



Transportation Improvement Board
March 23-24, 2006 – Bellingham, Washington
Location: Lakeway Inn & Convention Center
714 Lakeway Drive
Bellingham, WA 98229
(360) 671-1011

March 23, 2006
WORK SESSION AGENDA

WORK SESSION	Page
<i>Emergent Nature Request</i>	
2:00 PM A. Grant County: Road N – NE	Steve Gorcester 30
<i>Scope Change and/or Increase Request</i>	
2:30 PM B. Spokane County: Hayford Road	Steve Gorcester 35
3:15 PM C. City of Ferndale: Malloy Street	Greg Armstrong 38
3:50 PM D. City of Buckley: Main Street & Ryan Road	Greg Armstrong 43
4:25 PM E. City of Pacific: Ellingson Road	Greg Armstrong 47
4:50 PM F. Town of Pe Ell	Steve Gorcester 53-A
<i>Program Issues and General Matters</i>	
5:00 PM G. Proposed Criteria Changes for FY 2008	Greg Armstrong 53
5:15 PM H. Board Term Update	Steve Gorcester 1
5:30 PM Tour & Presentation of Waterfront Project – Reception at Port of Bellingham (transportation provided)	



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March 24, 2006 – 9:00 AM
BOARD AGENDA

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	B. Spokane County: Hayford Road	Steve Gorcester 35
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	<i>Program Issues and General Matters</i>	
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Transportation Improvement Board Member Eligibility: Term Limits and Reappointments

BACKGROUND

RCW 47.26.121 mandates the term limits for the Transportation Improvement Board members. Appointees are nominated by WSAC for county members, AWC for city members, WSTA for transit members, and WPPA for port members. Private sector, non-motorized transportation, and special needs members are sought through classified ads in selected newspapers throughout the state. All members, with the exception of the Governor appointed representative, are appointed by the Secretary of Transportation.

Terms of all appointed members expires on June 30th of even-numbered years. Appointments typically consist of a four-year term; however, the initial term of an appointment may be for less than four years. For example, if a member could only serve two years, another appointment is made to complete the four-year term. No appointed member may serve more than two consecutive four-year terms.

STATUS

The following board members are term limited and no longer eligible to sit on the Board:

- John Akers (appointed 7/1/98)
- Arnie Tomac (appointed 7/1/98)
- Dave O'Connell (appointed 7/1/95)

The following board members are eligible for reappointment:

- Dick McKinley (appointed 2/15/02)
- Jeanne Burbidge (appointed 2/11/04)
- Dave Nelson (appointed 6/5/00)
- Calvin Goings (appointed 3/23/05)
- Greg Partch (appointed 6/24/05)
- Harold Taniguchi (appointed 11/7/05)
- Robin Rettew (appointed 6/24/05)
- George Cress (appointed 6/7/01)
- Kathleen Davis (appointed 7/1/02)

ACTION

No action by the Board is required. Letters will be sent out in April to the appropriate associations asking for reappointment of eligible members. Ads will be placed in newspapers in April announcing the vacancy of the non-motorized transportation and special needs transportation members.

Transportation Improvement Board
January 27, 2006
Lacey Community Center
Lacey, Washington

MINUTES

TIB BOARD MEMBERS PRESENT

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

Mr. Dave Nelson
Mr. Dave O'Connell
Commissioner Greg Partch
Ms. Robin Rettew
Mr. David Stalheim
Ms. Heidi Stamm
Mr. Harold Taniguchi
Mr. Steve Thomsen
Mr. Arnold Tomac

TIB STAFF

Steve Gorcester
Greg Armstrong
Theresa Anderson
Eileen Bushman/recorder

TIB BOARD MEMBERS NOT PRESENT

Ms. Kathleen Davis
Mr. Jay Weber

CALL TO ORDER

Chair Bowman called the meeting to order at 9:00 AM. He introduced the new TIB member, Mr. Taniguchi from King County Department of Transportation Metro Transit.

GENERAL MATTERS

A. Approval of November 18, 2005 Minutes

MOTION: It was moved by Mr. Tomac with a second from Councilmember Ganley to approve the minutes of the November 18, 2005 Board meeting as printed. Motion carried unanimously.

- B. Communications** – Steve Gorcester referred the Board to the newspaper articles and letters in the board packet. He specifically noted the letter from the City of Duvall recognizing Greg Armstrong and Theresa Anderson for their help and support.

NON-ACTION ITEMS

A. Chair's Report to the Board

Chair Bowman encouraged board members to attend the Good Roads legislative breakfast on February 1 in Olympia as it is a good opportunity to meet with legislators.

Chair Bowman provided a brief update on the communication and process concerns with BNSF Railroad. A representative from BNSF told Commissioner Bowman that what the railroad would like to see is a "boiler plate" agreement with each transportation agency. Ms. Hammond reported that the Governor agrees with recommendations to start executive level meetings to resolve these issues. Ms. Hammond has already attended one such meeting, and will keep the Board apprised of any progress or recommendations.

B. Executive Director's Report

Steve Gorcester reported on:

- The activities and project events that he has been involved with between December 2005 through January 2006, specifically noting two recent presentations – the TIB GMAP Dashboard for the Governor's Deputy Chief of Staff and briefing Senator Patty Murray's transportation staff on TIB business. The latter resulted in a request from Senator Murray's office to resubmit two small city projects, Ione and South Bend, for federal earmarking. He provided a handout listing all activities.

- Price uncertainty, scarcity of materials, and a labor shortage all add to higher bids and increase requests. *(It was suggested by Mr. Thomsen to invite an expert in the field of labor shortages or inflationary construction costs to speak to the Board at a future meeting.)* TIB is at a limited capacity for increases, yet there is significant need for increases on several projects, specifically D Street in Tacoma, Malloy Street in Ferndale, and two emergent nature projects in Elma and Moses Lake. In addition, gas prices have spiked, which will more than likely result in a negative revenue forecast.
- TIB remaining funds, which denote closing out the last of the 1990s projects. In July 2001, there was still an \$80 million obligation to the 1990s fund series projects. This obligation has been reduced to about \$7 million. The \$150 million obligated to the 2001 fund series projects has been reduced by 60% to about \$60 million.
- The slow progress on the Ridgefield Mill Street project. Meetings have been somewhat productive, but the delay in this project has come from the BNSF Railroad. TIB staff will keep the Board apprised of this project.
- A WSDOT partnership resulted in a 40% price reduction on four chip seal projects along SR 27. Due to the immediacy of contracting with WSDOT, executive authority was used to approve chip seal on the following four cities: Oakesdale, Tekoa, Fairfield, and Rockford.
- Recent TIB projects events:
 - City of Arlington – Smokey Point Interchange (ribbon cutting)
 - City of Duvall – Big Rock Road (ribbon cutting)

C. **Financial Report**

Theresa Anderson reported that the UATA fund has an account balance of \$8 million and the TIA fund is at \$3.2 million. Payment plans have been established to pay urban projects within 60 days and small city projects within 30 days. The TIA has \$58 million appropriation remaining in the biennium and the UATA has \$82 million remaining.

D. **Project Activity Report**

Greg Armstrong reported on the activities from November through December, 2005. There were 43 project actions, of which 13 were contract completion actions. Project activities for this reporting period resulted in a net increase of \$48,403 in TIB commitments.

ACTION ITEMS

A. **Emergent Nature Request**

City of Elma: Harding Road – The City of Elma is requesting \$100,000 in TIB funds to construct a retaining wall to prevent road closure, possible loss of the water line, and damage to private property on Harding Road. An original slide occurred in 2002 and is now within two feet of the edge of the pavement. The city's annual road budget is \$123,000 and using \$100,000 for this repair would be a hardship on the city.

MOTION: It was moved by Mr. McKinley with a second from Vice Chair Burbidge to approve \$100,000 in SCAP funds through the emergent nature process for the construction phase of the project. Motion carried unanimously.

B. **Sidewalk Deviation Request**

Spokane County: Hayford Road – Spokane County is requesting a sidewalk deviation to omit sidewalk on the east side of Hayford Road from the northern limit of development activity to the end of the project, approximately 4,950 feet. A VE study was completed and the VE team recommended the county request a deviation due to the low demand for a pedestrian facility on the east side of Hayford Road. If zoning changes and housing were constructed, the developer would be responsible for sidewalk and curb. Several questions were brought up including the urban boundary of the project itself, the necessity of a sidewalk deviation south of Sprague and Hayford, and why the nearby casino and racetrack were not paying for this

project. After lengthy discussion on these questions, the Board agreed that more research on this project was needed before action could be taken on the sidewalk deviation request.

MOTION: It was moved by Mr. McKinley with a second from Councilmember Ganley to withhold signature approval on construction. Motion carried unanimously.

- C. **FY 2007 Small City Pavement Preservation Project Selection** – The FY 2007 Small City Pavement Preservation projects were presented to the Board for adoption. Thirty-one funded projects and 9 “provisional” projects totaling \$1.98 million were recommended. The funding for the 31 projects was inflated by 180% to allow for any unexpected costs. Additionally, it is anticipated that the agency receiving the funds will not need the full amount granted, which will then allow the nine provisional projects to receive funding.

MOTION: It was moved by Councilmember Goings with a second from Mr. McKinley to authorize the funding of the 31 recommended FY 2007 SPPP projects, and to authorize the Executive Director to fund any or all of the nine provisional projects if funds become available during the biennium. Motion carried unanimously.

FUTURE MEETINGS

The next meeting is scheduled for March 23-24, 2006 in Bellingham. Meeting notices will be sent out on March 3, 2006.

ADJOURNMENT

The meeting adjourned at 11:14 AM.

Published on Friday, January 20, 2006

 [Printable Version](#)

Rumor isn't true — River Road improvement in the works

By SARA MURPHY

YAKIMA HERALD-REPUBLIC

The River Road rumor just isn't true.

In case you hadn't heard: More than 300 people have signed petitions after hearing the city was delaying planned improvements to River Road because of a lack of support from residents and business owners.

But City Engineer Kay Adams said the project is right on track: He got the official go-ahead on his plans in December and can't start spending state funds until July. Adams said the \$4.3 million project is still at the top of the city's to-do list — and now it's up to the property owners to help clear the way for construction of the new street and intersection.

River Road is an unimproved two-lane road at the north end of Yakima that runs from Sixth Avenue to Fruitvale Boulevard. Adjacent properties include an unusual mix: an orchard, light industry and two lakeside gated communities.

The city's improvement project will widen River Road to three lanes — one each way with a center turn lane — and add sidewalks, gutters and street lights. Plans also call for a traffic signal at the intersection of River Road and 16th Avenue, which residents complain can get pretty stacked up when trucks turn left from River Road to get on U.S. Highway 12.

At the City Council's regular meeting earlier this week, a crowd of neighbors growled "no" when Councilman Micah Cawley asked if they were satisfied with Adams' plan to put in utility lines this year and build the new road in 2007. In response to the residents' frustration, Adams said he plans to propose to City Manager Dick Zais and the City Council that they bump forward rebuilding the intersection to this year.

"They're real nice people down there, but they're starting to get impatient and I understand that," Adams said. "I'm a little bit that way, too."

Otherwise, the city is ready to start the "right-of-way acquisition" phase of the project. Some neighbors question why the city hasn't already condemned the property, but Adams said he couldn't legally purchase land until the road plan was approved by state transportation officials in December.

One property owner who said he is losing patience is Tony Adeline, a resident of the gated community of Aspen Village. On behalf of the Aspen Village Homeowners Association, Adeline delivered to the City Council a stack of petitions signed by 308 people who want the project to push forward.

"If you watch some of these large construction outfits, they lay that much blacktop in one day and quit early," Adeline said. "The timeline seems excessive to us."

The city is mailing letters this week notifying property owners of its plans to condemn roadside land needed to make the road improvements. Adams said the letters should have been sent in December, but got lost in the shuffle because of the holidays and a staff member's broken arm.

"I heard everything in the book. They're going out this week," Adams said.



KRIS HOLLAND/Yakima Herald-Republic

Vehicles wait to turn onto 16th Avenue from River Road on Wednesday. Nearby residents have petitioned the city for a stop light at the intersection to help the high traffic volume.

He said property owners hoping to expedite the process have two options: They can receive a tax write-off for donating land to the city or negotiate with his office to receive "fair market value" for their property. The city will use eminent-domain authority to condemn land from owners who turn down the city's purchase offer, but condemnation procedures add both time and expense, Adams said.

"One of the things that's going to bite us is that there are over 70 properties (the city needs to acquire land from)," Adams said. "It only takes one to really foul things up."

** Sara Murphy can be reached at 577-7693 or smurphy@yakimaherald.com.*

Port Angeles council approves bond for Gateway transit center property

2006-01-24
by BRIAN GAWLEY

PORT ANGELES -- The city will use a \$1.2 million bond to buy property for the Port Angeles International Gateway Transportation Center.

The City Council approved the first reading of a bond ordinance at a special meeting Monday night.

The bond resolution will become official following a second reading by council members at their Feb. 7 meeting.

The bond, which has a 6.5 percent interest rate, will have twice a year payments of between \$42,000 and \$46,000 for 15 years.

City Finance Director Yvonne Ziomkowski said the bond also includes a \$1 million balloon payment in 2021.

The city will transfer \$500,000 from its capital improvement program, \$150,000 from its property management fund and \$100,000 from a contingency fund into a separate fund to prepare for that payment, she said.

It's only \$750,000, so the city will designate other property sale proceeds, parking revenue and interest for the fund also, Ziomkowski said.

In December, the city offered \$1.2 million to Richard M. and Frances J. Niichel for their property at 111 E. Front St., which is the Budget parking lot to the west of the proposed Gateway Center site at the northwest corner of Front and Lincoln streets.

The City Council held a public hearing later last month to approve buying the property, which will be used for public parking garage as part of the Gateway Center project.

The city usually buys property outright but since the property was slated for public parking garage, a public hearing was required.

No public offering
Bloor said this bond issue is a little different from previous ones because it won't be a public offering.

It will become an obligation of the city, backed up by the city's full faith and credit, Bloor said.

So it counts against the city's bonded indebtedness, reducing its availability for other projects, he said.

City Councilman Jack Pittis said this was a financing method that precluded raising taxes.

City Manager Mark Madsen said city staff concluded that buying the Niichel property would simplify legal issues surrounding condemnation of other property for the Gateway Center project.

The bond is a way of allowing Niichel to get his money for the property without the city having to get all the money up front, he said.

Earlier action

The City council previously passed an ordinance declaring the Gateway Center project a public use and necessity, Madsen said.

The Gateway Center is a \$10.2 million project slated for an area roughly bounded by Front Street and Railroad Avenue at Lincoln Street.

The project has four components -- a two-level parking garage to the west, bus transit lane, visitor center to be operated by the Port Angeles Chamber of Commerce and a town plaza.

The Gateway Center project, which is a partnership of the city and Clallam Transit, will be funded by federal, state and local sources.

Reporter Brian Gawley can be reached at 360-417-3532 or brian.gawley@peninsuladailynews.com.



The Columbian

Fruit Valley And Northwest Neighborhoods - The road to Uncertainty

Wednesday, February 1, 2006

By **ERIK ROBINSON**, Columbian staff writer

A major new west Vancouver roadway would connect the Port of Vancouver on the south to a route that could land anywhere between 39th and 78th streets on the north, stirring consternation from congestion-wary westside neighbors.

The 26th Avenue extension would provide a link to the port's proposed Columbia Gateway development.

"It's not just a simple project," said Dave Howard, an activist with the Lincoln Neighborhood Association. "It's possibly the future of the western part of the city. I'm not saying the port shouldn't develop anything, I just want to understand how we're going to assess all this."

That assessment is starting with an environmental impact statement, which the port has wrapped into a much larger study involving its Gateway development.

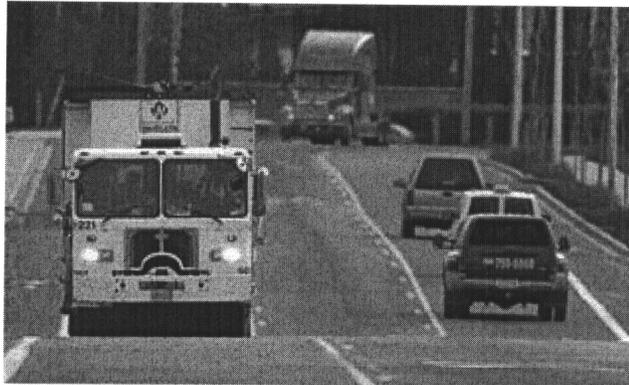
Gateway is expected to double the size of the port in one fell swoop. Port officials envision a 517-acre mix of industrial sites, bulk-hauling facilities and auto-handling yards directly employing 2,173 people -- plus another 2,800 indirect service jobs spread throughout the Portland-Vancouver area. Although naturalist-industrialist Paul King has threatened to scuttle the development with a lawsuit, port officials say they have prospective tenants ready to move in by 2010.

