



**Transportation Improvement Board**

**November 16-17, 2006 – Federal Way, Washington**

**Meeting Location: King County Aquatic Center**

**650 SW Campus Drive, Federal Way, WA 98023**

**(206) 296-4544**

**Lodging Location: Federal Way Courtyard by Marriott Hotel**

**31910 Gateway Center, Federal Way, WA 98003**

**(253) 529-0200**

November 16, 2006

**WORK SESSION AGENDA**

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1:30 PM	A. RTID Presentation	David Hopkins 51
2:15 PM	B. FY 2008 Priority Array	Steve Gorcester/Greg Armstrong 88
3:15 PM	C. WAC 479-02 Revisions Approval	Rhonda Reinke 90
3:20 PM	D. Proposed WAC Revisions	Rhonda Reinke
	1. WAC 479-01 Summary	1
	a. WAC 479-01 with marked revisions	2
	b. WAC 479-01 proposed final language (without marked revisions)	6
	2. WAC 479-12 Summary	10
	a. WAC 479-12 with marked revisions	13
	b. WAC 479-12 proposed final language (without marked revisions)	29
	3. WAC 479-14 Summary	38
	a. WAC 479-14 with marked revisions	40
	b. WAC 479-14 proposed final language (without marked revisions)	47
5:00 PM	Tour of Aquatic Center	
6:00 PM	Board Dinner at Indochine's	



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November 17, 2006 – 9:00 AM  
BOARD AGENDA

	Page
1. CALL TO ORDER	Chair Bowman
2. GENERAL MATTERS	
A. Approval of September 22, 2006 Minutes	Chair Bowman 73
B. Communications	Steve Gorcester
1. Officials dedicate new Pasco overpass – <i>TriCity Herald</i>	77
2. Dignitaries gather to cut ribbon on “School Loop” – <i>The Davenport Times</i>	78
3. Ribbon cutting officially opens rebuilt Pope Ave. – <i>Wilbur Register</i>	79
4. Cutting the ribbon on Collins Street – <i>Goldendale Sentinel</i>	80
5. Montesano looks at scaling down its Main Street project – <i>The Daily World</i>	81
6. Visionary steps down: City planner headed to Ashland – <i>The Wenatchee World</i>	82
7. Skamania County RJT Request Letter	83
8. Letter from State Auditor’s Office RE Performance Audit	84
3. LOCAL PRESENTATIONS	Steve Gorcester
4. NON-ACTION ITEMS	
A. Chair’s Report to the Board	Chair Bowman
B. Executive Director’s Report	Steve Gorcester
C. Financial Report	Theresa Anderson
D. Project Activities Report (9/1/06 – 10/31/06)	Greg Armstrong 85
5. ACTION ITEMS	
A. FY 2008 Priority Array	Steve Gorcester 88
B. WAC 479-02 Revisions Approval	Rhonda Reinke 90
6. FUTURE MEETINGS	
January 25-26 – Lacey	July 26-27 – Pt Angeles/Oak Harbor/Pt. Townsend
March 22-23 – Yakima	September 20-21 – Leavenworth/Wenatchee
May 17-18 – Walla Walla	November 29-30 – Tacoma/DuPont
7. ADJOURNMENT	

**WAC 479-01 addresses the organization of the Transportation Improvement Board.**

**WAC 479-01-010 Organization of the Transportation Improvement Board**

- Changed the title
- Changed incorrect reference to correct RCW
- Added the new fund known as the small city pavement and sidewalk account

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

- Changed the title
- Deleted extra wording
- Deleted reference to meetings being held in Olympia
- Meeting schedule is not approved at a specific meeting, rather it is at least 3 months before the beginning of the year (calendar year).
- Addresses special meetings

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

- Deleted extra wording

**WAC 479-01-040 Definitions and acronyms**

- Changed title to include acronyms
- This incorporates all of the definitions from other WAC's into this one

**WAC 479-01-050 Administrative costs**

- Changed title
- Deleted extra wording

**NEW SECTION**

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

- Adds the powers and duties for the executive director previously described in the delegation of authority in the board guidelines.

Chapter 479-01 WAC

DESCRIPTION OF ORGANIZATION Last Update: 8/4/03 WAC

479-01-010	Organization of the transportation improvement board.
479-01-020	Time and place of meetings.
479-01-030	Address of board.
479-01-040	Definitions.
479-01-050	Administration-Administrative costs.
479-01-060	Executive Director powers and duties

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

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

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

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

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

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

9 All provisions of RCW 47.26.150 Transportation improvement  
10 board meetings, and chapter 42.30 RCW otherwise known as the  
11 Open Public Meetings Act will apply.  
12 ~~all provisions of chapter 42.30 RCW shall apply.~~

13  
14 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
15 § 479-01-020, filed 11/23/99, effective 12/24/99. Statutory  
16 Authority: Chapter 47.26 RCW. 95-04-072, § 479-01-020, filed  
17 1/30/95, effective 3/2/95; 92-12-014, § 479-01-020, filed  
18 5/26/92, effective 6/26/92; 90-11-035, § 479-01-020, filed  
19 5/10/90, effective 6/10/90; 83-22-021 (Order 83-01, Resolution  
20 Nos. 770, 771 and 772), § 479-01-020, filed 10/26/83; Order 279,  
21 § 479-01-020, filed 4/17/73; Order 31 (part), § 479-01-020,  
22 filed 11/8/67.]

