast	FUNDING YEAR	FY 2001
LEAD AGENCY	City of Yakima	PROPOSED BID AWARD	Aug 2006
PROJECT NUMBER	8-4-039(021)-1	PROJECT LENGTH	0.50 miles
PROJECT NAME	West Nob Hill Blvd	AADT	9,077
	South 72 nd Avenue to South 80th Avenue	FUNCT CLASS	Minor
CURRENT PHASE	Design Phase approved on November 14, 2002	VE STUDY	Not Required

Phase	TIB Funds	Local Funds	Total Cost
DESIGN	Funds approved for Design 32,000	8,000	40,000
	Funds approved for Right of Way 40,000	10,000	50,000
CONSTRUCTION	Funds estimated for Construction <u>753,000</u>	<u>215,590</u>	<u>968,590</u>
	TOTAL	825,000	233,590
			1,058,590
NONELIGIBLE COST	0	TIB REIMBURSEMENT RATIO	77.9%

LOCAL MATCH	YAKIMA \$233,590		
EXISTING FACILITIES	The existing road consists of two 10-foot lanes with gravel shoulders from 1 to 6 ft. and roadside ditches. There are a few areas where developers have built sidewalks and there are no bicycle facilities.		
PROJECT BENEFITS	<ul style="list-style-type: none"> • Reduces congestion • Improves safety • Accommodates growing 		
DISCUSSION	The city requests a scope change to reduce the east project limits from South 68 th Avenue to South 72 nd Avenue. This change results in no change in UAP Funds as shown in the table below.		
	Phase	TIB Funds	Local Funds
	Project Selection	825,000 60.0%	550,000 40.0%
	Scope Change	<u>825,000 77.9%</u>	<u>233,590 22.1%</u>
	Change	0	-316,410
		0.0% No Change	57.5% Decrease
			23.0% Decrease
PROJECT RATING	Original Scope Rating	69	Revised Scope Rating 65
			Revised Scope Rating within Priority Array Funding Level Yes
PROPOSED WORK	The roadway will be widened to provide 14-foot travel lanes with shared bicycle lanes, an 11-foot center left turn lane, curb, gutter, sidewalk, street lighting, and storm drainage improvements.		

PROJECT HISTORY Yakima County originally applied for the project and it was transferred to the city when this area was annexed. This project has been delayed by the environmental permitting issues of the major private developer who is providing match to construct the frontage improvements between South 68th Avenue and South 72nd Avenue. Currently the developer is working with the city to secure the required permits. Once the permits are obtained, the developer will donate right-of-way and pay traffic impact fees to construct that portion of the project.

DISCUSSION This project was reported to the Board in July 2005 as a delayed project. The city committed to having this project under contract by August 2006. Due to the delays in the private developer permit process, the entire project could not be constructed in August 2006. The scope change separates the project into a TIB segment that can proceed independently and a developer segment that will be constructed later without TIB funds. In order to construct a portion of the project, the city is requesting a scope change to move the east termini from South 68th Avenue to South 72nd Avenue.

The city has committed to completing the section of project from South 68th Avenue to South 72nd Avenue using city and developer funds. It is estimated that the developer will have the required permits by 2008 and the city has allocated local funds to complete this section of the project Summer 2008.

STAFF RECOMMENDATION Staff recommends approval of the scope change as presented.

BOARD ACTION Motion to approve a scope change to move the east termini from South 68th Avenue to South 72nd Avenue.

Bid Award Staff Review
Urban Corridor Program (UCP)
Board Meeting Date: July 28, 2006

REGION	West	FUNDING YEAR	FY 2006
LEAD AGENCY	City of Poulsbo	PROJECT LENGTH	1.80 miles
PROJECT NUMBER	9-W-158(002)-1	FUNCT CLASS	Principal
PROJECT NAME	SR 305 Bond Road NE to NE Hostmark Street	AADT	25,000
		VE STUDY	Complete
		BID AWARD TARGET	Jun 2006

Phase		TIB Funds	Total Cost
DESIGN	Funds approved for Design	0	4,399,594
	Funds approved for Right of Way	0	4,414,000
CONSTRUCTION	Funds to be approved for Construction	<u>4,272,000</u>	<u>17,330,736</u>
	TOTALS	4,272,000	26,144,330
NONELIGIBLE COST	\$2,387,991	TIB REIMBURSEMENT RATIO	18.0%

LOCAL MATCH POULSBO \$351,046; WSDOT \$8,797,486; Private Olhava Development \$5,603,798; Federal Funding \$11,064,424 for a total of \$21,872,300

EXISTING FACILITIES The existing two-lane SR-305 corridor through Poulsbo is very congested and operates at "Level of Service F" during the peak hour. In addition, there is little access control and no pedestrian facilities.

- PROJECT BENEFITS**
- Improves mobility for high occupancy vehicles and non-motorized users
 - Increases capacity of a congested corridor
 - Improves safety

PROPOSED WORK The project widens the roadway to add peak hour HOV lanes, turning lanes at intersections, bike lanes, curb, gutter, sidewalks, and improved access to transit facilities. In addition, improvements will be made to illumination, signalization, and storm drainage and water quality.