All of that traffic will have to go somewhere, and that's where the 26th Avenue extension comes in.

A new traffic link

The extension has long been a part of the city of Vancouver's transportation plans, and recent improvements on Fruit Valley Road included a wide barricade near Whitney Road perfect for receiving a future thoroughfare from the south.

Thayer Rorabaugh, the city's manager of transportation services, said the road will pull heavy traffic away from residents and school children walking along Fruit Valley



As trucks roll along Fruit Valley Road, Vancouver and port officials are considering a road parallel to Fruit Valley. The 26th Avenue extension would accommodate a major industrial expansion at the port while pulling trucks away from pedestrians and schoolchildren walking along Fruit Valley Road, officials say. Neighbors are worried about funneling more traffic into west Vancouver or Hazel Dell. (Troy Wayrynen/The Columbian)

Road as well as serving new industrial development expected in former agricultural lands southeast of Vancouver Lake.

Rorabaugh insisted that the city has proposed the extension for years, emphasizing the need to improve circulation and access to developing land in Fruit Valley.

"It's Columbia Gateway and the traffic that's triggering the need for the roadway," said Todd Coleman, the port's deputy director.

Coleman said he expects the Gateway development will generate an additional 132,000 vehicle trips to and from the port each year, a substantial increase above the current number of 200,000 vehicle trips. Port officials expect many of those vehicles will continue to use primary access points at Mill Plain and Fourth Plain boulevards a recent traffic survey indicated 73 percent use Mill Plain and 20 percent travel on Fourth Plain but they acknowledge a new wide thoroughfare will lure plenty of vehicles north.

"This is very important to this county and this region," port spokeswoman Maureen Chan-Hefflin said. "In order to support this project, infrastructure has to be in place."

However, county officials and neighborhood activists are wary of the road extension, and some complain that officials are muting negative public reaction by wrapping it into the much larger environmental analysis of Gateway and new railroad realignments. Howard, who lives in west Vancouver's Lincoln neighborhood, said he's concerned by the vague particulars of the road extension so far.

"What is it exactly we're talking about?" Howard said.

City and port officials have no cost estimate for the new road. Although the city has the right-of-way to build the extension west of Fruit Valley Road, officials said they haven't decided on its northern junction with Fruit Valley Road. They are considering three possibilities: One just north of a planned overpass across the BNSF Railway yard at 39th Street; another on Fruit Valley's existing railroad overpass near Whitney Road; or a third on an entirely new railroad overpass just south of the existing Fruit Valley overpass near 78th Street.

Worried about trucks

The county widened 78th from two to four lanes in 2001, but neighborhood activists there want nothing to do with truck traffic emanating from the port.

"It would not only be devastating to the residents of west Hazel Dell, but to the businesses along 78th Street," said Ila Stanek, president of the West Hazel Dell Neighborhood Association.

Tom Knappenberger, a west Vancouver resident and past president of the Northwest Neighborhood Association, noted that the \$35 million Mill Plain extension project in 2000 providing a new overpass across the railroad yard was touted as a direct link between the port and Interstate 5.

"Why is this needed if we expanded Mill Plain?" he said.

County officials wonder the same thing.

Commissioner Marc Boldt said all three elected county commissioners oppose any inkling by the port to encourage additional truck traffic to link up to 78th Street, even though the county built the street to be a major arterial. Boldt, a Republican, said he and fellow commissioners Betty Sue Morris and Steve Stuart, both Democrats, believe neighbors living along 78th Street inevitably would be affected by noisy exhaust brakes and congestion from heavy trucks if 26th Street is pushed north to Lake Shore Drive.

Boldt said county officials don't object to increased car traffic on 78th, but they believe trucks bound for I-5 should be specifically routed to existing truck routes in the city of Vancouver.

"We're firm on Mill Plain or Fourth Plain," he said, "specifically Mill Plain, though. That's why we built it."

However, Rorabaugh said the Mill Plain extension was never intended to forever absorb all traffic into and out of the Port of Vancouver; it was merely intended to provide a supplemental point of access. County officials can hardly expect 78th to be off-limits to northbound trucks connecting to Interstate 5, he said.

"Why did the county build it do that standard if they didn't believe it would have some commercial travel on it?" he said.

Residential, commercial and industrial growth on the west side of Vancouver will require better vehicular access, Rorabaugh said, and the 26th Avenue extension will accommodate future land use. He said the point of the environmental impact statement is to examine all the possibilities and assess the impacts, warning people not to jump to conclusions.

"That's what the study's all about," he said.

Did you know?

Future motorists, driving on the city of Vancouver's new Northwest 26th Avenue road extension, may ask themselves: What happened to Northwest 25th, 24th, or 23rd avenues?

Other north-south roadways in the west end of Vancouver are delineated with names, not numbers. It's only as you move east within the city limits -- the newer areas of the city -- that the numbered avenue scheme comes into play. Fruit Valley is part of older Vancouver and, like downtown, does not have numbered avenues. As for Northwest 25th, 24th, etc., they do not exist because streets on those alignments were never built. In effect, the new 26th Avenue extension in Fruit Valley will be a southern extension of the existing 26th Avenue in Lake Shore, about three miles north.

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Contractor hired to survey Nob Hill
YAKIMA HERALD-REPUBLIC

The Yakima City Council on Tuesday approved a \$50,221 contract with an engineering consultant to survey and prepare environmental review documents for the widening and reconstruction of West Nob Hill Boulevard between 52nd and 80th avenues.

The contract was approved 5-0 without discussion as part of the council's consent agenda. Councilmen Norm Johnson and Bill Lover were absent.

Between 52nd and 80th Avenues, West Nob Hill Boulevard is an unimproved two-lane road that passes through Congdon Orchards. City Engineer Kay Adams said the reconstruction project would widen the boulevard between 52nd and 72nd avenues to five lanes, as it is east of 52nd Avenue. Between 72nd and 80th avenues, Nob Hill would be widened to three lanes.

In the works for about a decade, the project was initiated by Yakima County before being taken over by the city, Adams said. The project should allow Nob Hill Boulevard to better handle future development, such as the controversial westside Wal-Mart store.

With a lengthy list of conditions, the city's hearing examiner last month approved a land use application to build a Wal-Mart Superstore at the southwest corner of West Nob Hill Boulevard and 64th Avenue. The deadline to appeal the decision to the City Council is today; no appeals had been filed by Tuesday afternoon.

The consulting contract approved Tuesday hires Huibregtse, Louman and Associates, a Yakima engineering firm, to collect topographic survey information. Subcontractor Widener and Associates will prepare environmental review documents. The work is expected to take 60 to 90 days.

The Seattle Times

seattletimes.com

Friday, February 10, 2006 - 12:00 AM

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Woodinville intersection to be redone — in a roundabout way

By Peyton Whitely

Seattle Times eastside bureau

After years of planning, an unusual Woodinville roundabout project appears to be on track for completion next year at an intersection that's bedeviled officials since before Woodinville was a city.

The City Council approved a key agreement Monday, and construction could start as early as spring.

The project involves installing three of the traffic-slowing devices at what's known as the Hollywood intersection, for the 1912 Hollywood Schoolhouse there, at Northeast 145th Street and the Woodinville-Redmond Road.

It's an odd place, in terms of roads, with streets coming together at skewed angles and none of the traffic lanes lining up like a normal intersection.

"It's about the closest we've ever been to getting this constructed," said Mick Monken, city public-works director.

Ideas for how to fix the intersection date to the 1970s, when the area was part of King County. The last work by the county and the state Department of Transportation was done in the 1980s.

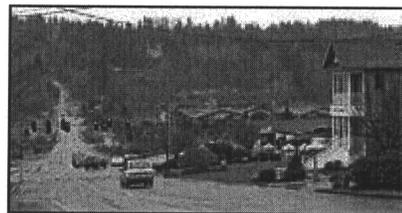
When Woodinville incorporated in 1993, the intersection became a city problem. By 1997, Woodinville was working on possible solutions, but no money was available.

Traditional fixes, such as adding lanes or fiddling with traffic lights, didn't seem to work.

"It's just a poor layout," Monken said.

In 1999, the idea of a roundabout came up. By then, several of the traffic-slowing devices had been installed in the Seattle area. The first roundabouts appeared on the Eastside in the late 1990s and are now in several cities, including Kirkland, Sammamish and Monroe.

After decades of use in Europe, roundabouts began popping up in the United States in the 1990s, with



JIM BATES / THE SEATTLE TIMES

Woodinville is working on a roundabout project for the Hollywood intersection of Northeast 145th Street and Woodinville-Redmond Road. In all, three roundabouts would be installed to ease the traffic problem.

about 110 installed nationwide by 2000, according to the Insurance Institute for Highway Safety.

The concept behind them is fairly straightforward, Monken said. Instead of having long lines of cars come to complete stops at intersections, roundabouts provide a way for vehicles to keep moving, speeding traffic flows.

The Hollywood intersection is particularly troublesome, he added, since drivers are generally moving at the 45-mph speed limit — or faster — when they suddenly have to stop for a traffic light. A roundabout offered a solution but also presented difficulties.

"The problem was that the Washington State Department of Transportation wanted a large roundabout that took too much property from the adjacent property owners," noted Monken in a report to the City Council.

In August 2004, the city hired consultant and roundabout expert David Evans & Associates.

That fall, plans were announced for a \$52 million commercial project, to be called Woodinville Village, near the intersection. The development is planned as a mixed-use project, including businesses, condominiums and wineries in a designated tourist-destination area on Woodinville's south edge.

By December 2004, concepts calling for a reduced main roundabout and two smaller approach roundabouts had been developed, and the City Council directed Evans & Associates to prepare a design. At the same time, the Woodinville Village developer, MJR Development, agreed to a partnership on the roundabout project.

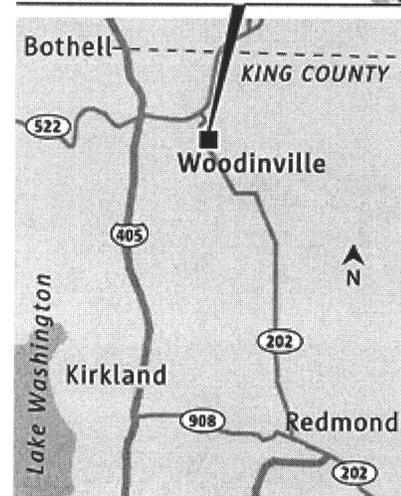
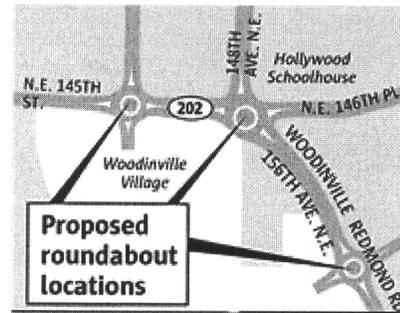
The idea behind the three roundabouts is to provide a transition area, Monken's report explains.

"The smaller roundabouts act as slowing devices for traffic before entering the larger, two-lane roundabout," he noted. "The slower approach vehicle speeds allow for the main roundabout to be of a small diameter."

The concept now calls for the two smaller, 125-foot-diameter roundabouts to be to the south and west of the 145-foot-diameter main roundabout. One small roundabout would be in the Woodinville-Redmond Road and the second in Highway 202, or Northeast 145th Street, between the intersection and the Sammamish Slough. The small roundabouts will be in the roadways leading to the intersection but won't be at the intersection itself.

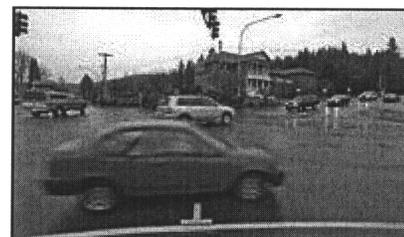
A series of roundabouts

Ground could be broken as early as spring for three roundabouts planned near the Hollywood Schoolhouse.



Source: city of Woodinville

THE SEATTLE TIMES



JIM BATES / THE SEATTLE TIMES

This photograph looks northeast at the 1912 Hollywood Schoolhouse, the intersection's namesake.

The result is that less right of way is needed and costs are lower, Monken said.

Money also became available for the \$4 million project, with MJR agreeing to pay about \$1 million and the state Transportation Improvement Board adding \$2.1 million. In November, the roundabout project was among 10 the board picked to fund from among more than 400 applications statewide.

The balance of the funds will come from the city. The City Council formally approved an agreement with MJR Monday.

Designs call for two traffic lanes around the main roundabout and single lanes around the two smaller roundabouts.

"The intent is to slow [drivers] to 25 mph," Monken said.

The multiple roundabouts represent a "landmark project" that may be the first of its kind in the nation, he said.

Access to businesses at each corner of the intersection — including the Hollywood Schoolhouse itself, now largely used for weddings and other events — should be vastly improved, he said, with no left-turn lanes.

"All you have to do is turn right," he said.

Monken noted studies that have shown significant drops in accident rates when roundabouts were installed.

Peyton Whitely: 206-464-2259 or pwhitely@seattletimes.com

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FEB. 28, 2006 - ELLENSBURG DAILY RECORD

Cle Elum streets to get improvements City awarded \$150,786

By *LIZ BRYSON*

The pavement on First Street, from the west side of town to Pine Street in Cle Elum will be improved by the summer of 2007 thanks to several thousands of dollars secured by State Sen. Joyce Mulliken.

Mulliken, a Moses Lake Republican, sponsored legislation to create the Small City Pavement Preservation and Sidewalk Program. The Washington State Transportation Improvement Board chose Cle Elum as one of the recipients and awarded the city \$150,786. Thirty other small cities were also chosen, getting a total of \$20 million in funding. To qualify, cities had to have a population of less than 5,000.

"This is an excellent opportunity for many of our smaller cities and towns, especially those in rural areas of Eastern Washington," Mulliken said. "Money is tight for most local governments and often times the streets and sidewalks get neglected because there are so many other important municipal functions, like having adequate police and fire protection."

The Transportation Improvement Board went out and assessed pavement conditions in 175 cities and towns throughout the state. In order to qualify for the funding, a city's pavement had to be in a certain condition.

"The condition rating has to be optimal. It doesn't have to be low and shouldn't be high. It has to be just right," said Stevan Gorcester, director for the Improvement Board.

Cle Elum's First Street matched that qualification and in the summer of 2007, a new layer of asphalt will be poured. Another area of First Street, where it meets with Oakes Avenue, was determined to need more work than just a new layer of asphalt, Gorcester said.

City administrator Gregg Hall said First Street is deteriorating, due in large part to an increase in truck traffic.

"It's one of our top three streets that need it, especially up the hill," Hall said.



Pierce County

Office of the County Executive

930 Tacoma Avenue South, Room 737
Tacoma, Washington 98402-2100
(253) 798-7477 • FAX (253) 798-6628

JOHN W. LADENBURG

Executive
jladenb@co.pierce.wa.us

LYLE QUASIM

Chief of Staff
lquasim@co.pierce.wa.us

February 14, 2006

Governor Christine Gregoire
Office of the Governor
PO Box 40002
Olympia, WA 98504-0002

RECEIVED
FEB 16 2006
TIB

Sub: Funding Request for City of Tacoma's "D" Street Overpass (Rail Realignment) Project

Dear Governor Gregoire:

Thank you very much for your letter of February 10, 2006. Staff from the City and Port of Tacoma met yesterday with Transportation Improvement Board (TIB) Executive Director Stevan Gorcester. As you know, their conversation resulted in an acceptable arrangement to fund the \$1 million shortfall with TIB providing \$750,000 and Tacoma committing \$250,000. These funds will be used to address construction contingencies and if not used, will be returned to TIB for other important projects.

We appreciate the creativity shown by Mr. Gorcester, the leadership provided by your office, and the willingness of all the funding partners to make this important project a reality.