23  
24  
25 **WAC 479-01-030 The Address of the board.** ~~Persons wishing~~  
26 ~~to obtain information or to make submissions or requests of any~~  
27 ~~kind shall address their correspondence to~~ The official mailing  
28 address of the board is:  
29

30 ~~Executive Director,~~ Transportation Improvement Board  
31 Post Office Box 40901  
32 Olympia, Washington 98504-0901.  
33  
34  
35

36 [Statutory Authority: Chapter 47.26 RCW. 95-04-072, § 479-01-  
37 030, filed 1/30/95, effective 3/2/95; 90-11-035, § 479-01-030,  
38 filed 5/10/90, effective 6/10/90; 83-22-021 (Order 83-01,  
39 Resolution Nos. 770, 771 and 772), § 479-01-030, filed 10/26/83;  
40 Order 281, § 479-01-030, filed 5/21/73; Order 31 (part), § 479-  
41 01-030, filed 11/8/67.]  
42  
43

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

- 48 (1) Board - the transportation improvement board.
- 49 (2) TIB - the transportation improvement board.
- 50 (3) Director - the executive director of the transportation

WAC (11/8/0611/3/063/28/06 9:18 AM2:21 PM3:48 PM) [ 3 ]

1 improvement board.

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

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

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

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

14 (8) Population - is defined as Office of Financial  
15 Management official published population at the time of  
16 application.

17 (9) Highway urban area population - as published by the  
18 office of financial management

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

21 (11) Scope change - refers to a change in the physical  
22 characteristics and/or dimensions of a project.

23 (12) RJT - Route jurisdiction transfer.

24 (13) RTP - Road Transfer Program (formerly named City  
25 Hardship Assistance Program or CHAP).

26 (14) UATA - Urban arterial trust account

27 (15) TIA - Transportation improvement account

28  
29 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
30 § 479-01-040, filed 11/23/99, effective 12/24/99. Statutory  
31 Authority: Chapter 47.26 RCW. 95-04-072, § 479-01-040, filed  
32 1/30/95, effective 3/2/95; 90-11-035, § 479-01-040, filed  
33 5/10/90, effective 6/10/90.]

34  
35  
36 ~~WAC 479-01-050—Administration Administrative costs.~~ The  
37 ~~board costs for board activities, necessary staff services, and~~  
38 ~~facilities that are attributable to the urban arterial trust~~  
39 ~~account will be paid out of the and the transportation~~  
40 ~~improvement account shall be paid and the urban arterial trust~~  
41 ~~account as determined by the biennial appropriation.~~

42  
43 [Statutory Authority: Chapter 47.26 RCW. 03-16-077, § 479-01-  
44 050, filed 8/4/03, effective 9/4/03. Statutory Authority:  
45 Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-01-050, filed  
46 11/23/99, effective 12/24/99. Statutory Authority: 1995 c 269  
47 § 2601. 95-22-056, § 479-01-050, filed 10/30/95, effective  
48 11/30/95.]

49  
50 **NEW SECTION**

WAC (11/8/0611/3/063/28/06 9:18 AM2:21 PM3:48 PM) [ 4 ]

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

2 The board will appoints an executive director who will  
3 serve at the board's pleasure to carry out the board priorities  
4 and the mission of the agency including the following  
5 administrative duties:

6 (1) The executive director will direct and supervise all  
7 day to day administrative activities of the board;-

8 (2) The executive director will hire staff as needed and  
9 may authorize subordinates to act in the executive director's  
10 place to carry out assigned administrative duties. Delegation  
11 of authority must be in writing and the board will be notified.

12 (3) The executive director is delegated the duty to carry  
13 out the board priorities and the mission of the agency-

14 (3) The executive director is delegated has waiver  
15 authority for value engineering studies as described in WAC 479-  
16 05-040;-

17 (4) The executive director has is delegated sidewalk  
18 deviation authority as described in WAC 479-12-370.

19 (5) The executive director is delegated has administrative  
20 increase authority for projects up to the following levels:

21 (a) Urban corridor program - 15% of project costs or  
22 \$750,000 whichever is less.

23 (b) Urban arterial program - 15% of project costs or  
24 \$750,000 whichever is less.

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

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

27 (e) Sidewalk program - up to \$50,000.

28 (f) Small city pavement preservation program - up to  
29 \$200,000 within available funding limitations.

30  
31 [Statutory Authority: Chapter 47.26 RCW.]