DISCUSSION The city requests \$1,000,000 increase in UCP Funds as shown below.

Phase	TIB Funds	Total Cost
Project Selection	3,272,000	17,062,000
Design	3,272,000 0.0%	17,062,000 0.0%
Bid Award	<u>4,272,000</u> 30.6%	<u>26,144,330</u> 53.2%
Change	1,000,000	9,082,330
	30.6% No Change	53.2% Increase

When bids opened on the SR-305 project, the low bid was \$4.78 million above the engineer's estimate. WSDOT exhausted their funding options in securing an additional \$3.78 million for the project. Due to fish window requirements, it was critical to inform the Board of the \$1,000,000 increase request to avoid a project delay until next construction season. The Board was polled on June 14, 2006 regarding the increase on this

project. A majority of the Board indicated support for the increase.
This project will be constructed over the next two construction seasons,
with completion slated in fall 2007.

**STAFF
RECOMMENDATION**

Staff recommends approval of \$1,000,000 increase UCP funds for the project.

BOARD MOTION

Motion to approve a \$1,000,000 increase bringing the total to \$4,272,000 in UCP funds for the SR-305 project.

**Construction Phase Staff Review
Urban Arterial Program (UAP)
Board Meeting Date: July 28, 2006**

REGION	Southwest	FUNDING YEAR	FY 2004
LEAD AGENCY	City of Shelton	PROJECT LENGTH	0.90 miles
PROJECT NUMBER	8-5-194(009)-1	FUNCT CLASS	Collector
PROJECT NAME	Northcliff Road North 13th to Moore Hill	AADT	8,000
		VE STUDY	Waived
		BID AWARD TARGET	Sep 2006

Phase		TIB Funds	Total Cost
DESIGN	Funds approved for Design	25,000	185,185
	Funds approved for Right of Way	6,750	50,000
CONSTRUCTION	Funds to be approved for Construction	<u>1,418,809</u>	<u>1,580,374</u>
	TOTALS	1,450,559	1,815,559
NONELIGIBLE COST	\$38,392	TIB REIMBURSEMENT RATIO	81.6%

LOCAL MATCH SHELTON \$125,000; WSDOT \$0; Federal Funding \$240,000 for a total of \$365,000

EXISTING FACILITIES The existing roadway has two travel lanes with narrow gravel shoulders. There are no sidewalks and runoff is collected in roadside ditches.

- PROJECT BENEFITS**
- Improves linkage between North Shelton and Downtown
 - Reduces congestion
 - Improves safety
 - Encourages pedestrian usage

PROPOSED WORK This project constructs two 12-foot travel lanes with left turn channelization at the major intersections, a 7-foot sidewalk on both sides of the roadway, and a storm water collection and treatment system. An illumination system will be included in the bid as an additive alternate (about \$105,000) if TIB and local funds are available.

DISCUSSION The city requests an increase of \$731,791 in UAP Funds as shown below.

Phase	TIB Funds	Total Cost
Project Selection	1,450,559	1,815,559
Design	1,450,559 0.0%	1,815,559 0.0%
Construction	<u>2,182,350</u> 50.4%	<u>2,731,350</u> 50.4%
Change	731,791	915,791
	50.4% increase	50.4% increase

- There are three major reasons that the costs have increased:
1. Additional retaining walls have been added to reduce right-of-way costs and reduce impacts on access for property owners (\$230,000).

- 2. Additional storm drainage facilities were required to meet current standards (\$500,000).
- 3. Inflation in construction material costs since application in August 2003 (\$186,000).

The additional \$184,000 to cover increased local match will come from Shelton's very limited street funds.

**STAFF
RECOMMENDATION**

Staff recommends approval of an increase of \$731,791 in UAP funds for the project.

BOARD ACTION

- Motion to approve an increase of \$731,791 in UAP funds for this project, bringing the total in TIB funds to \$2,182,350.



TIB 2007 Proposed Meeting Schedule

July 28, 2006

OPTION 1: (6 Meetings)

DATE	CITY
January 25-26	Olympia – Lacey
March 22-23	Yakima – Ellensburg
May 17-18*	Port Angeles – Oak Harbor
July 26-27	Pullman – Clarkston – Walla Walla
September 20-21**	Leavenworth – Chelan – Wenatchee
November 29-30***	Tacoma – DuPont

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

**Meeting date moved to THIRD Thursday & Friday of month due to scheduling conflict with WSAC.

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

OPTION 2: (5 Meetings)

DATE	CITY
January 25-26	Olympia – Lacey
March 22-23	Yakima – Ellensburg
May 31-June 1*	Pullman – Clarkston – Walla Walla
September 20-21**	Port Angeles – Oak Harbor
November 29-30***	Tacoma – DuPont

*Meeting date moved to LAST Thursday in May and FIRST Friday in June due to Memorial Day weekend.

**Meeting date moved to THIRD Thursday & Friday of month due to scheduling conflict with WSAC.

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