Sincerely,

John W. Ladenburg
Executive and Chair
Pierce County and Sound Transit

Timothy J. Farrell
Executive Director
Port of Tacoma

Bill Baarsma
Mayor
City of Tacoma

cc: Stevan Gorcester, Executive Director, Transportation Improvement Board
Karen Schmidt, Executive Director, FMSIB



Current Overall Agency Health

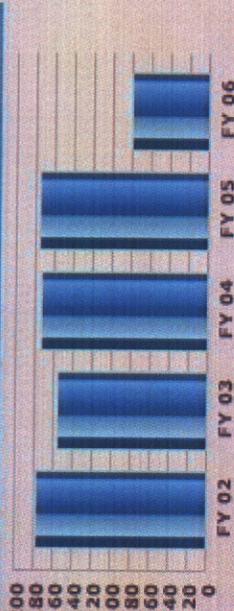
TIB Core Values Detail

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

Status of Initiatives Detail

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

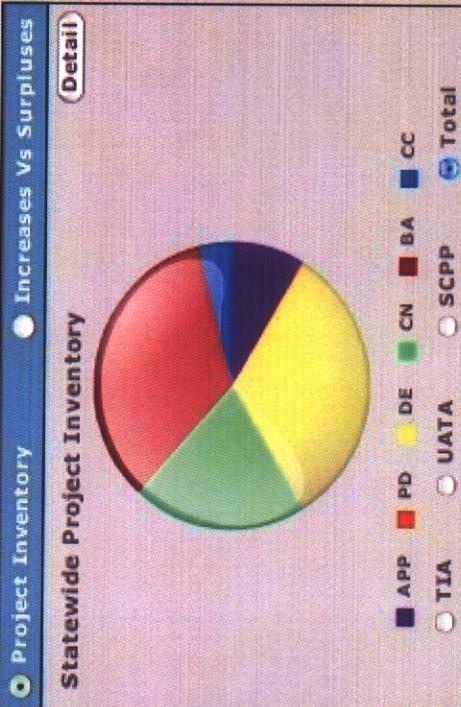
Completed Projects Detail



Outstanding Payments Detail



Program Metrics



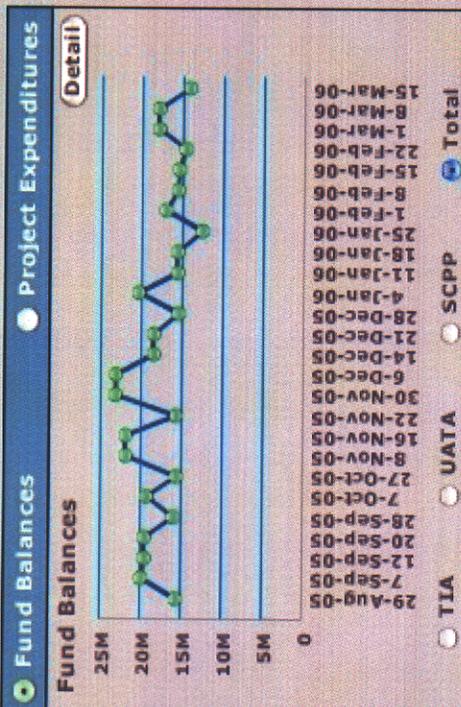
Active Projects **482**

Remaining Commitment **\$392,372,234**

Completed (FYTD) **79**

Under Construction **283**

Financial Health



TIA Fund Balance **\$2,131,493**

UATA Fund Balance **\$10,883,034**

SCPP Fund Balance **\$1,016,672**

Transactions (MTD) **45**

Total Payments (MTD) **\$3,771,100.10**

Fund Balances are as of 03/15/2006



Revenue Vs. Forecast

Select Biennium :

FY 2006 - FY 2007

FY 2004 - FY 2005

Select Account :

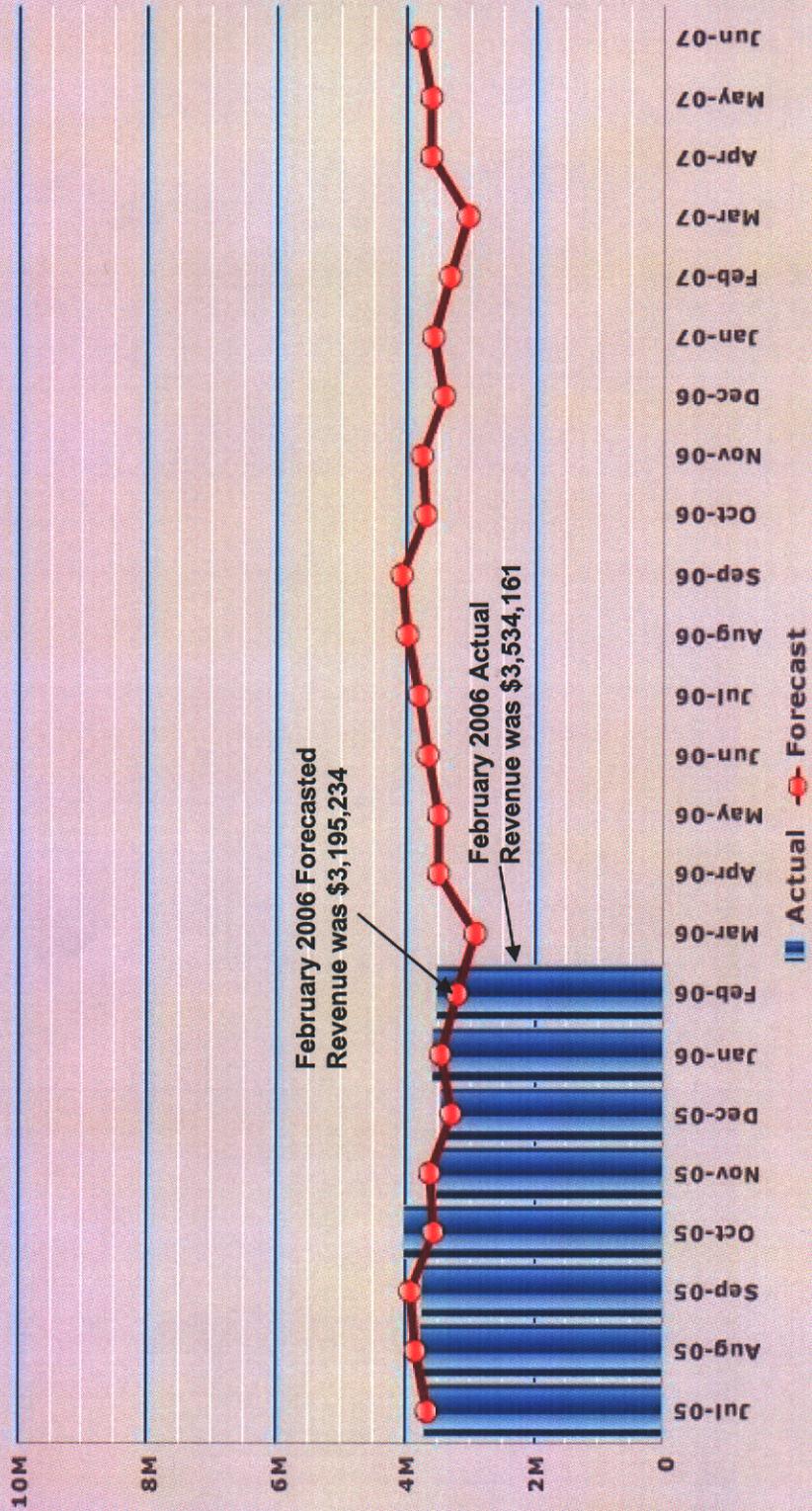
UATA

TIA

Total

TIA FY 2006 - FY 2007

Actual Revenue vs. Forecasted - in Dollars





Revenue Vs. Forecast

Select Biennium :

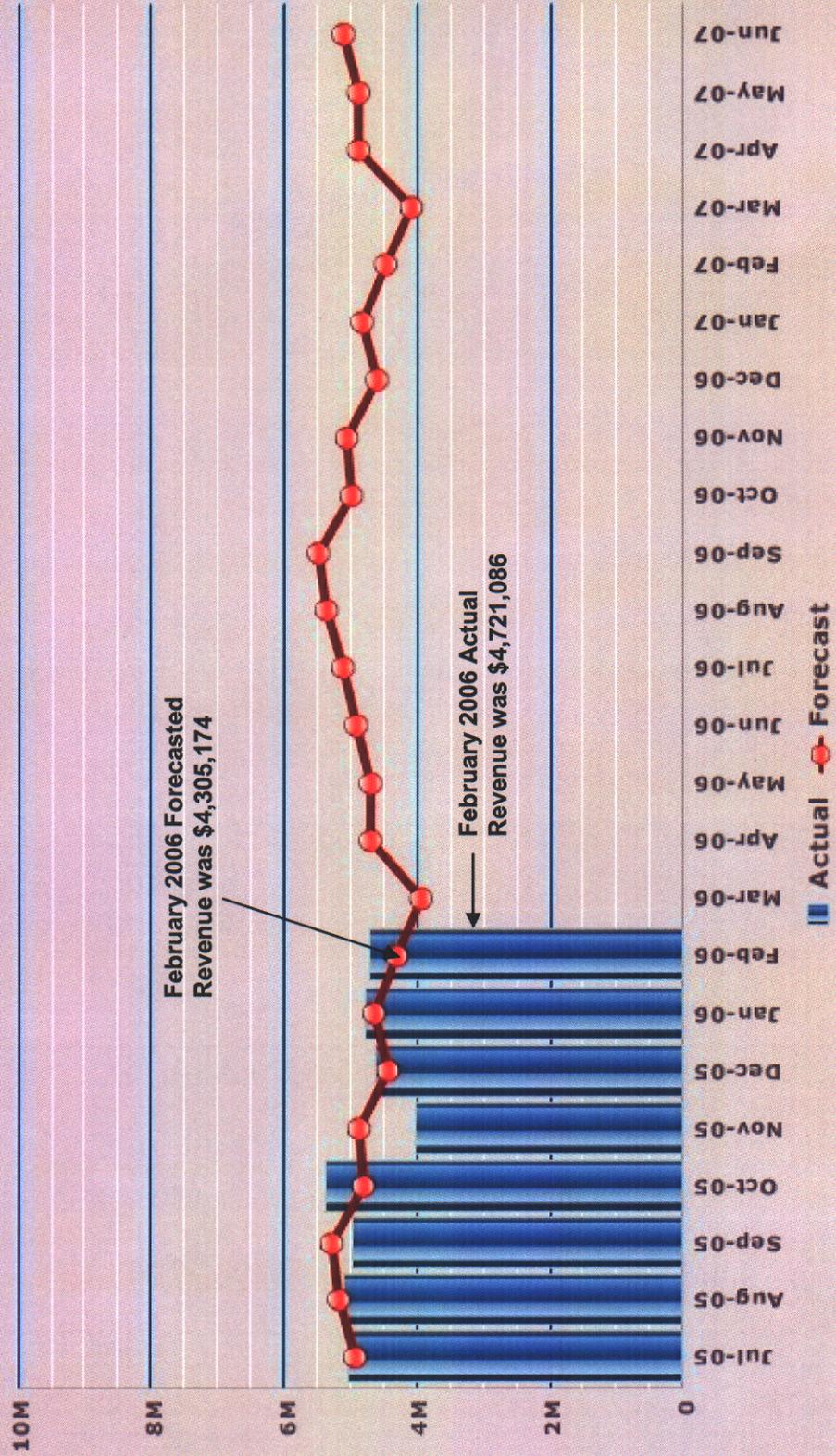
FY 2006 - FY 2007 FY 2004 - FY 2005

Select Account :