Chapter 479-01 WAC

DESCRIPTION OF ORGANIZATION Last Update: 8/4/03 WAC

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479-01-020	Time and place of meetings.
479-01-030	Address of board.
479-01-040	Definitions.
479-01-050	Administrative costs.
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- the purpose for the meeting
- the date
- the time
- the place

All provisions of RCW 47.26.150 transportation improvement board meetings, and chapter 42.30 RCW otherwise known as the Open Public Meetings Act will apply.

1 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
2 § 479-01-020, filed 11/23/99, effective 12/24/99. Statutory  
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8 § 479-01-020, filed 4/17/73; Order 31 (part), § 479-01-020,  
9 filed 11/8/67.]

10  
11  
12 **WAC 479-01-030 The address of the board.** The official  
13 mailing address of the board is:

14  
15 Transportation Improvement Board  
16 Post Office Box 40901  
17 Olympia, Washington 98504-0901.  
18

19 [Statutory Authority: Chapter 47.26 RCW. 95-04-072, § 479-01-  
20 030, filed 1/30/95, effective 3/2/95; 90-11-035, § 479-01-030,  
21 filed 5/10/90, effective 6/10/90; 83-22-021 (Order 83-01,  
22 Resolution Nos. 770, 771 and 772), § 479-01-030, filed 10/26/83;  
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27 **WAC 479-01-040 Definitions and acronyms.** The following  
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30 (2) TIB - the transportation improvement board.  
31 (3) Director - the executive director of the transportation  
32 improvement board.  
33 (4) Agency - all cities, towns, counties, and  
34 transportation benefit districts eligible to receive board  
35 funding.  
36 (5) Urban area - refers to the portion of a county within  
37 the federal urban area boundary as designated by Federal Highway  
38 Administration and/or Washington State's Growth Management Act.  
39 (6) Small city - refers to an incorporated city or town  
40 with a population of less than five thousand.  
41 (7) Sidewalk program - refers to both the urban and small  
42 city sidewalk programs.  
43 (8) Population - is defined as Office of Financial  
44 Management official published population at the time of  
45 application.  
46 (9) Highway urban area population - as published by the  
47 office of financial management  
48 (10) Staff - refers to the employees of the transportation  
49 improvement board excluding the executive director.  
50 (11) Scope change - refers to a change in the physical  
51 characteristics and/or dimensions of a project.

- 1 (12) RJT - Route jurisdiction transfer.
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- 3 Hardship Assistance Program or CHAP).
- 4 (14) UATA - Urban arterial trust account
- 5 (15) TIA - Transportation improvement account
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7 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
8 § 479-01-040, filed 11/23/99, effective 12/24/99. Statutory  
9 Authority: Chapter 47.26 RCW. 95-04-072, § 479-01-040, filed  
10 1/30/95, effective 3/2/95; 90-11-035, § 479-01-040, filed  
11 5/10/90, effective 6/10/90.]

12  
13  
14 **WAC 479-01-050 Administrative costs.** The costs for board  
15 activities, staff services, and facilities will be paid out of  
16 the transportation improvement account and the urban arterial  
17 trust account as determined by the biennial appropriation.

18  
19 [Statutory Authority: Chapter 47.26 RCW. 03-16-077, § 479-01-  
20 050, filed 8/4/03, effective 9/4/03. Statutory Authority:  
21 Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-01-050, filed  
22 11/23/99, effective 12/24/99. Statutory Authority: 1995 c 269  
23 § 2601. 95-22-056, § 479-01-050, filed 10/30/95, effective  
24 11/30/95.]

25  
26 **NEW SECTION**

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

28 The board appoints an executive director who will serve at  
29 the board's pleasure to carry out the board priorities and the  
30 mission of the agency including the following administrative  
31 duties:

- 32 (1) The executive director will direct and supervise all  
33 day to day activities of the board;
- 34 (2) The executive director will hire staff as needed and  
35 may authorize subordinates to act in the executive director's  
36 place to carry out administrative duties.
- 37 (3) The executive director has waiver authority for  
38 value engineering studies as described in WAC 479-05-040;
- 39 (4) The executive director has sidewalk deviation  
40 authority as described in WAC 479-12-370.
- 41 (5) The executive director is has administrative increase  
42 authority for projects up to the following levels:
  - 43 (a) Urban corridor program - 15% of project costs or  
44 \$750,000 whichever is less.
  - 45 (b) Urban arterial program - 15% of project costs or  
46 \$750,000 whichever is less.
  - 47 (c) Small city arterial program - up to \$125,000.
  - 48 (d) Road transfer program - up to \$75,000.
  - 49 (e) Sidewalk program - up to \$50,000.
  - 50 (f) Small city pavement preservation program - up to  
51 \$200,000 within available funding limitations.

1

2 [Statutory Authority: Chapter 47.26 RCW.]