UATA TIA Total

UATA FY 2006 - FY 2007

Actual Revenue vs. Forecasted - in Dollars

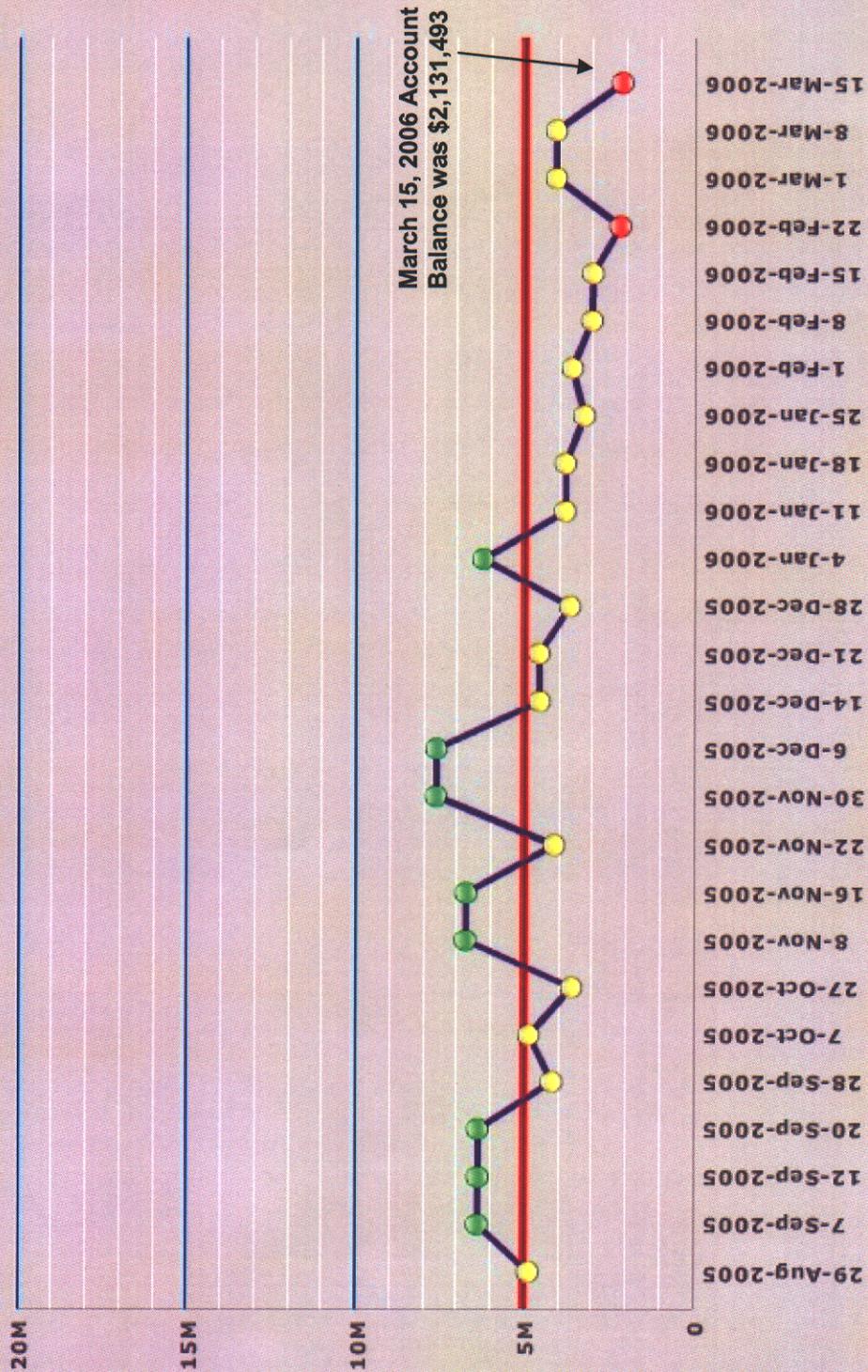


Account Balances

Target Level - > \$5M Each Account

Transportation Improvement Account Balance

Total Funds Remaining - in Dollars



○ Combined Accounts ● TIA Account Balance ○ UATA Account Balance

Time Lapse Data

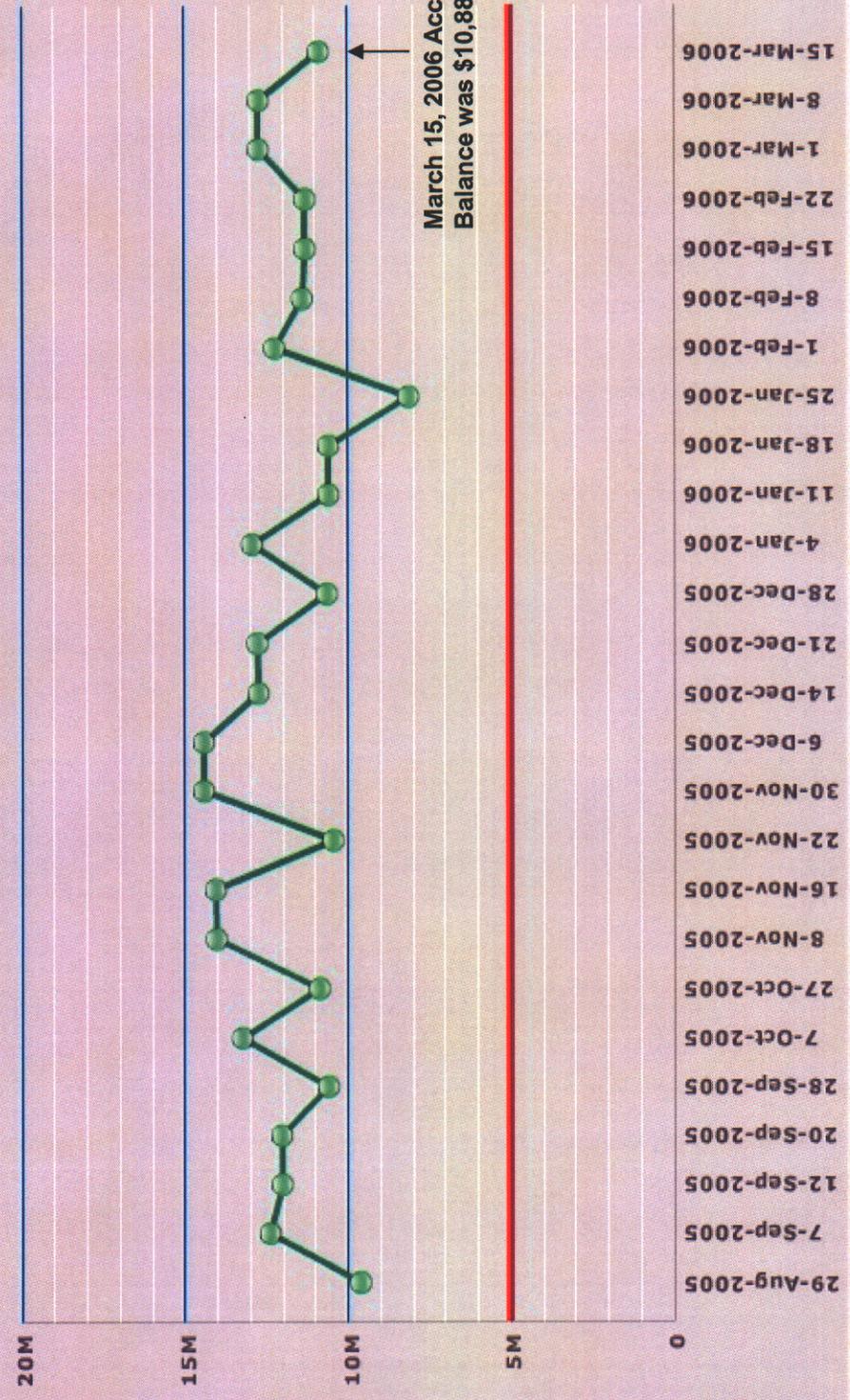
Account Balances



Target Level - > \$5M Each Account

Urban Arterial Trust Account Balance

Total Funds Remaining - in Dollars



March 15, 2006 Account Balance was \$10,883,034

Combined Accounts TIA Account Balance UATA Account Balance

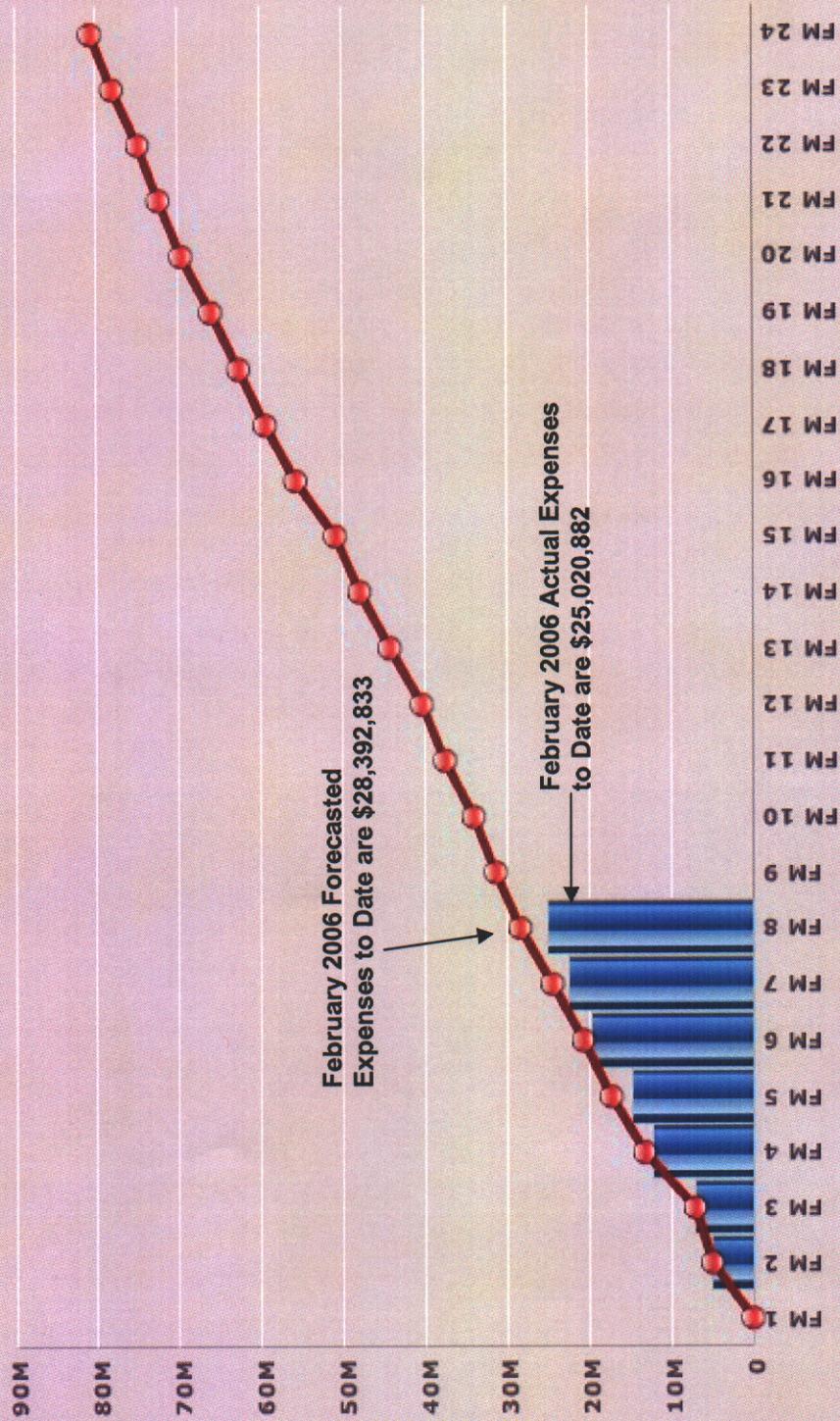


Project Payments vs. Allotments

2005 - 2007 Biennium 2003 - 2005 Biennium

Transportation Improvement Account (TIA)

Forecast vs. Actual Project Payments - in Dollars



Combined Accounts TIA Account UATA Account

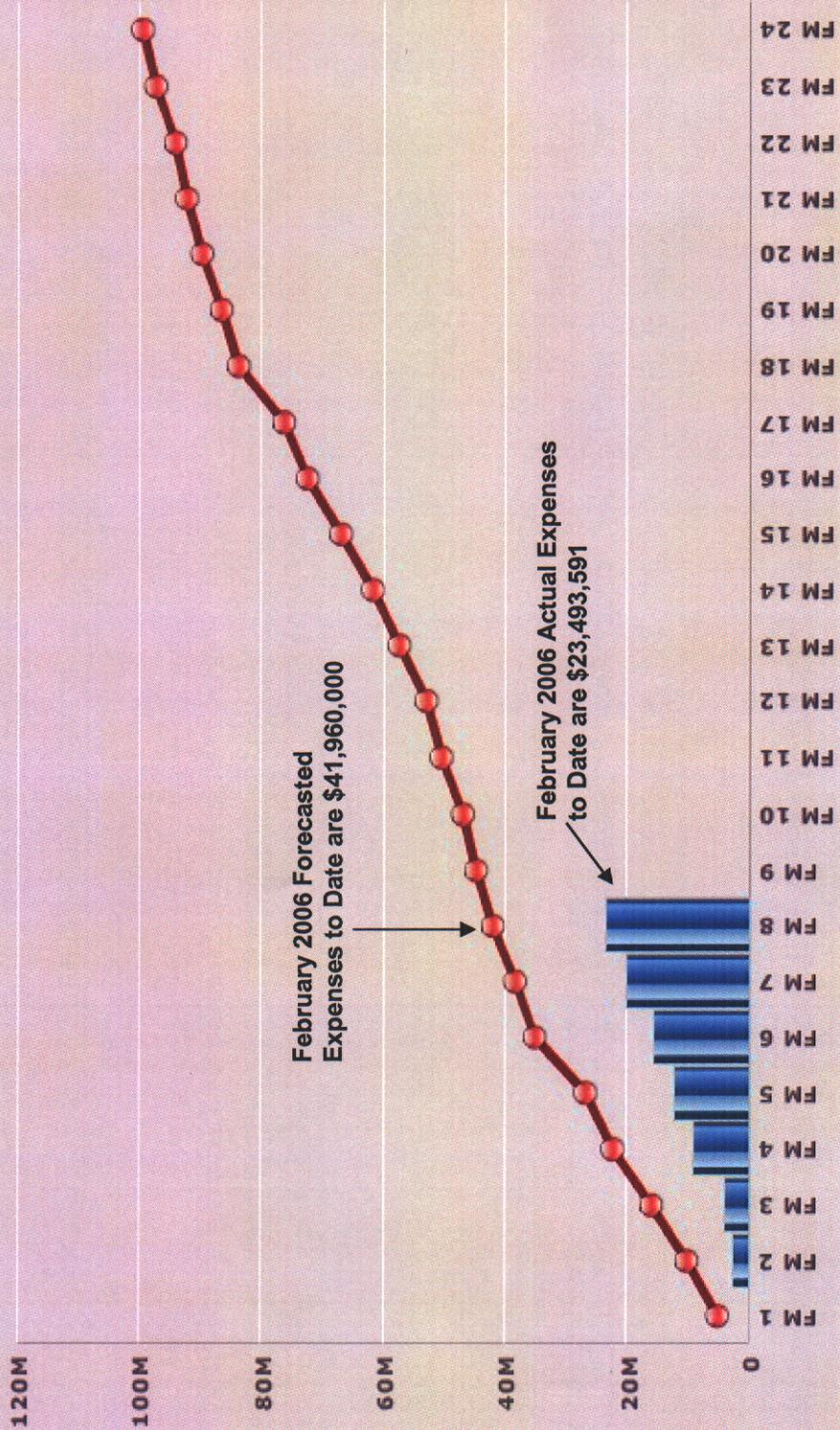


Project Payments vs. Allotments

2005 - 2007 Biennium 2003 - 2005 Biennium

Urban Arterial Trust Account (UATA)

Forecast vs. Actual Project Payments - in Dollars



February 2006 Forecasted Expenses to Date are \$41,960,000

February 2006 Actual Expenses to Date are \$23,493,591

Combined Accounts TIA Account UATA Account



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 01/01/2006 to 02/28/2006

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
SCAP Program							
6-E-868(103)-1	ALMIRA	3rd/4th Streets	Contract Completion	CC	48,944	-5,181	Director
6-E-922(109)-1	BENTON CITY	7th Street/Horne Drive	Bid Award	CN BA	30,611	0	Director
6-P-808(008)-1	BUCKLEY	Main Street	Construction	CN	445,000	0	Director
6-P-808(009)-1	BUCKLEY	Ryan Road	Construction	CN	500,000	0	Director
6-E-848(B04)-1	CHELAN	Chelan River Bridge Study	Audit	AD	12,309	0	Director
6-E-986(005)-1	COLFAX	Mill Street	Design	DE	47,343	0	Director
6-W-191(103)-1	COSMOPOLIS	Mill Creek Pedestrian Linkage	Audit	CC FV AD	34,978	-2,885	Director
6-E-869(002)-1	CRESTON	Creston Avenue N & Foster Street	Audit	CC FV AD	496,402	18,447	Director
6-P-811(005)-1	EATONVILLE	Carter Street	Design	DE	58,037	0	Director
6-W-955(008)-1	ELMA	Harding Road Slide Repair	Construction	CN	100,000	0	Board
6-E-895(N04)-1	FAIRFIELD	Citywide Chip Seal	Construction	DE CN	27,900	0	Director
6-E-871(007)-1	HARRINGTON	Adams/Second Streets	Design	DE	40,850	0	Director
6-E-850(007)-1	LEAVENWORTH	9th Street	Design	DE	59,999	0	Director
6-E-843(001)-1	LIND	E Street	Audit	CC FV AD	476,204	34,311	Director
6-W-961(N02)-2	MORTON	Adams Street	Construction	DE CN	163,550	0	Director
6-W-962(N04)-1	MOSSYROCK	Williams Street	Construction	DE CN	224,732	34,732	Director
6-E-944(003)-1	NACHES	Old Naches Highway	Contract Completion	CC	409,148	15,699	Director
6-E-915(N02)-1	OAKESDALE	Citywide Chip Seal	Construction	DE CN	79,200	0	Director
6-E-881(101)-1	OKANOGAN	Oak Street/Van Druyn Road	Contract Completion	CC	19,901	-8,576	Director
6-E-987(004)-1	OMAK	Ross Canyon Road	Design	DE	34,385	0	Director
6-E-873(104)-1	REARDAN	Oak Street/Spokane Street	Bid Award	BA	41,998	848	Director
6-E-898(N02)-1	ROCKFORD	Citywide Chip Seal	Construction	DE CN	14,500	0	Director
6-P-823(007)-1	STANWOOD	SR 532	Bid Award	DE BA	65,836	-48,964	Director



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 01/01/2006 to 02/28/2006

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
6-P-824(006)-1	SULTAN	Sultan Basin Rd/SR 2	Bid Award	BA	500,000	0	Director
6-E-919(N03)-1	TEKOA	Citywide Chip Seal	Construction	DE CN	30,400	0	Director
Total SCAP Change						38,431	
SCPP Program							
2-E-851(001)-1	BRIDGEPORT	Overlay Project	Construction	DE CN	68,386	0	Board
2-P-808(001)-1	BUCKLEY	Seal Coat Project	Construction	DE CN	83,493	0	Board
2-P-801(001)-1	CARNATION	Overlay Project	Construction	DE CN	57,390	0	Board
2-W-952(001)-1	CASTLE ROCK	Seal Coat Project	Construction	DE CN	54,804	0	Board
2-E-930(001)-1	CLE ELUM	Overlay Project	Construction	DE CN	150,786	0	Board
2-E-888(001)-1	CUSICK	Seal Coat Project	Construction	DE CN	30,394	0	Board
2-E-924(001)-1	DAYTON	Seal Coat Project	Construction	DE CN	49,457	0	Board
2-E-857(001)-1	ELECTRIC CITY	Seal Coat Project	Construction	DE CN	9,808	0	Board
2-P-819(001)-1	GOLD BAR	Overlay Project	Construction	DE CN	84,549	0	Board
2-E-859(001)-1	GRAND COULLEE	Seal Coat Project	Construction	DE CN	57,249	0	Board
2-E-940(001)-1	GRANGER	Overlay Project	Construction	DE CN	149,053	0	Board
2-E-861(001)-1	KRUPP	Seal Coat Project	Construction	DE CN	75,050	0	Board
2-E-912(001)-1	LACROSSE	Seal Coat Project	Construction	DE CN	5,356	0	Board
2-E-852(001)-1	MANSFIELD	Overlay Project	Construction	DE CN	74,426	0	Board
2-W-961(001)-1	MORTON	Overlay Project	Construction	DE CN	130,549	0	Board
2-E-943(001)-1	MOXEE	Overlay Project	Construction	DE CN	113,447	0	Board
2-P-804(001)-1	NORTH BEND	Overlay Project	Construction	DE CN	103,014	0	Board
2-W-959(001)-1	OCEAN SHORES	Seal Coat Project	Construction	DE CN	86,400	0	Board
2-E-881(001)-1	OKANOGAN	Seal Coat Project	Construction	DE CN	71,904	0	Board



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 01/01/2006 to 02/28/2006

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-E-916(001)-1	PALOUSE	Seal Coat Project	Construction	DE CN	22,691	0	Board
2-E-845(001)-1	RITZVILLE	Seal Coat Project	Construction	DE CN	77,427	0	Board
2-E-864(001)-1	ROYAL CITY	Seal Coat Project	Construction	DE CN	22,090	0	Board
2-W-972(001)-1	SOUTH BEND	Seal Coat Project	Construction	DE CN	57,070	0	Board
2-E-874(001)-1	SPRAGUE	Seal Coat Project	Construction	DE CN	7,557	0	Board
2-E-918(001)-1	ST. JOHN	Seal Coat Project	Construction	DE CN	100,266	0	Board
2-W-841(001)-1	SUMAS	Seal Coat Project	Construction	DE CN	69,755	0	Board
2-E-885(001)-1	TONASKET	Seal Coat Project	Construction	DE CN	40,128	0	Board
2-E-946(001)-1	WAPATO	Seal Coat Project	Construction	DE CN	28,838	0	Board
2-W-960(001)-1	WESTPORT	Seal Coat Project	Construction	DE CN	39,994	0	Board
2-E-867(001)-1	WILSON CREEK	Seal Coat Project	Construction	DE CN	17,212	0	Board
2-W-951(001)-1	YACOLT	Seal Coat Project	Construction	DE CN	44,278	0	Board
Total SCPP Change						0	
SP Program							
P-E-893(P01)-1	AIRWAY HEIGHTS	12th Avenue	Construction	DE CN	59,851	0	Director
P-P-103(P01)-1	BELLEVUE	164th Avenue NE	Contract Completion	CC	62,726	-48,385	Director
P-P-800(P01)-1	BLACK DIAMOND	Baker St/Morgan St	Contract Completion	CC	125,000	0	Director
P-P-800(P02)-1	BLACK DIAMOND	Morgan Street	Contract Completion	CC	125,000	23,859	Director
P-P-125(P06)-1	BURIEN	Ambaum Blvd SW/S 156th St	Construction	DE CN	150,000	0	Director
P-W-952(P01)-1	CASTLE ROCK	Front Avenue NW	Construction	DE CN	100,000	0	Director
P-E-888(P03)-1	CUSICK	Winchester Street/4th Avenue	Construction	DE CN	100,000	0	Director
P-P-811(P01)-1	EATONVILLE	Rainier Avenue	Construction	DE CN	95,000	0	Director
P-E-175(P01)-1	ELLENSBURG	University Way	Construction	DE CN	42,700	0	Director



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 01/01/2006 to 02/28/2006

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
P-E-183(P01)-1	GRANDVIEW	Multiple Arterial Street Intersections	Audit	CC FV AD	96,000	3,352	Director
P-E-173(P04)-1	KENNEWICK	Kennewick Avenue	Construction	DE CN	150,000	0	Director
P-E-897(P05)-1	MEDICAL LAKE	SR 902	Construction	DE CN	100,000	0	Director
P-P-132(P01)-1	MILTON	Milton Way	Contract Completion	CC	150,000	0	Director
P-W-961(P03)-1	MORTON	Adams Avenue	Construction	DE CN	127,500	0	Director
P-W-195(P03)-1	OLYMPIA	Division Street NW/4th Avenue NW	Construction	DE CN	150,000	0	Director
P-E-167(P02)-1	PULLMAN	Bishop Boulevard	Audit	CC FV AD	55,614	-14,666	Director
P-E-167(P03)-1	PULLMAN	Grand Avenue (SR 27)	Construction	DE CN	25,000	0	Director
P-E-171(P04)-1	RICHLAND	Leslie Road	Construction	CN	87,800	0	Director
P-E-853(P01)-1	ROCK ISLAND	Saunders Avenue	Construction	DE CN	141,250	0	Director
P-P-814(P01)-1	ROY	SR 507	Construction	DE CN	277,302	0	Director
P-E-179(P01)-1	SUNNYSIDE	Lincoln Avenue	Bid Award	BA	150,000	0	Director
P-E-160(P02)-1	WENATCHEE	Orondo/Okanogan Avenues	Construction	DE CN	154,280	0	Director
P-W-968(P04)-1	WINLOCK	East Walnut Street (SR-505)	Audit	CC FV AD	105,450	0	Director
Total SP Change						-35,840	
UAP Program							
8-2-156(036)-1	BELLINGHAM	Northwest Avenue	Design	DE	37,500	0	Director
8-1-125(002)-1	BURIEEN	1st Avenue South	Design	DE	402,457	0	Director
8-5-006(034)-1	CLARK COUNTY	NE 76th Street	Contract Completion	CC	2,533,396	0	Director
8-3-902(004)-1	COLVILLE	Railroad Street	Design	DE	513,468	0	Director
8-4-175(015)-1	ELLENSBURG	Ruby Street/Mountain View Ave	Design	DE	80,995	0	Director
8-1-027(054)-1	PIERCE COUNTY	Canyon Rd E	Construction	CN	4,543,000	0	Director
8-1-027(057)-1	PIERCE COUNTY	Canyon Road East	Construction	CN	4,692,407	0	Director



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 01/01/2006 to 02/28/2006

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-1-027(057)-2	PIERCE COUNTY	Canyon Road East (Pond)	Contract Completion	CC	536,949	0	Director
8-1-027(060)-2	PIERCE COUNTY	South Prairie Road East	Audit	CC FV AD	935,858	52,502	Director
8-1-101(153)-1	SEATTLE	Aurora Avenue North (SR 99)	Design	DE	873,507	0	Director
8-3-208(001)-1	SPOKANE VALLEY	Barker Road	Construction	CN	2,398,560	0	Director
8-5-184(034)-1	VANCOUVER	NE 28th Street (Burton Road 3)	Audit	CC AD	209,389	0	Director
8-3-004(001)-1	WENATCHEE	Maple Street	Audit	CC FV AD	1,352,193	0	Director
8-4-172(007)-1	WEST RICHLAND	Keene Road (Stage 1)	Audit	CC FV AD	2,075,162	36,729	Director
8-4-172(009)-1	WEST RICHLAND	SR 224	Contract Completion	CC	588,152	13,324	Director
Total UAP Change						102,555	
UCP Program							
9-P-138(001)-2	EVERETT	112th Street	Construction	CN	2,497,740	0	Director
9-P-138(013)-1	EVERETT	112th Street SE	Design	DE	1,805,220	0	Director
9-P-106(008)-6	KENT	South 228th St	Bid Award	BA	278,508	0	Director
9-P-106(008)-7	KENT	South 228th St	Construction	CN	464,179	0	Director
9-W-021(003)-1	LEWIS COUNTY	Airport Road Extension	Design	DE	458,881	0	Director
9-P-200(002)-1	NEWCASTLE	Coal Creek Parkway Corridor	Withdrawn	WD	0	0	Director
9-E-174(003)-1	PASCO	Ainsworth Railroad Crossing (Construction Only)	Bid Award	BA	1,000,000	0	Director
9-P-027(017)-1	PIERCE COUNTY	Canyon Road East	Design	DE	1,087,090	0	Director
9-E-165(015)-1	SPOKANE	Freja Street	Contract Completion	CC	292,379	-7,500	Director
9-P-131(001)-2	SUMNER	24th Street East / SR 167 I/C	Contract Completion	CC	1,183,292	0	Director
9-P-113(004)-2	TUKWILA	Pacific Highway South Redevelopment	Contract Completion	CC	868,519	0	Director
9-W-184(011)-1	VANCOUVER	NE 138th Avenue	Construction	CN	2,700,000	0	Director
9-E-160(004)-1	WENATCHEE	Riverside Dr/Piere St/Worthen St	Design	DE	2,003,960	0	Director



Washington State Transportation Improvement Board
Project Activity Report

Reporting Period
 From 01/01/2006 to 02/28/2006

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
9-E-039(001)-1	YAKIMA COUNTY	Keys Road (New 33rd Street Alignment)	Audit	FV AD	2,315,676	0	Director
Total UCP Change						-7,500	
Total Change						97,645	

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

Emergent Nature Staff Review Urban Arterial Program (UAP)

Board Meeting Date: March 24, 2006

REGION	East	FUNDING YEAR	FY 2007
LEAD AGENCY	Grant County	PROJECT LENGTH	3,960 feet
PROJECT NUMBER	8-3-013(007)-1	FUNCT CLASS	Collector
PROJECT NAME	Road N-NE	AADT	1,500
	Wheeler Rd to Urban Growth Bndry	VE STUDY	Not Required
		BID AWARD TARGET	Spring 2007

Phase		TIB Funds	Total Cost
DESIGN	Funds approved for Design	52,000	65,000
	Funds approved for Right of Way	16,000	20,000
CONSTRUCTION	Funds requested for Construction	728,000	910,000
	TOTALS	796,000	995,000

NONELIGIBLE COST	TIB REIMBURSEMENT RATIO 80.0%
-------------------------	--------------------------------------

LOCAL MATCH	GRANT COUNTY \$0, CERB \$199,000
EXISTING FACILITIES	The existing roadway is 22 feet wide with 2-foot gravel shoulders. The existing road base is insufficient to support truck traffic. In addition, a single railroad track crosses the road just north of Wheeler Road. This road currently serves three large industrial sites.
PROJECT BENEFITS	<ul style="list-style-type: none"> • Encourages Economic Development • Provides Sufficient Roadway Base to Handle Increased Truck Traffic • Improves Safety
PROPOSED WORK	Reconstruct the existing roadway to provide five lanes at the intersection of Wheeler Road and Road N-NE to provide adequate turning capacity and two travel lanes with turn pockets at intersections throughout the remainder of the project. The roadway section will include curb and gutters, but no sidewalks.
DISCUSSION	<p>Grant County and the City of Moses Lake are partnering in a unique opportunity to attract a new industrial processing plant which is owned by Guardian Fiberglass, Inc. This plant will create approximately 128 new full-time jobs. In addition, the REC Silicon Corporation will expand their existing plant, which will create approximately 80 new full-time jobs. Both sites are accessed off of Road N-NE.</p> <p>The existing roadway is structurally and geometrically deficient and will not support the additional vehicle and truck traffic to adequately serve these new facilities. To address the needs of these facilities the City of Moses Lake has submitted an application to the Community Economic Revitalization Board (CERB) for utility improvements which will make a funding decision March 16, 2006.</p>

DISCUSSION

Due to the high impact of these new jobs to the economy of the Moses Lake area, the project meets the intent of the emergent nature policy and the county has submitted this emergent nature request to construct the associated roadway improvements. The county needs to respond to the developers concerning the availability of the required infrastructure by May 2006 and cannot wait for the TIB normal funding cycle.

In addition, the county is requesting a deviation from TIB's urban sidewalk standard because there are no current or planned pedestrian generators at these industrial sites, nor are there connecting facilities on the intersecting streets.

**STAFF
RECOMMENDATION**

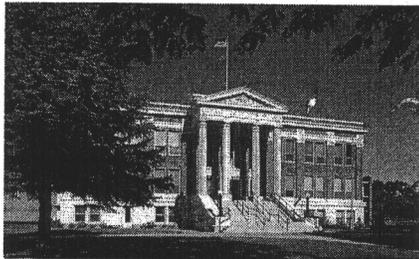
Staff recommends approval of \$796,000 in UAP funds for the design and construction of this project. Approval to expend funds from this grant will not be given until the county receives the following:

- Written commitment from Guardian Fiberglass, Inc that they will locate their facility on Road N in Grant County.
- Written commitment from REC Silicon that they are expanding their existing facility.
- Confirmation of CERB funding for utility improvements.

Staff also recommends the deviation from the urban sidewalk requirements on this project.

BOARD ACTION

- Motion to approve \$796,000 in UAP funds through the emergent nature process for the design and construction phases of the project, contingent upon commitments for industrial development with Guardian Fiberglass, Inc. and REC Silicon and funding from CERB.
- Motion to approve the deviation from the urban sidewalk requirements on this project.



GRANT COUNTY
OFFICE OF THE
BOARD OF COUNTY COMMISSIONERS
P O Box 37
EPHRATA WA 98823
(509) 754-2011

February 27, 2006

Mr. Stevan Gorcester
Executive Director – TIB
505 Union Ave SE, Suite 350
P O Box 40901
Olympia, WA 98504-0901

RECEIVED

MAR 02 2006

TIB

RE: Emergent Project Request – Road N-NE

Dear Mr. Gorcester:

Please accept this letter as a formal request for Emergent Project Funding to improve 0.75 miles of County Road N-NE north of Wheeler Road (3-NE). There are two large multi-million dollar projects pending within this corridor. Solar Grade Silicon is in the final stages of siting a \$400 million dollar expansion to its existing facility, and Guardian Industries is in the final stages of siting an ≈\$200 million dollar fiberglass insulation manufacturing plant along Road N-NE. Both of these company's decisions to site final location will hinge partially on the County's ability to make certain Road improvements. Development decisions on their final locations must be made soon, this late winter or early spring.

Road N-NE from Wheeler Road (3-NE) north for 0.75 is a relatively narrow BST surfaced road with 2 lanes and no channelization except at Wheeler south bound. The current ADT is around 1,500 vehicles per day and three large industrial facilities are currently located within the first 0.5 miles. If both of the proposed facilities are constructed, the ADT will increase between 30% to 50% with a significant increase in the number or percentage of trucks. The existing BST surface and the structure underneath will not survive long with the added stress.

The proposed improvements will include reconstructing 0.75 miles of Road N-NE to an all-weather HMA surface with varying width and channelization, 2 to 5 lanes. The structural pavement and crushed surfacing thickness will be for industrial uses. Road cross-section will likely include both curb and gutter, and shoulder-ditch sections, no sidewalk is planned as ROW widths are limited and there are no pedestrian uses in the area. This is an industrial area. Construction schedule is tentative at this time, it is possible that we may attempt to construct this year but more likely design this year and acquire ROW, and construct in spring 2007. Variations in schedule may occur to take advantage of development project site construction timing. General Project cost breakdown is presented below:

RICHARD STEVENS
DISTRICT 1

LERDY ALLISON
DISTRICT 2

DEBORAH MOORE
DISTRICT 3

P.E.-	\$65,000
ROW-	\$20,000
Construction-	\$830,000
<u>C.E.-</u>	<u>\$80,000</u>
Project Total	\$995,000
TIB Request (80%)	\$796,000

In conjunction with this grant request there are two CERB Grants currently under consideration, one for each development project. These CERB Grant requests are for construction/extension of sewer, water, power, transportation infrastructure to serve the projects. Please see the attached copies for more detailed information. Both Grants have been submitted and preliminary review is very favorable.

Grant County makes this request based on the understanding that the money will be contingent upon successfully securing at least one development via a signed and in-place Development Agreement. The County is prepared to provide the required match money for the Grant.

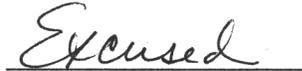
The County, City of Moses Lake, Grant County Economic Development Council, Port of Moses Lake, Solar Grade Silicon, and Guardian Industries appreciate the Board's consideration of this request.

Should you have any questions, please contact our office at 509-754-2011 extension 428.

Sincerely,

BOARD OF COUNTY COMMISSIONERS


Richard Stevens, Chair


Deborah Moore

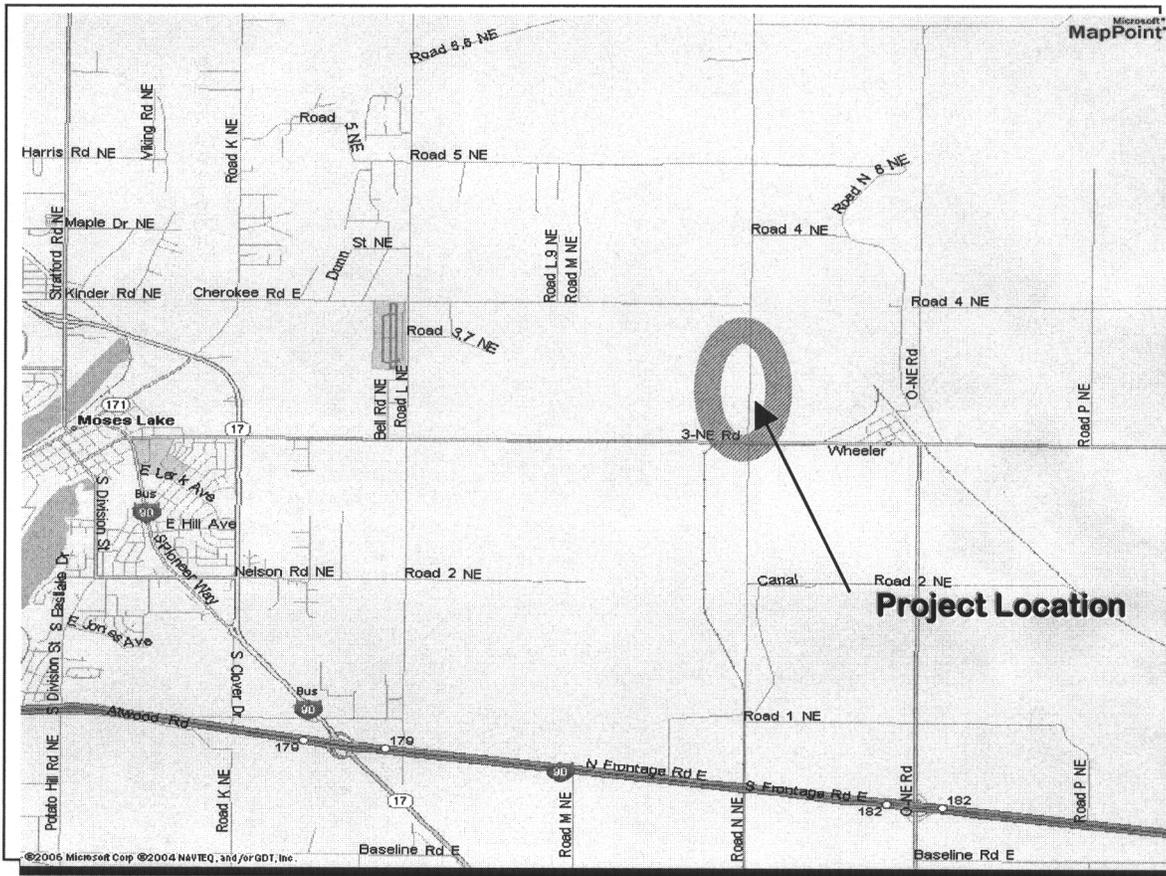

LeRoy Allison

Enclosures

Cc: Derek Pohle, PE, Director/County Engineer, Public Works Department
Ron Covey, Mayor, City of Moses Lake
Craig Baldwin, Executive Manager, Port of Moses Lake
Terry Brewer, Executive Director, Grant County Economic Development

Grant County

Road N-NE
Wheeler Road to Urban Growth Bndy



Scope Change Request Staff Review Urban Corridor Program (UCP)

Board Meeting Date: March 24, 2006

REGION	East	FUNDING YEAR	FY 2006
LEAD AGENCY	Spokane County	PROPOSED BID AWARD	June 2006
PROJECT NUMBER	9-E-032(017)-1	PROJECT LENGTH	0.64 miles
PROJECT NAME	Hayford Road SR 2 to Urban Growth Boundary	AADT	10,959
		FUNCT CLASS	Minor
		VE STUDY	Completed
CURRENT PHASE	Design Phase approved on Jan 19, 2005		

Phase	TIB Funds	Local Funds	Total Cost
DESIGN	Funds to be approved for Design	150,245	118,060
	Funds to be approved for Right of Way	132,167	103,855
CONSTRUCTION	Funds estimated for Construction	1,717,088	1,349,263
	TOTAL	1,999,500	1,571,178
NONELIGIBLE COST	0	TIB REIMBURSEMENT RATIO	56.0%

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

EXISTING FACILITIES The existing roadway is a two-lane arterial with a rural cross-section, open ditches and no sidewalks or bike lanes. The area is rapidly developing causing traffic volumes and congestion to increase dramatically.