**WAC 479-12 – Overall, changes were made to this section to make programs funded by the Urban Arterial Trust Account more uniform.**

**WAC 479-12-005 Purpose and authority**

- Minor wording changes

**New Section**

**WAC 479-12-006 Previously funded projects**

- New section added in response to previous board policy

**WAC 479-12-008 Definitions**

- Deleted entire section - moved to 479-01 Definitions

**WAC 479-12-011 Programs funded from the urban arterial trust account**

- Deleted extra wording
- Changed program names to current names
- Bulleted list
- Moved reference to CHAP to 479-210

**WAC 479-12-100 Intent of the arterial improvement program**

- Restates RCW – deleted
- New section will be titled Goals and will be provided after the management staff retreat

**New Section**

**WAC 479-12-110 Who is eligible for urban arterial program funding**

- Replaces the old eligibility language

**Renumbered**

**WAC 479-12-120 What projects are eligible for urban arterial program funds**

- Deleted extra wording
- Included sidewalk requirements

**Renumbered**

**WAC 479-12-130 Award criteria for the urban arterial program**

- Reworded criteria including numbering

**Renumbered**

**WAC 479-12-140 Regions of the urban arterial program**

- Deleted extra wording
- Changed order of regions to align with TIB numbering scheme

**Renumbered**

**WAC 479-12-150 Funding distribution formula for urban arterial program**

- Clarified the distribution formula
- Deleted extra wording

**Renumbered**

**WAC 479-12-160 Matching requirement for the urban arterial program**

- Changed wording to group city valuation
- Changed wording to group county road levy amounts

**WAC 479-12-200 Intent of small city program**

- Restates RCW - deleted
- New section will be titled Goals and will be provided after the management staff retreat

**New Section**

**479-12-210 Who is eligible for small city arterial program**

- Changed to correct program name

**New Section**

**479-12-220 What projects are eligible for the small city arterial program**

- Changed to correct program name
- Listed priorities

**Renumbered**

**WAC 479-12-230 Award criteria for the small city arterial program**

- Reworded criteria including numbering

**Renumbered**

**WAC 479-12-240 Regions for the small city arterial program**

- Deleted extra wording
- Changed order of regions to align with TIB numbering scheme

**Renumbered**

**WAC 479-12-250 Funding distribution formula for urban arterial program**

- Clarified the distribution formula
- Deleted extra wording

**Renumbered**

**WAC 479-12-260 Matching requirement for the urban arterial program**

- Changed wording to group city valuation
- Changed wording to group county road levy amounts

**479-12-300 through 479-12-370 – Deleted sections on City Hardship Assistance Program. These sections will be incorporated into WAC 479-211. WAC 479-211 will be reviewed after the legislative session with CHAP retention bill.**

**Sidewalk program will be renumbered to the 300 series.**

**WAC 479-12-400 Intent of pedestrian safety and mobility program**

- Restates RCW - deleted
- New section will be titled Goals and will be provided after the management staff retreat
- Name will be changed to sidewalk program

**New Section**

**WAC 479-12-310 Who is eligible for sidewalk program**

- Changed to correct program name

**New Section**

**WAC 479-12-320 What projects are eligible for the sidewalk program**

- Divided between urban and small city sidewalk programs
- Changed to correct program name
- Listed priorities

**Renumbered**

**WAC 479-12-330 Award criteria for the sidewalk program**

- Reworded criteria including numbering

**Renumbered**

**WAC 479-12-340 Regions for the sidewalk program**

- Deleted extra wording
- Changed order of regions to align with TIB numbering scheme

**Renumbered**

**WAC 479-12-350 Funding distribution formula for sidewalk program**

- Divided the urban from small city sidewalk programs
- Clarified the distribution formulas
- Deleted extra wording

**Renumbered**

**WAC 479-12-360 Matching requirement for the sidewalk program**

- Divided the urban from small city sidewalk programs

**New Section**

**WAC 479-12-370 Sidewalk program deviation**

- Provides executive director authority for sidewalk deviations

Chapter 479-12 WAC

SUBMISSION OF PROPOSED URBAN ARTERIAL TRUST ACCOUNT PROJECTS TO TRANSPORTATION IMPROVEMENT BOARD Last Update: 2/4/05 WAC

- 479-12-005 Purpose and authority.
- 479-12-008 Definitions.
- 479-12-006 Previously funded projects
- 479-12-011 Programs funded from the urban arterial trust account.
- 479-12-100 Intent of the arterial improvement program.
- Who is eligible for urban arterial program funding
- What projects are eligible for urban arterial program funding
- Award criteria for the urban arterial program
- Regions of the urban arterial program
- Funding distribution formula for the urban arterial program
- Matching requirement for the urban arterial program
- 479-12-210 Who is eligible for the small city arterial program
- What projects are eligible for small city arterial program
- Award criteria for the small city arterial program
- Regions of the small city arterial program
- Funding distribution formula for the small city arterial program
- Matching requirements for small city arterial program projects
- 479-12-310 Who is eligible for the sidewalk program
- What projects are eligible for the sidewalk program
- Award criteria for the sidewalk program
- Establishing regions for the sidewalk program
- Distribution formula for the sidewalk program
- Matching requirements for the sidewalk program
- 479-12-400 Sidewalk deviation requests

- 479-12-110 Priority criteria for arterial improvement program projects.
- 479-12-120 Establishing regions for arterial improvement program.
- 479-12-130 Apportionment of funds to arterial improvement program regions.
- 479-12-140 Eligible arterial improvement program projects.
- 479-12-150 Matching ratios for arterial improvement program projects.
- 479-12-200 Intent of the small city program.
- 479-12-210 Priority criteria for small city program projects.
- 479-12-220 Establishing regions for small city program.
- 479-12-230 Apportionment of funds to small city program regions.
- 479-12-240 Eligible small city program projects.
- 479-12-250 Matching requirements for small city program projects.
- 479-12-300 Intent of the city hardship assistance program.
- 479-12-310 Priority criteria for city hardship assistance program projects.
- 479-12-340 Eligible city hardship assistance program agencies or streets.
- 479-12-350 Matching ratios for city hardship assistance program projects.
- 479-12-360 Allowable city hardship assistance program activities.
- 479-12-370 City hardship assistance program participation with other funds.
- 479-12-400 Intent of pedestrian safety and mobility program.
- 479-12-410 Priority criteria for pedestrian safety and mobility projects.
- 479-12-420 Establishing regions for the pedestrian safety and mobility program.
- 479-12-430 Apportionment of funds to pedestrian safety and mobility program regions.
- 479-12-440 Eligible pedestrian safety and mobility projects.

DISPOSITION OF SECTIONS FORMERLY CODIFIED IN THIS CHAPTER

- 479-12-010 Data to be submitted on proposed projects. [Statutory Authority: Chapter 47.26 RCW. 95-04-072, § 479-12-010, filed 1/30/95, effective 3/2/95; 90-11-035, § 479-12-010, filed 5/10/90, effective 6/10/90; Order 458, § 479-12-010, filed 9/16/77; Order 290, § 479-12-010, filed 7/23/73; Order 170, § 479-12-010, filed 3/19/71; Order 63, § 479-12-010, filed 9/10/68; Resolution No. 14, filed 10/11/67.] Repealed by 99-24-038, filed 11/23/99, effective 12/24/99. Statutory Authority: Chapters 47.26 and 47.66 RCW.
- 479-12-020 Time and place for submission of proposed urban arterial trust account projects. [Statutory Authority: Chapter 47.26 RCW. 95-04-072, § 479-12-020, filed 1/30/95, effective 3/2/95; 90-11-035, § 479-12-020, filed 5/10/90, effective 6/10/90; 79-08-139 (Order 79-01, Resolution Nos. 596, 597, 598), § 479-12-020, filed 8/1/79; Order 459, § 479-12-020, filed 9/16/77; Order 290, § 479-12-020, filed 7/23/73; Order 172, § 479-12-020, filed 4/28/71; Order 94, § 479-12-020,

WAC (11/8/06 11/3/06 5/8/06 9:43 AM 4:24 PM 10:31 AM) [ 1 ]

1 filed 5/23/69; Order 27, § 479-12-020, filed 11/8/67; Resolution No. 7, filed 9/12/67.] Repealed by 99-24-038, filed  
2 11/23/99, effective 12/24/99. Statutory Authority: Chapters 47.26 and 47.66 RCW.  
3 479-12-260 Increases in small city program projects. [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-  
4 260, filed 11/23/99, effective 12/24/99.] Repealed by 03-16-077, filed 8/4/03, effective 9/4/03. Statutory Authority:  
5 Chapter 47.26 RCW.  
6  
7

8 **WAC 479-12-005 Purpose and authority.** ~~RCW 47.26.160~~

9 ~~provides that t~~The transportation improvement board shall adopts  
10 reasonable rules necessary to implement the urban arterial trust  
11 account.

12  
13 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
14 § 479-12-005, filed 11/23/99, effective 12/24/99. Statutory  
15 Authority: Chapter 47.26 RCW. 95-04-072, § 479-12-005, filed  
16 1/30/95, effective 3/2/95.]

17  
18 **NEW SECTION**

19 **WAC 479-12-006 Previously funded projects.** Projects are  
20 not eligible to compete for funding within the termini  
21 limits[MSoffice1] of a previously funded project for a period of ten  
22 years from contract completion.

23  
24  
25 ~~WAC 479-12-008 Definitions.~~ For purposes of implementing  
26 the requirements of RCW 47.26.185 relative to the urban arterial  
27 trust account, the following definitions shall apply:

- 28 ~~(1) UATA this is the abbreviation for the urban arterial~~  
29 ~~trust account.~~  
30 ~~(2) AIP arterial improvement program.~~  
31 ~~(3) SCP small city program.~~  
32 ~~(4) CHAP city hardship assistance program.~~  
33 ~~(5) PSMP pedestrian safety and mobility program.~~

34  
35 [MSoffice2][Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-  
36 24-038, § 479-12-008, filed 11/23/99, effective 12/24/99.  
37 Statutory Authority: RCW 4.26.086, 47.26.080 and 82.44.180.  
38 96-04-015, § 479-12-008, filed 1/29/96, effective 2/29/96.  
39 Statutory Authority: 1995 c 269 § 2601. 95-22-056, § 479-12-  
40 008, filed 10/30/95, effective 11/30/95. Statutory Authority:  
41 Chapter 47.26 RCW. 95-04-072, § 479-12-008, filed 1/30/95,  
42 effective 3/2/95.]