- PROJECT BENEFITS**
- Enhances Access to Development
 - Improves Safety
 - Increases Capacity for Anticipated Growth

DISCUSSION The county requested a sidewalk deviation at the January 2006 Board meeting. It became apparent during consideration of the deviation that all or part of the subject project is in the rural area. The Board voted to withhold construction approval and consideration of the deviation until the Executive Director could investigate the eligibility of the project.

URBAN GROWTH BOUNDARY. The urban growth area boundary was found to extend approximately 2,600 feet along the project centerline north of US 2. In reviewing the WAC, it was determined that TIB's participation should be limited to work inside and abutting the Urban Growth Boundary and work beyond that point would be ineligible for TIB participation.

- WAC 479-14-140*
States that Eligible Urban Corridor Program projects are:
- (1) Improvements on federally classified arterials;*
 - (2) Improvement involving state highway and transit when they are part of a joint project with eligible agencies;*
 - (3) Within the urban growth area in counties which are in full compliance with Washington state's Growth Management Act;*

- (4) Within the Federal Aid Urban Boundary for those counties that are in the process, but have not formally adopted urban growth areas; or
- (5) Projects which have definite urban characteristics as defined by local comprehensive plans.

SIDEWALK DEVIATION. Sidewalks are appropriate within the urban boundary and medium density residential development along the urban portion of Hayford Road generates pedestrian trips. An urban cross-section with sidewalks would usually not be provided in the rural area.

Phase	TIB Funds		Local Funds		Total Cost
Project Selection	1,999,500	56.0%	1,571,178	44.0%	3,570,678
Scope Change	<u>886,300</u>	56.0%	<u>696,700</u>	44.0%	<u>1,583,000</u>
Change	-1,113,200		-874,478		-1,987,678
	55.6% Decrease		55.6% Decrease		55.6% Decrease

PROJECT RATING Original Scope Rating **69** Revised Scope Rating **69**
Revised Scope Rating within Priority Array Funding Level **Yes**

PROJECT HISTORY A VE Study was conducted for this project in March 2005, which recommended a sidewalk deviation for the East side of the road north of the end of urban development. This deviation was requested due to lack of pedestrian generators and the expected long term use as a mining operation.

This deviation was presented to the Board in January 2006 and was tabled due to uncertainty concerning the urban growth boundary. The Executive Director was directed to meet with the county and report the findings to the Board.

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

STAFF RECOMMENDATION Staff recommends approval of reducing the limits of improvements TIB will participate in to the urban growth boundary and approving the scope change as presented. This proposal would surplus \$1,113,200 in TIB funds.

The previously requested sidewalk deviation for the east side of Hayford Road should be denied with respect to the modified project, i.e. along the urban growth area boundary.

BOARD ACTION Motion to approve a scope change to shorten the north end of the project from the Raceway Park entrance to the limits of urban growth boundary approximately 2,600 feet north of US 2.

Scope Change Request Staff Review Urban Arterial Program (UAP)

Board Meeting Date: March 24, 2006

REGION	Northwest	FUNDING YEAR	FY 2003
LEAD AGENCY	City of Ferndale	PROPOSED BID AWARD	June 2006
PROJECT NUMBER	8-2-985(005)-1	PROJECT LENGTH	0.30 miles
PROJECT NAME	Malloy Rd Vista Dr to Seamount Dr	AADT	1,400
		FUNCT CLASS	Collector
		VE STUDY	Not Required
CURRENT PHASE	Design Phase approved on Jan. 31, 2002		

Phase	TIB Funds	Local Funds	Total Cost
DESIGN			
Funds to be approved for Design	44,000	11,000	55,000
Funds to be approved for Right of Way	112,000	28,000	140,000
CONSTRUCTION			
Funds estimated for Construction	472,636	118,159	590,795
TOTAL	628,636	157,159	785,795
NONELIGIBLE COST	0	TIB REIMBURSEMENT RATIO	80.0%

LOCAL MATCH	FERNDAL \$157,159; WSDOT \$0 for a total of \$157,159		
EXISTING FACILITIES	The intersection of Vista Drive and Malloy Road is at a sharp angle and is not signalized. Two local streets which intersect Vista near Malloy create a five-legged offset intersection.		
PROJECT BENEFITS	<ul style="list-style-type: none"> Reduces congestion Improves safety Enhances School Access 		
DISCUSSION	The city requests a scope change to construct a roundabout in lieu of signalization and channelization at this five-legged offset intersection. The length of the project will be shortened along Malloy Road to exclude the segment from the intersection with Golden Eagle Drive to Seamount Drive. The scope change results in an increase request of \$450,000 in UAP funds as shown in the table below.		
	Phase	TIB Funds	Local Funds
	Project Selection	628,636 80.0%	157,159 20.0%
	Scope Change	1,078,636 72.5%	409,295 27.5%
	Change	450,000 71.6% Increase	702,136 160.4% Increase
PROJECT RATING	Original Scope Rating	72	Revised Scope Rating 72
	Revised Scope Rating within Priority Array Funding Level		Yes

PROPOSED WORK Malloy Road will be widened to 36 feet and will include two travel lanes, bicycle lanes, and a roundabout. The project will include curb and gutter and sidewalk on both sides, drainage, and will improve school access.

PROJECT HISTORY When selected in January 2002, the project was a signalization and channelization project. In the course of the design phase, the city and school district had different visions of the project outcome. The project was delayed for two years while these differences were being resolved. In the course of the delay, it was suggested that a roundabout be considered. This alternative found favor with both the city and the school district, although it resulted in higher estimated costs for design, right-of-way (needing four parcels instead of two), and construction.

DISCUSSION Justification for the change in project scope is detailed below:

- The original signalization concept was found to be underfunded and would not achieve the desired congestion reduction and safety improvements.
- The original concept eliminated school bus access to the student loading area.
- The roundabout concept better addresses the safety, congestion, and access issues of the project site.
- The improvements on Malloy Road from the intersection with Golden Eagle Drive and north to Seamount Drive are dropped from the current project to reduce costs.
- The city has increased its participation in the project from 20.0% to 27.5%.

STAFF RECOMMENDATION Staff recommends approval of the scope change as presented.
Staff recommends approval of an increase of \$450,000 in UAP funds.

BOARD ACTION

- Motion to approve a scope change to construct a roundabout in lieu of signalization and channelization at this five-legged offset intersection, and shorten improvements on Malloy Road to the intersection of Golden Eagle Drive.
- Motion to approve an increase of \$450,000 in UAP funds, bringing the total in UAP funds to \$1,078,636.



CITY HALL

2095 Main Street
P.O. Box 936 - Ferndale, WA 98248

March 14, 2006

Mr. Steve Gorcester
Transportation Improvement Board
PO Box 40901
Olympia, WA 98504-0901

RE: Malloy Avenue Improvement Project.

Dear Mr. Gorcester:

The Malloy Avenue Improvement Project was selected by TIB in January 2002. The proposed improvements for this offset and skewed intersection were to realign, channelize and signalize the intersection. As the design progressed, it was discovered that the City and the school district had differing ideas on how Ferndale High School, located just east of the proposed project, would be served. The project was delayed for two years while these issues were resolved. The proposed resolution, which the City and the school district favor, is to construct a roundabout. The roundabout better addresses safety, congestion and access issues for this project. However, the roundabout also results in higher estimated costs for design and right of way acquisition. The original design required two parcel takes, whereas the roundabout will require four parcel takes.

In an effort to reduce costs, Ferndale has agreed to eliminate Malloy Avenue improvements from the intersection of Golden Eagle Drive north to Seamount Drive. Since this section of Malloy Avenue still requires improvements, the City will continue to seek funds for these improvements. It is our understanding that this segment will be eligible to compete in future TIB calls for projects.

The City of Ferndale requests that TIB approve the proposed scope change to construct a roundabout instead of a signalized intersection and delete Malloy Avenue improvements from the intersection of Golden Eagle Drive north to Seamount Drive. The City also requests that TIB funds be increased by \$450,000.00.

We greatly appreciate your assistance on this project and also want to thank Mr. Moorhead for taking the time to review the project and provide valuable input. If you have any comments or questions, please do not hesitate in contacting me at (360) 384-4006.

Sincerely,

CITY OF FERNDALE

Robert Cecile, P.E.
Public Works Director

CC: Luis Ponce, P.E.

Preliminary Cost Estimate for:
 CITY OF FERNDALE
 2095 Main Street
 Ferndale, Washington 98248

Estimate Prepared By:
 Reichhardt & Ebe Engineering, Inc.
 423 Front Street
 P.O. Box 978
 Lynden, Washington 98264
 Phone: (360) 354-3687
 Fax: (360) 354-0407

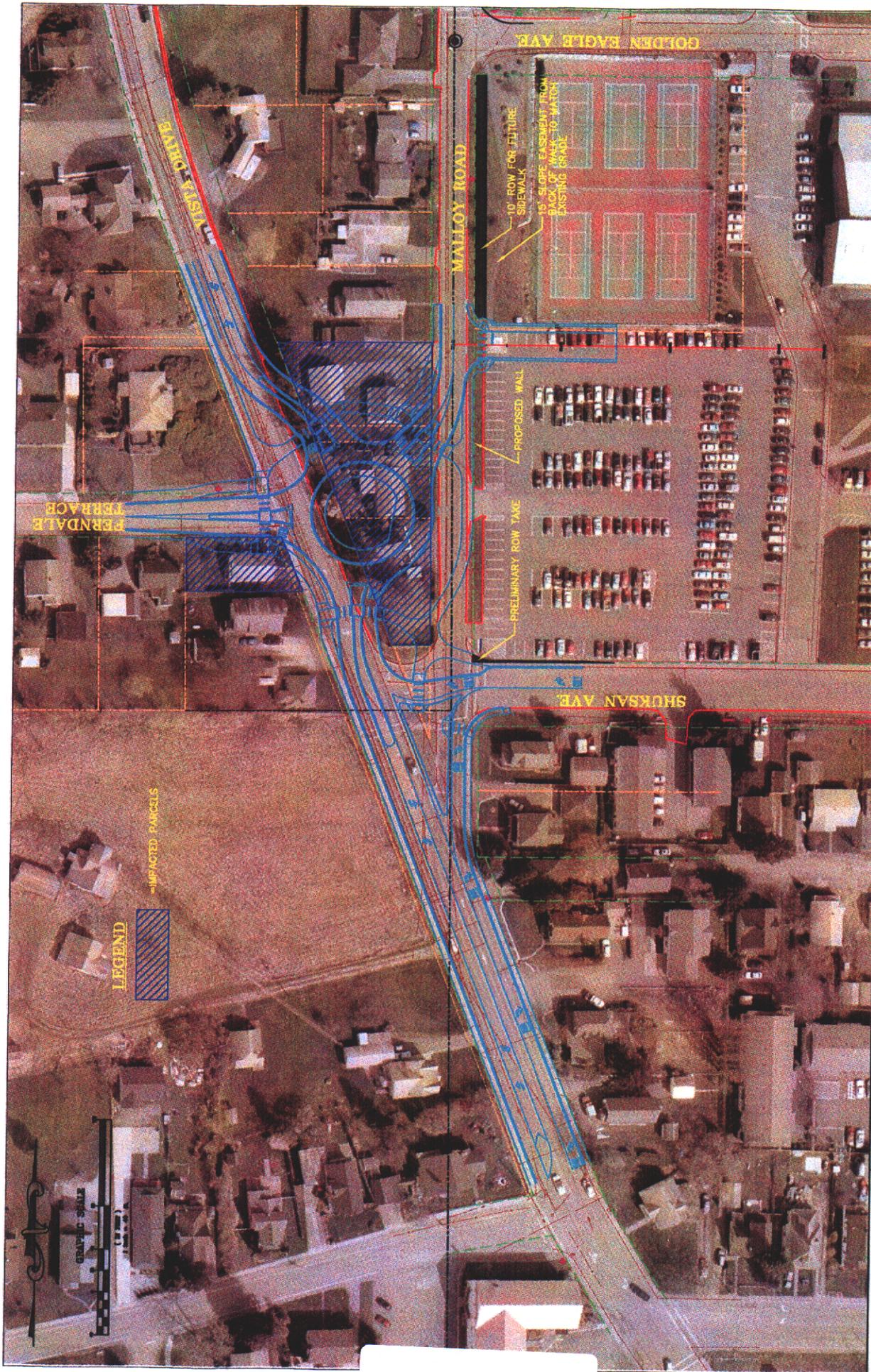
Project Name:
Malloy Drive Improvement Project
ROUNABOUT PRELIM EST
Project Description: Roundabout construction only.
North Termini: South side of Golden Eagle
Roundabout north approach at Vista
South Termini: Roundabout south approach at Vista

Date: 31-Jan-06

ITEM NO.	DESCRIPTION	UNITS		UNIT COST	COST
1	Mobilization	1	LS	\$66,000.00	\$66,000
2	Clearing and Grubbing	1	LS	\$2,500.00	\$2,500
3	Roadway Excavation Including Haul	3,300	CY	\$5.00	\$16,500
4	Subgrade Repair Including Haul	50	SY	\$25.00	\$1,250
5	Embankment Compaction	335	CY	\$2.00	\$670
6	Gravel Base Including Haul	25,500	TN	\$7.50	\$191,250
7	Catchbasin Type 1	7	EA	\$800.00	\$5,600
8	Catchbasin Type 1L	2	EA	\$850.00	\$1,700
9	Catchbasin Type 2	1	EA	\$3,000.00	\$3,000
10	Corrugated Poly Storm Sewer Pipe 12"	1,500	LF	\$20.00	\$30,000
11	Side Sewer Connections	5	EA	\$850.00	\$4,250
12	ACP Class E	1,500	TON	\$48.00	\$72,000
13	ACP Class B	1,170	TON	\$45.00	\$52,650
14	Retaining Walls	1,600	SF	\$30.00	\$48,000
15	Cast-in-Place Concrete Barrier	300	LF	\$75.00	\$22,500
16	Pedestrian Railing	300	LF	\$50.00	\$15,000
17	Topsoil Type A, In Place	200	CY	\$25.00	\$5,000
18	Seeding, Fertilizing, and Mulching	1	LS	\$2,000.00	\$2,000
19	Seeded Lawn Installation	400	SY	\$3.00	\$1,200
20	Landscaping and Planting	1	LS	\$5,000.00	\$5,000
21	Erosion Control Blanket	140	SY	\$3.00	\$420
22	Plastic Stop Line	200	SF	\$3.00	\$600
23	Paint Line	5,000	LF	\$0.35	\$1,750
24	Cement Concrete Curb and Gutter	3,000	LF	\$10.00	\$30,000
25	Cement Concrete Sidewalk	1,500	SY	\$21.00	\$31,500
26	Illumination Standards	9	EA	\$4,500.00	\$40,500
27	Contractor Piloted Traffic Control Car	80	HR	\$40.00	\$3,200
28	Traffic Control Labor	2,100	HR	\$25.00	\$52,500
29	Temporary Traffic Control Devices	1	LS	\$2,000.00	\$2,000
30	Permanent Signing	1	LS	\$7,000.00	\$7,000
31	Construction Signs Class A	1	LS	\$2,000.00	\$2,000
32	Water	100	M. Gal	\$4.00	\$400
33	Spill Prevention Plan	1	LS	\$2,000.00	\$2,000
34	Repair Ex. Public & Private Facilities	1	FA	\$20,000.00	\$20,000

Construction Cost	\$739,940
Right of Way Acquisition	\$637,000
Engineering @ 15% of Construction Cost	\$110,991
TOTAL COST	\$1,487,931

This estimate was prepared without the benefit of a design and therefore shall be considered preliminary and subject to change due to changes in unit prices over time and due to the actual quantities of work to be incorporated into the project.