43  
44  
45 **WAC 479-12-011 Programs funded from the urban arterial**  
46 **trust account.** ~~Funds from t~~The urban arterial trust account  
47 shall funds the following programs: the arterial improvement  
48 program, the small city program, the city hardship assistance  
49 program, and the pedestrian safety and mobility program.

- 50 • the Uurban aArterial pProgram,  
51 • the sSmall eCity aArterial pProgram, and  
52 • the sSidewalk pProgram

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1  
2  
3 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
4 § 479-12-011, filed 11/23/99, effective 12/24/99.]  
5  
6

7 ~~WAC 479-12-100 . Intent of the arterial improvement~~  
8 ~~program. The intent of the arterial improvement program is to~~  
9 ~~improve mobility and safety while supporting an environment~~  
10 ~~essential to the quality of life of the citizens of Washington~~  
11 ~~state.~~ [MSOffice3]  
12

13 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
14 § 479-12-100, filed 11/23/99, effective 12/24/99.]  
15

16 **NEW SECTION**

17 WAC 479-12-110 [MSOffice4] Who is eligible for Urban Arterial  
18 Program Funding. Agencies eligible to receive Urban Arterial  
19 Program funding are incorporated cities with a population of  
20 five thousand or greater, agencies with a population less than  
21 five thousand located in a federal urban area, and counties with  
22 a federally designated urban area. Generally, ~~the~~ eligible  
23 agency ~~unless otherwise designated,~~ will be the project lead.  
24 However, ~~the~~ director may designate another eligible agency as  
25 lead in the best interest of project completion or ~~by~~ for  
26 convenience with ~~response by~~ to both parties.  
27

28 **RENUMBER**

29 WAC 479-12-120 [MSOffice5] What projects are eligible for  
30 Urban Arterial Program funds. Eligible projects are  
31 improvements located on a route with an urban federal functional  
32 classification.  
33

34 For the urban arterial program, sidewalks are required on both  
35 sides of the roadway unless a sidewalk deviation is requested  
36 through WAC 479-12-400.

37 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
38 § 479-12-140, filed 11/23/99, effective 12/24/99.]  
39  
40

41 WAC 479-12-110 [MSOffice6] Funding Award cCriteria for the  
42 Urban Arterial Program. Priority criteria for arterial  
43 improvement program projects. ~~The transportation improvement~~  
44 ~~board shall evaluate establishes the proposed arterial~~  
45 ~~improvement projects by utilizing the following criteria for use~~  
46 ~~in evaluating Urban Arterial Program grant applications: to~~  
47 ~~prioritize projects.~~

48 (1) Safety improvements, improvements to reduce accidents,  
49 addresses accident reduction and elimination of roadway hazards  
50 and deficiencies.

WAC (11/8/0611/3/065/8/06 9:43 AM4:24 PM10:31 AM) [ 15 ]

1           (2) Mobility improvements - ~~improvements to increase~~  
2 mobility; increases level of service, improves access to  
3 generators, and connect urban street networks.

4           (3) Pavement condition - replaces or rehabilitates street  
5 surfaces and structural deficiencies.

6           ~~(54) Multimodal~~ Mode accessibility - provides additional  
7 high occupancy vehicle lanes, bus volume, and non-motorized  
8 facilities as part of the adopted bicycle plan, improvements  
9 for a variety of transportation modes such as transit, bicycle,  
10 trucks, etc.;

11           ~~(6) Project cost~~, improvements with lower cost in  
12 relationship to traffic and length;

13           ~~(75) Other~~ Local support - demonstrates initiative to  
14 achieve full funding and project completion; consideration  
15 given to agencies that show initiative to improve their local  
16 transportation system in various ways.

17  
18 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
19 § 479-12-110, filed 11/23/99, effective 12/24/99.]  
20  
21

22           **WAC 479-12- 140 120— Regions of the Urban Arterial**  
23 **Program .Establishing regions for arterial improvement program.**

24 For the purpose of apportioning arterial improvement program  
25 funds, the counties of the state are grouped within The board  
26 allocates Urban Arterial Program funding across five regions to  
27 ensure statewide distribution of funds. The five regions are of  
28 the state as follows:

29           (1) Puget Sound region includes eligible agencies within  
30 King, Pierce, and Snohomish counties.

31           (2) Northwest region includes eligible agencies within  
32 Clallam, Island, Jefferson, Kitsap, San Juan, Skagit, and  
33 Whatcom counties.

34           ~~(3)~~ Northeast region shall includes eligible agencies  
35 within the counties of Adams, Chelan, Douglas, Ferry, Grant,  
36 Lincoln, Okanogan, Pend Oreille, Spokane, Stevens, and Whitman  
37 counties.

38           ~~(4)~~ Southeast region shall includes eligible agencies  
39 within the counties of Asotin, Benton, Columbia, Franklin,  
40 Garfield, Kittitas, Klickitat, Walla Walla, and Yakima counties.

41           ~~(3)~~ Puget Sound region shall include eligible agencies  
42 within the counties of King, Pierce, and Snohomish.

43           ~~(4)~~ Northwest region shall include eligible agencies within  
44 the counties of Clallam, Island, Jefferson, Kitsap, San Juan,  
45 Skagit, and Whatcom.

46           (5) Southwest region shall includes eligible agencies  
47 within the counties of Clark, Cowlitz, Grays Harbor, Lewis,  
48 Mason, Pacific, Skamania, Thurston, and Wahkiakum counties.

49 [MSoffice7]

50 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,

4 ~~WAC 479-12-130150 Apportionment of funds to arterial~~  
5 ~~improvement program regions. Funding Distribution formula for~~  
6 ~~the Urban Arterial Program. The statewide distribution~~  
7 ~~of Urban Arterial Program funds is allocated between regions~~  
8 ~~generally according to the following formula:~~  
9

10 the proportion of highway urban area population of the  
11 region plus the proportion of functionally classified  
12 lane miles of the region divided by total statewide  
13 urban functionally classified lane miles.  
14

15 The board may adjust the regional allocation by plus or minus  
16 five percent to fully fund selected projects.  
17 The board will update the regional allocations when necessary to  
18 ensure equitable distribution of funds.  
19  
20

21 ~~Apportionment of funds to arterial improvement program regions~~  
22 ~~shall be defined in the following manner:~~  
23 ~~—— (1) One half of the ratio shall be the population of the~~  
24 ~~urban areas of each region divided by the total population of~~  
25 ~~all urban areas of the state as last determined by the office of~~  
26 ~~financial management;~~  
27 ~~—— (2) One half of the ratio shall be the amount of~~  
28 ~~functionally classified lane miles of the arterial system within~~  
29 ~~the urban areas of each region, divided by the total lane miles~~  
30 ~~for the entire functionally classified urban arterial system;~~  
31 ~~—— (3) A region's allocation can be adjusted by up to five~~  
32 ~~percent. Beginning 2004, regional allocations will be reviewed~~  
33 ~~every five years to compensate for changes in project~~  
34 ~~participation.~~  
35

36 [Statutory Authority: Chapter 47.26 RCW. 04-19-108, § 479-12-  
37 130, filed 9/21/04, effective 10/22/04. Statutory Authority:  
38 Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-130, filed  
39 11/23/99, effective 12/24/99.]  
40  
41

42 ~~WAC 479-12-140 Eligible arterial improvement program~~  
43 ~~projects. Eligible projects are:~~  
44 ~~—— (1) Improvements on federally classified arterials;~~  
45 ~~—— (2) Improvement involving state highway and transit when~~  
46 ~~they are part of a joint project with eligible agencies;~~  
47 ~~—— (3) Within the urban growth area in counties which are in~~  
48 ~~full compliance with Washington state's Growth Management Act;~~  
49 ~~—— (4) Within the Federal Aid Urban Boundary for those~~  
50 ~~counties that are in the process, but have not formally adopted~~

1 | ~~urban growth areas; or~~

2 | ~~(5) Projects which have definite urban characteristics as~~  
3 | ~~defined by local comprehensive plans.~~

4 |  
5 | ~~{Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,~~  
6 | ~~§ 479-12-140, filed 11/23/99, effective 12/24/99.}~~

7 |  
8 |  
9 | **WAC 479-12-160 150 Matching ratios for arterial**  
10 | **improvement program projects. requirement for the Urban Arterial**  
11 | **Program.** ~~Urban arterial trust account funds for local agency~~  
12 | ~~arterial projects shall. The urban arterial program funds~~  
13 | ~~provides funding which will be be matched by other funds as~~  
14 | ~~follows:~~

15 | ~~(1) For cities:~~

16 | ~~(a) If the city valuation is under \$1.0 billion, the~~  
17 | ~~matching rate is 10% of total project costs;~~

18 | ~~(b) If the city valuation is between \$1.0 through \$2.5~~  
19 | ~~billion, the rate is 15% of total project costs; or~~

20 | ~~(c) If the city valuation is over \$2.5 billion, the rate is~~  
21 | ~~20% of total project costs.~~

22 | ~~(2) For counties:~~

23 | ~~(a) If the road levy valuation is under \$3.0 billion, the~~  
24 | ~~rate is 10% of total project costs;~~

25 | ~~(b) If the road levy valuation is between \$3.0 through~~  
26 | ~~\$10.0 billion, the rate is 15% of total project costs; or~~

27 | ~~(c) If the road levy valuation is over \$10.0 billion, the~~  
28 | ~~rate is 20% of total project costs.~~