LEGEND

IMPACTED PARCELS



<p>DESIGNED BY LP DRAWN BY JUC CHECKED BY</p>	<p>REICHARDT & EBE ENGINEERING, INC. 400 Ave 420 420, P.O. Box 288 Lynden, Washington 98949 Tel: (360) 334-2000 Fax: (360) 334-2007</p>	<p>DATE</p>	<p>REVISION</p>	<p>BY</p>	<p>CITY OF FERDALE 2000 MAIN STREET FERDALE, WASHINGTON 98948</p>	<p>VISTA AND MALLOY PRELIMINARY ROUNDABOUT LAYOUT IMPACTED PARCELS</p>	<p>DATE / JOB NO. 3-13-06 / 02008</p>	<p>SCALE 1/4" = 40'</p>	<p>SHEET NO. SP3</p>	<p>TOTAL SHEETS 1</p>
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Cost Increase Staff Review Small City Arterial Program (SCAP)

Board Meeting Date: March 24, 2006

REGION	Puget Sound	FUNDING YEAR	2005/2006
LEAD AGENCY	City of Buckley	PROPOSED BID AWARD	April 2006
PROJECT NUMBER	6-P-808(008)-1 and 6-P-808(009)-1	PROJECT LENGTH	0.47 miles
PROJECT NAME	Main Street River Avenue to A Street, and Ryan Road West of Division Street to Spiketown Road	AADT	4,400
		FUNCT CLASS	Collector
		VE_STUDY	Not
			Required
CURRENT PHASE	Construction Phase approved on Feb. 22, 2006		

Phase	TIB Funds	Local Funds	Total Cost
DESIGN			
Funds approved for Design	90,714	25,666	116,380
Funds approved for Right of Way	0	0	0
CONSTRUCTION			
Funds approved for Construction	854,286	720,624	1,574,910
TOTAL	945,000	746,290	1,691,290

NONELIGIBLE COST	26,831	TIB REIMBURSEMENT RATIO	55.9%
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LOCAL MATCH	Buckley - \$746,290
EXISTING FACILITIES	<p>Main Street goes through downtown Buckley with 2 travel lanes and a parking lane on each side. The existing concrete panels are settling and the asphalt pavement surfacing is in poor condition. The 8' sidewalks are in poor condition and do not have ADA compliant curb ramps.</p> <p>Ryan Road is a two-lane road with varying width. The pavement is in poor condition and the drainage system is substandard. There are 4' sidewalks on most of the north side of Ryan Road and no pedestrian facilities on the south side.</p>
PROPOSED WORK	<p>The Main Street project repairs the concrete roadway panels, resurfaces the roadway and replaces existing curb, gutters and sidewalks. The sidewalks will include curb bulb-outs and decorative concrete crosswalks. The storm drain and water supply systems will be replaced, and street lighting will be added.</p> <p>The Ryan Road project reconstructs and widens Ryan Road to include two travel lanes, two parking lanes, and two sidewalks with planter strip buffers. Storm drainage will be added.</p>
PROJECT BENEFITS	<ul style="list-style-type: none"> • Revitalizes downtown • Improves safety • Restores the roadways

DISCUSSION

The Main Street project was advertised in Spring 2005 and the single bid received was rejected because it was too high. Since then, the project was combined with the Ryan Road project in order to attract more bidders and to receive the benefits of reduced unit prices because of increased quantities.

The cost estimate included with the Ryan Road application did not anticipate the amount of fill required to compensate for the poor soil conditions. That, combined with the recent increases in the cost of materials, left a large funding gap.

Bids opened for this project on March 7, 2006. The low bid received this time for Main Street was \$100,000 less than the previous bid, but was still much higher than estimated when the project was first selected for TIB funding. The low bid on the Ryan Road portion was \$339,000, or 54% higher than the engineer's estimate.

The city requests an increase in TIB funding as shown below.

Phase	TIB Funds	Local Funds	Total Cost
Project Selection	945,000 77.9%	267,375 22.1%	1,212,375
Construction	945,000 55.9%	746,290 44.3%	1,691,290
Bid Award	<u>1,445,000</u> 72.1%	<u>558,832</u> 27.9%	<u>2,003,832</u>
Change	500,000 52.9% Increase	291,457 109.0% Increase	791,457 65.3% Increase

The cost of materials has increased significantly since project selection. The contractors also cited the difficulty of working and maintaining traffic in the confines of the downtown core of the city where half of this project takes place. The low bidder's construction schedule anticipated beginning work on Ryan Road immediately, and working on Main Street after the city's logging festival as required by the contract. The contractor expressed that he would not honor his bid if the Ryan Road work was removed from the contract.

STAFF RECOMMENDATION

Staff recommends approval of the increase in TIB funding as presented.

BOARD ACTION

- Motion to approve a \$500,000 increase bringing the total to \$1,445,000 in SCAP funds to repair Main Street and construct ADA compliant sidewalks and to widen Ryan Road.

Polodna, Mike (TIB)

From: Tim Osborne [tosborne@g-o.com]
Sent: Friday, March 10, 2006 12:25 PM
To: Stevan Gorcester
Cc: Mike Palodna; David Schmidt; Blake Olofson
Subject: Buckley TIB Projects
Importance: High

Steve -

We have recently bid two TIB projects for the City of Buckley. The projects were bid collectively in hopes of capitalizing on the economy of scale. The projects were:

**Main Street (TIB# 6-P-808(008)-1, and
 Ryan Road (TIB# 6-P-808(009)-1**

Additional schedules of work also bid with the project included a bid additive schedule for the extension of Main Street (Your recommendation to extend amenities to the SR 410 corridor), and a City funded water main improvement/enhancement on Ryan Road.

As you may recall, this is the second time Main Street has been bid. The first time we only got one bid which was also considerably high. This original bid took place in May, 2005 and was rejected by the TIB and City.

We have sent the UCE to your engineer who indicated (to our engineer) a maximum increase of 125,000 was all the TIB could support.

I believe this might be the cheapest we can get the work done. For example, we bid the project in the early part of the year when the bidding climate is typically the most competitive (bid results were competitive), the bid for Main Street this round of bidding was approximately \$100,000 cheaper than the last bid, we merged the projects together to get a greater economy of scale, bidding this project later in the year (again) will not guarantee cheaper prices, more bidders, or a competitive climate. For your further edification, we bid the projects collectively and the contractor is not responsive to our proposal to delete entire schedules of work as his bid price (and profits) were based on the larger project.

In design of the projects, we reduced the overall costs of both projects by incorporating significant portions of the existing roadbed into both projects instead of rebuilding as originally contemplated. The bid prices tendered were generally higher in most every bid item, with asphalt, concrete and pipelines being the "highest".

The total estimated cost of the Main Street Project is now \$905,638 (Note:our engineering fees remain the same). Without additional TIB help beyond the \$125,000 the City's portion would be \$335,638. This cost presents a huge financial hardship on the City, particularly since they are also trying to fund their state mandated wastewater treatment plant upgrade. This cost does not include any contingencies which I believe are necessary as we are digging in the oldest section of the City. We feel the high cost of bidding is due to the very restrictive construction site in the downtown corridor (building front to building front), necessity to provide continued access to businesses during construction, increased and/or uncertain cost of materials (pipe, asphalt, concrete, etc.), significant amount of work currently in the marketplace (labor market).

For Ryan Road, the total estimated project cost without contingencies is \$1,098,194 (engineering fees remain the same). The City cost, based on an additional TIB contribution of \$125,000 would be \$473,194. However, in addition to this City cost, the City also needs to fund the upsizing of the storm pipe for a cost of \$119,000 and pay for the watermain in this corridor at an additional cost of \$269,039.04. Obviously, this project is in jeopardy as well as it too presents a huge financial burden on this small City. The reasons for the cost increase is similar to Main Street.

The City has told its downtown commercial core after last year's bid that the project would be rebid and built this year. Without some kind of new funding strategy this is not likely to happen.

I have been doing this type of work for most of my 30 years for the firm. I've only once gone to your board to ask for additional assistance. Is that something you would support? Can there be a different funding strategy? Can you help?

Please feel free to call Dave Schmidt, City Administrator (360.829.1921 - ext.200) or me (206.284.0860) if we can assist you further in your evaluation. Your timely comments would be most appreciated such that we could present the Council with information on this process. Thanks, Tim

Scope Change Request Staff Review Urban Arterial Program (UAP)

Board Meeting Date: March 24, 2006

REGION	Puget Sound	FUNDING YEAR	FY 2004
LEAD AGENCY	City of Pacific	PROPOSED BID AWARD	4/1/2006
PROJECT NUMBER	8-1-117(004)-1	PROJECT LENGTH	1.30 miles
PROJECT NAME	Ellingson Road SR 167 to Skinner Rd (C St)	AADT	10,000
CURRENT PHASE	Design Phase approved on May 18, 2004	FUNCT CLASS	Minor
		VE STUDY	Not Required

Phase	TIB Funds	Local Funds	Total Cost
DESIGN	Funds to be approved for Design	31,050	0
	Funds to be approved for Right of Way	60,000	0
CONSTRUCTION	Funds estimated for Construction	812,050	400,000
	TOTAL	903,100	1,303,100
NONELIGIBLE COST	0	TIB REIMBURSEMENT RATIO	69.3%

LOCAL MATCH PACIFIC \$10,000; WSDOT \$0; City of Pacific (Safeway Mitigation Funds) \$200,000; City of Algona (Safeway Mitigation Funds) \$190,000 for a total of \$400,000

EXISTING FACILITIES Ellingson Road is a four-lane roadway with deteriorated pavement and no pedestrian facilities.



PROJECT BENEFITS

- Improves safety
- Reduces congestion
- Improves access between SR-167 and the industrial area

DISCUSSION

TIB Staff met with the city to discuss a cost increase for the Ellingson Road project. It was determined that an increase of \$950,000 would be needed to fully fund the improvement. Staff recommended the city request a scope change to shorten the project limits to between the Union Pacific Railroad tracks and Skinner Road. This scope change allows the project to remain within existing funding and results in no change in UAP funds as shown in the table below.

Phase	TIB Funds		Local Funds		Total Cost
Project Selection	903,100	69.3%	400,000	30.7%	1,303,100
Scope Change	<u>903,100</u>	69.3%	<u>400,000</u>	30.7%	<u>1,303,100</u>
Change	0		0		0
	0.0% No Change		0.0% No Change		0.0% No Change

PROJECT RATING

Original Scope Rating **68** Revised Scope Rating **68**
Revised Scope Rating within Priority Array Funding Level **Yes**

PROPOSED WORK

This project will reconstruct Ellingson Road between the Union Pacific Railroad tracks and Skinner Road. A new sidewalk will be added along the south side of the road where none currently exists between Skinner Road and the elementary school.

PROJECT HISTORY

- The project was originally proposed in the FY 2004 fund series to overlay Ellingson Road between SR-167 and Skinner Road and add pedestrian improvements.
- In November 2004 the Board approved a sidewalk deviation to construct sidewalk only on the north side of the road to eliminate wetlands impact.
- Traffic accessing the Safeway Distribution Warehouse and a large gravel mining operation east of the project hauling gravel to the third runway has greatly increased and has led to rapid deterioration on the roadway surface.
- In June 2005 it became apparent that an overlay was no longer an option and the city applied for other competitive grants to cover the shortfall, but were unsuccessful.
- In February 2006 the City of Algona closed one lane west bound due to unsafe driving conditions.

DISCUSSION

Justification for the change in project scope is detailed below:

- Staff reviewed the city's fully funding request and determined a scope change was appropriate for the following reasons:
 - High probability of receiving funding through other sources
 - Large Puget Sound Regional Distribution
 - Addresses the worst section of Ellingson Road
- The limited roadway base of Ellingson Road will not support the existing heavy truck traffic.
- Poor pavement condition has forced closure of one lane between the railroad and Skinner Road. This scope change reconstructs the most deteriorated segment.
- There are very limited city resources to cover shortfalls.
- A new sidewalk along the south side will connect low income housing areas to the elementary school and a shopping center.
- The original project cost has risen from \$1.3 million to approximately \$2.5 million.
- The city is pursuing other grants to complete improvements between the railroad and SR-167.

**STAFF
RECOMMENDATION**

Staff recommends approval of the scope change as presented.

BOARD ACTION

Motion to approve a scope change to shorten the project limits to between the Union Pacific Railroad tracks and Skinner Road.



CITY OF PACIFIC

100 - 3RD AVENUE SOUTHEAST
PACIFIC, WASHINGTON 98047
CITY HALL (253) 929-1100
FAX (253) 939-6026
March 2, 2006

Transportation Improvement Board
Attn: Stevan Gorcester, P.E.
P.O. Box 40901
Olympia, WA 98504-0901

RECEIVED
MAR 09 2006
TIB

Subject: **Ellingson Road Project – TIB # 8-1-117(004)-1**

Dear Mr. Gorcester:

Thank you for meeting with my staff on February 13, 2006 to discuss TIB Project 8-1-117(004)-1, Ellingson Road Improvement Project for the City of Pacific. This pavement rehabilitation project has been delayed by funding shortfalls related to increased construction costs since the original grant estimate. The accelerated pavement deterioration will further increase project costs if delayed. As a result of these cost increases, we are requesting consideration of the following actions by your agency, in order of preference:

- a. Funding increase of \$950,000 to complete the original project scope.
- b. An administrative increase of \$135,000 (15% of the original \$903,000 grant), with a scope reduction to complete a portion of the project, if full funding is not available.

These increases are based upon estimated construction costs only and will be finalized when bids are opened on March 16th and presented at the Board's regularly scheduled meeting on March 23rd or 24th. This letter serves to formally request presentation at this meeting and provide advance notice of the City's intentions. Details regarding each of these options are as follows:

A. Full Project Funding

The full project scope includes pavement reconstruction and sidewalk construction for the Ellingson corridor between Frontage Road and Skinner Road. The design also includes widening and a new signal at the intersection of Frontage Road and Ellingson, with other signal upgrades performed at the Milwaukee and Pacific intersections. No landscaping or other aesthetic features are included in the project, nor is any right-of-way required for this project. There are no design features which, if eliminated, would not reduce capacity. A value engineering study of the project has been determined to be impractical by both TIB and City staff since there are virtually no alternative options to consider.

If full funding is provided, Ellingson Road will meet all long-term projected transportation needs for the corridor and provide continuous, multi-modal facilities between Frontage and Skinner. This will in turn prevent submission of future funding requests to the Board for repair of any un-corrected deficiencies. Details of the full proposed funding are shown as follows:

Secured Funding

TIB Urban Arterial Program Grant	\$903,000
<i>TIB Funding Increase</i>	\$950,000 ←
Private Funding	\$390,000
<u>Local Match (City of Pacific)</u>	<u>\$107,000</u>
TOTAL	\$2,350,000

Estimated Costs

Design Engineering	\$168,000
Construction Contract (full scope)	\$2,060,000
<u>Construction Engineering</u>	<u>\$122,000</u>
TOTAL	\$2,350,000

B. Administrative Increase and Scope Change

A reduced project scope would reconstruct and overlay pavements, as well as construct sidewalks, from approximately the Union Pacific Railroad tracks to Skinner Road (approximately half the length of the full project scope). Any remaining funds identified after bid opening would be used to extend improvements in a continuous fashion beyond the reduced project scope area. Signal improvements will be included at the intersection of Pacific and Ellingson. This work will address the most degraded pavements along the corridor and provide pedestrian facilities near high-density residential areas.

While improvements in this particular section of the corridor will meet long-term transportation needs, failed pavements and lack of sidewalks in other portions of the corridor will remain unchanged and continue to increase road maintenance and present safety hazards to pedestrians. Lack of signalization and increased traffic at Frontage Road and Ellingson will prevent efficient connection onto SR-167. Such deficiencies will likely result in future grant applications to the Board.

An administrative increase of 15% of the original \$903,000 Urban Arterial Program grant (\$135,000) will allow the City to complete construction of the reduced project scope.

Details of the proposed funding are shown as follows:

Secured Funding

TIB Urban Arterial Program Grant	\$903,000
<i>TIB Administrative Increase</i>	<i>\$135,000</i> ←
Private Funding	\$390,000
Local Match (City of Pacific)	\$107,000
<u>TOTAL</u>	<u>\$1,535,000</u>

Estimated Costs

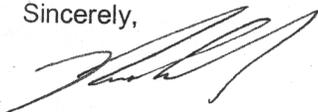
Design Engineering	\$168,000
Construction Contract (reduced scope)	\$1,292,000
Construction Engineering	\$75,000
<u>TOTAL</u>	<u>\$1,535,000</u>

Summary

The City staff has reviewed both funding options, as well as the scope reduction, with its Public Works Committee and mayor. The City's leadership is supportive of both actions, with the obvious preference that we fund the **full project** and build the project right the first time: a continuous, multi-modal corridor that efficiently moves a fast-growing community. Please support us in this effort by funding the full \$950,000 in additional project funds to ensure this much-needed project is completed.

We appreciate your time and effort in coordinating this project with us. Please forward any questions or comments regarding this letter to John Walsh, the City's Public Works Director, at (253) 929-1113, or write jwalsh@ci.pacific.wa.us.

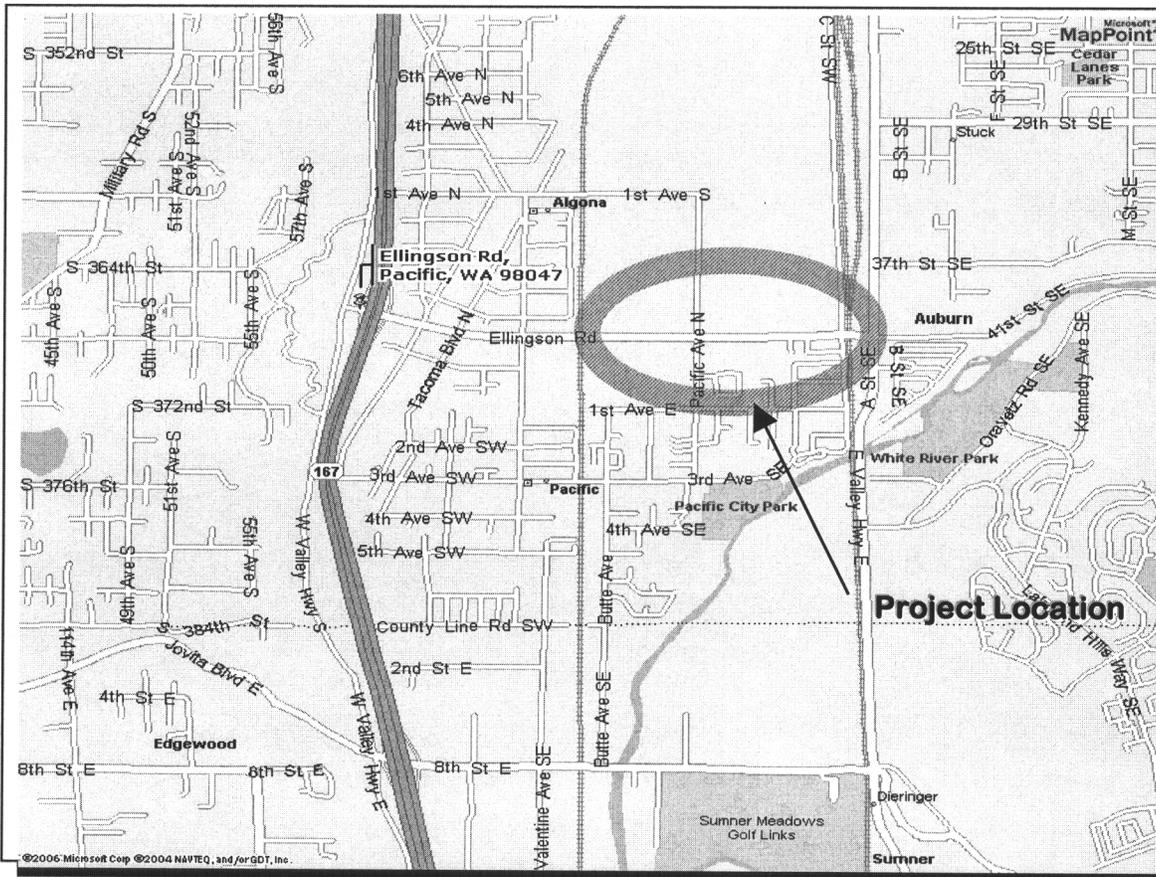
Sincerely,



Richard Hildreth, Mayor
City of Pacific

Pacific

Ellingson Road
Union Pacific Railroad to Skinner Road



Cost Increase Staff Review Small City Sidewalk Program (SC/SP)

Board Meeting Date: March 24, 2006

REGION	West	FUNDING YEAR	FY 2007
LEAD AGENCY	Town of Pe Ell	PROJECT LENGTH	0.15 miles
PROJECT NUMBER	P-W-964(P01)-1	FUNCT CLASS	Collector
PROJECT NAME	Main Street (SR 6) 6th Ave to 4th Ave	AADT	2,600
		VE STUDY	Not Required
		BID AWARD TARGET	Mar 2006

Phase		TIB Funds	Total Cost
DESIGN	Funds approved for Design	10,234	12,792
	Funds approved for Right of Way	0	0
CONSTRUCTION	Funds approved for Construction	96,366	120,458
	TOTALS	106,600	133,250
NONELIGIBLE COST	\$0		
		TIB REIMBURSEMENT RATIO	80.0%

LOCAL MATCH PE ELL \$26,650

EXISTING FACILITIES The existing sidewalks are broken and displaced. The curbs and gutters are deteriorated.

- PROJECT BENEFITS**
- Improves pedestrian safety
 - Addresses ADA issues

PROPOSED WORK The project replaces deteriorated curbs, gutters and sidewalks along both sides of Main Street. The improvements encourage pedestrian travel in the central business district.

DISCUSSION Bids were opened March 16, 2006, and project costs have increased by \$40,440. Approximately \$7,000 of the increase is due to the discovery of obstructions in the sidewalk that needed to be addressed. The remainder of the increase is due to increases in unit bid prices. The low bidder's price for concrete sidewalk is \$40/sy, and for concrete curb is \$30/lf. These 2 items account for the majority of the remaining cost increase.

The city requests an increase in TIB funding as shown below.

Phase	TIB Funds	Local Funds	Total Cost
Project Selection	106,600 80.0%	26,650 20.0%	133,250
Construction	106,600 80.0%	26,650 20.0%	133,250
Bid Award	145,018 83.5%	28,672 16.5%	173,690
Change	38,418	2,022	40,440
	36.0% Increase	7.6% Increase	30.4% Increase

STAFF RECOMMENDATION Staff recommends approval of the increase in TIB funds as presented.

- BOARD ACTION**
- Motion to approve a \$38,418 increase to replace sidewalks on Main Street, bringing the total to \$145,018 in SC/SP funds.



Proposed Criteria Changes for FY 2008 Funding Programs
 March 24, 2006

BACKGROUND

The proposed criteria changes were presented to the Board at the January 26, 2006 meeting. Staff conducted a customer survey and received the following results:

Urban:	26 responses	23 agree	2 disagree	1 no opinion
Small City:	32 responses	27 agree	3 disagree	2 no opinion

We received responses from approximately 20% of each customer group and there was solid support for making the proposed changes.

URBAN CORRIDOR PROGRAM (UCP)

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

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

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

SMALL CITY ARTERIAL PROGRAM (SCAP)

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

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

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

RECOMMENDATION

Staff recommends the Board adopt the proposed criteria changes for the FY 2008 funding cycle.

Urban Customer Survey Results

Question Responses

- Agree = 1
- Disagree = 2
- No Opinion = 3

Question	Comments	timestamp	Name	Title	Agency
1	I have no further comments to make.	2/15/2006	Jim Mahlum	Civil Engineer	City of Port Angeles
1		2/15/2006	Gordon Larson	Project Coordinator	City of Everett
2	There appears to be pet projects being promoted. Those of us consistently rated low (even though the federal programs rate the projects high enough for funding) will have even a lower chance of TIB funds unless we hire a full time grant writer.	2/15/2006	Bob Alberts	Public Works Director	Pasco
1		2/15/2006	Nancy LaCombe	Senior Project Manager	City of Bellevue
1		2/15/2006	Carol Hughes Evans	Economic Development	City of Kennewick
1	It may be more clear if the description of the third criteria changes to "Extends & Completes Corridor"? Thanks	2/15/2006	Mansoor Ghorbani	City Engineer	City of Chehalis
1	I would encourage more points to the Extends Improvements. Several intersections improvement projects on the corridors would fit in this category. Intersection improvements would divide the large corridor projects into reasonable size projects.	2/15/2006	Al Ermer	Street Systems Project Engineer	City of Federal Way
1	I think the 5 point spread within each choice provides a more equitable point distribution. I also like the one point overlap between choices rather than the original overlap of several points. Further the original point spread for "Completes Corridor" was far to wide, comparatively speaking. I fully support your proposed change.	2/15/2006	marilyn riebe	grants & loans administrator	City of Chehalis
1	This type of change would help the City of Richland obtain TIB funding to complete a gap in Keene Road the would benefit not only Richland but West Richland. I would like to see how you would define logical termini as it applies to "Completes a Corridor". Thanks for the opportunity to comment.	2/15/2006	Roscoe Slade	Director of Public Works	City of West Richland
3		2/15/2006	James P. Wilhoit	Civil Engineer/ Project Manager	City of Renton
1		2/16/2006	Chris Searcy	Public Works Director	City of Enumclaw
1	The new criteria should take into account that not all corridors can be completed outside of the agency's requesting funding due financial, political or for environmental reasons. Specific projects that come to mind are Coal Creek Parkway, Frist Avenue South and Avondale Road all of which cross through 4 or 5 Juristricions of which one has flatly stated that they will not longer due urban road improvements inside the GMA Boundry. Along these corridors additional consideration should be given beyond just extends improvements.	2/16/2006	John O'Brien	Capital Projects Manager	City of Burien
1		2/16/2006	Dave Lorenzen	Public Works Director	City of Edgewood
1		2/16/2006	Joel Ristau	Public Works Director	Asotin County
1		2/16/2006	K. Wendell Adams	City Engineer	City of Yakims
1	This is a minor revision that recognizes that extending improvements and completeing gaps are valuable efforts to improving mobility. Often, completeing a corridor can only be a remote dream.	2/17/2006	Bill Wright, P.E.	Transportation Programming Manager	Clark County PW
1		2/17/2006	Randy Wesselman	Transportation Engineering and Planning Supervisor	City of Olymipia
1		2/17/2006	Steve M. Worley, PE	Senior Engineer - Capital Projects	City of Spokane Valley

Urban Customer Survey Results

2	I realize it might make your scoring a little more challenging, but I think that the point ranges should overlap between "Completes Gap" and "Completes Corridor". Within a single project, in some cases completing a critical gap may be as important as completing the corridor. And when competing projects are compared against each other, completing a gap in one project may be more important than completing a corridor in a different project. Thus, I think the points should overlap, say the CG range is 5 to 13, and the CC range is 7 to 15, or something like that. This could also apply to extending improvements, but I think closing gaps would almost always be more important than extending improvement.	2/18/2006	Jeff Cameron	Public Works Director	City of Longview
1	I would also like to see the point system updated to increase project points given for increasing local match dollars along with repeated applications over the years. Especially if a Agency provides 60 % or more of the total project costs.	2/21/2006	Stephen Misiurak	City Engineer	City of Gig Harbor
1	Thanks for asking! It feels good to be part of the process.	2/21/2006	Ross Dunfee	County Engineer	Benton County
1	Provisions for extra points should be made for projects extending improvements in more than one direction , say at both ends of an existing project. or projects located over multiple corridors.	2/22/2006	Sharon Griffin	Program Development Coordinator	City of Renton
1	The City of Hoquiam applied this year and was denied. I feel it is a major flaw that a rural, low income agency with much lower funding opportunities (tax collections) must compete with actual urban cities. When you look at the cities who recieved funding in this category, they were true urban cities with much greater street revenue than a City like Hoquiam. Population alone should not determine who is rural vs urban.	2/23/2006	Jolene Gosselin RichardMcDermott	County engineer Engineering Technician	Douglas County City of Spokane, Capital Programs
1		2/27/2006	Brian Shay	City Administrator	Hoquiam
1		3/2/2006	Ryan Lyyski	City Engineer	City of Ellensburg

Small City Survey Results

Question Responses

- Agree = 1
- Disagree = 2
- No Opinion = 3

Question	Comments	timestamp	Name	Title	Agency
1	I think that most the cities that these funds are targeted for are lucky to have any type of planning done much less "Economic or Community Development" planning.	2/15/2006	Jan Brending	Clerk Treasurer	City of Bingen
1	While having a viable Economic or Community Development Plan and/or Teams(s) is beneficial it is a luxury most small communities cannot afford. They are having a difficult time simply complying with GMA Planning. Only the largest of the small communities have the resources to complete such, giving them an unfair advantage over the smaller communities who have the greatest need.	2/15/2006	Dave Schmidt	City Administrator	City of Buckley
1	I feel that Planning is a very important part of a project for a small city, however I do not think all small cities have the resources available to form a Economic Development or Community Development Plan. Therefore the 0 to 10 point range may be more advantages to some of the larger small cities.	2/15/2006	Diana Quinn	Clerk Treasurer/City Administrator	City of Everson
1		2/15/2006	Valinda Knighten	City Clerk/Treasurer	City of Grand Coulee
1		2/15/2006	Darrin Raines	Public Works / Community Development Director	City of Cosmopolis
3	The main thing I think TIB should address regarding funding changes is the allowable tonnage limits your department(s) have placed on the cities when it comes to accepting bids. We have found, because of our remoteness, that contractors need to bid higher than your tonnage price limits allow because of transportation costs. Is it possible for TIB to take this into account when establishing new tonnage limits for 06? We were not able to get a project funded in 05 by TIB because contractor's bid prices per ton were far higher than what your limits per ton would allow. Thanks for considering this request.	2/15/2006	Van Whysong	Council Member- Streets	Metaline Falls 99153
1		2/15/2006	Carl M. McCrary	Director of Public Works	City of Kalama
1	Sometimes it is difficult for small cities to have a community development team. This can be caused by lack of community support or short staff wearing many hats.	2/15/2006	John Light	Public Works Director	City of Gold Bar
2	The playing field should be level for all communities no matter where they are geographically.	2/15/2006	Jeffrey Sarvis	Public Works Director	City of La Center
2	Leave it the way it is.	2/16/2006	Gary Armstrong	Town Administrator	Town of Eatonville
1	I also agree that planning is important however the weighting was too high.	2/16/2006	Karla R. Roberts	Public Works Technical Assistant	City of Ocean Shores
1					

Small City Survey Results

1	Many small communities applying for these funds have relatively simple projects not requiring hiring a planner. These projects can be handled by staff without spending the money to hire a planner.	2/16/2006 Scott MacKenzie	Superintendent	Town of South Cle Elum
1	Sounds good to me.	2/16/2006 Spencer Nichols	Mayor	Town of Pe Ell
1		2/16/2006 Jim Leonhard	Public Works Director	City of Cle Elum
0		2/16/2006 Russ Blount	Public Works Director	City of Fife
1		2/16/2006 Bill Frye	Public Works Manager	Town of Colton
1		2/16/2006 Sandra K Atchison	Clerk/Treasurer	Town of Nespelam
1		2/16/2006 Clifton Morey	On-Call Services Engineer	Town of Rockford
1		2/17/2006 Russ Rickett	Mayor	Town of Oakesdale
3		2/21/2006 Teresa Standridge	Clerk Treasurer	City of Mesa
1		2/22/2006 Craig Lilleland	Mayor	City of Ritzville
1		2/22/2006 Carol Visker	Clerk/Treasurer	Town of Coulee Dam
1		2/22/2006 Georgeann (Sue) Bafus	Clerk-Treasurer	Town of Endicott
1	This seems to be a very good solution to most small cities ability to garner a solid core of residents willing to devote the volunteer hours required to educate themselves, then make those long-term planning recommendations which address future infrastructure decisions. <input type="checkbox"/>	2/22/2006 Jim Starks	Dir. Public Works	City of Elma

It may be best to allow us to make the monetary contribution towards the Local Support component.

1	Planning, Economic or Community Plan or an Economic Development or Revitalization Team are need in some form for all sizes of agencies, but producing data and documentation is a challenge for under staffed smaller entities. Value given for subjective criteria should be weighted less than Relative truths that are observed, substantiated, and measured.	2/23/2006 Kynda Browning	Clerk/Treasurer	Town of Latah
1		2/24/2006 Ron	PW Director/City Engineer	North Bend
1		2/24/2006 Ron Garrow	Director Public Works	City of Royal City
2	The City of Yelm believes that planning is a critical component to the development of our future street infrastructure, however, we do understand the issue related to the weight factor in a particular area of rating.	2/25/2006 Katherine Bohnet	Mayor	Town of Wilson Creek
1		3/3/2006 Stephanie Ray	Project Manager	City of Yelm