29 | ~~an amount not less than twenty percent of the total cost of the~~  
30 | ~~project for cities with a valuation greater than \$2.5 billion~~  
31 | ~~and counties with road levy valuations greater than \$10 billion,~~  
32 | ~~an amount not less than fifteen percent of the total cost of the~~  
33 | ~~project for cities with valuations between \$2.5 billion and \$1.0~~  
34 | ~~billion and counties with road levy valuations between \$10.0~~  
35 | ~~billion and \$3.0 billion, and not less than ten percent of the~~  
36 | ~~total cost of the project for cities with a valuation of less~~  
37 | ~~than \$1.0 billion and counties with road levy valuation of less~~  
38 | ~~than \$3.0 billion.~~

39 |  
40 | ~~The board shall uses the current published valuations from the~~  
41 | ~~department of revenue. as last determined by the department of~~  
42 | ~~revenue.~~

43 |  
44 | ~~{Statutory Authority: Chapter 47.26 RCW. 05-05-004, § 479-12-~~  
45 | ~~150, filed 2/4/05, effective 3/7/05. Statutory Authority:~~  
46 | ~~Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-150, filed~~  
47 | ~~11/23/99, effective 12/24/99.}~~

48 |  
49 |  
50 | ~~WAC 479-12-200 Intent of the sSmall eCity ApProgram. The~~

| WAC (11/8/0611/3/065/8/06 9:43 AM4:24 PM10:31 AM) [ 18 ]

1 | ~~intent of the small city program is to preserve and improve the~~  
2 | ~~roadway system in a manner that is consistent with local needs.~~  
3 | ~~An eligible agency is a city or town that has a population less~~  
4 | ~~than five thousand.~~ [MSOffice8]

5 |  
6 | [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
7 | § 479-12-200, filed 11/23/99, effective 12/24/99.]

8 |  
9 | **NEW SECTION**

10 | **WAC 479-12-210 Who is eligible for the Small City**  
11 | **Arterial Program.** An eligible agency is an incorporated city or  
12 | town that has a population of less than five thousand.

13 |  
14 | **WAC 479-12-220 210 What projects are is eligible for the**  
15 | **Small City Arterial Program. Priority criteria for small city**  
16 | **program projects.** To be eligible for small city funding, a  
17 | proposed project must improve an arterial -that meets must be  
18 | defined by- at least one of the following standards:

- 19 | (1) Serves as a logical extension of a county arterial or  
20 | state highway through the city; or  
21 | (2) Acts as a bypass or truck route to relieve the central  
22 | core area; or  
23 | (3) Serves as a route providing access to local facilities  
24 | such as:  
25 | (a) schools  
26 | (b) medical facilities  
27 | (c) social centers  
28 | (d) recreational areas  
29 | (e) commercial centers  
30 | (f) industrial sites  
31 | (4) Sidewalks are required on only one side of the roadway  
32 | unless a deviation is requested per 479-12-400.

33 |  
34 | **WAC 479-12-230 Award criteria for the Small City Arterial**  
35 | **Program.** The board will use the following criteria to  
36 | prioritize proposed small city account projects:

- 37 | (1) Safety improvements- projects that address accident  
38 | reduction, hazard elimination and roadway deficiencies;  
39 | (2) Pavement condition- projects that correct or preserve  
40 | existing infrastructure investments;  
41 | (3) Local support- projects that improves access and  
42 | addresses community needs.

- 43 |  
44 | ~~—— (1) Structural ability to carry loads (pavement condition);~~  
45 | ~~—— (2) Roadway width;~~  
46 | ~~—— (3) Safety; and~~  
47 | ~~—— (4) Other factors: Criteria deemed appropriate by the~~  
48 | ~~board on a case by case basis.~~

49 |  
50 | [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,

| WAC (11/8/0611/3/065/8/06 9:43 AM4:24 PM10:31 AM) [ 19 ]

1 § 479-12-210, filed 11/23/99, effective 12/24/99.]

2  
3 ~~WAC 479-12-240 220 Establishing rRegions fer of the Small~~  
4 ~~City Arterial Program. for small city program.~~ For the purpose  
5 of allocating funds, the state is grouped into three regions as  
6 follows:For the purpose of appertioning urban arterial trust  
7 account funds to the small city program, the counties of the  
8 state are grouped within three regions as follows:

9 (1) Puget Sound region shall include eligible agencies  
10 within the counties of King, Pierce, and Snohomish.

11 (12) East region shall include eligible agencies within the  
12 counties of Adams, Asotin, Benton, Chelan, Columbia, Douglas,  
13 Ferry, Franklin, Garfield, Grant, Kittitas, Klickitat, Lincoln,  
14 Okanogan, Pend Oreille, Spokane, Stevens, Walla Walla, Whitman,  
15 and Yakima.

16 ~~(2) Puget Sound region shall include eligible agencies~~  
17 ~~within the counties of King, Pierce, and Snohomish.~~

18 (3) West region shall include eligible agencies within the  
19 counties of Clallam, Clark, Cowlitz, Grays Harbor, Island,  
20 Jefferson, Kitsap, Lewis, Mason, Pacific, San Juan, Skagit,  
21 Skamania, Thurston, Wahkiakum, and Whatcom.

22  
23 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
24 § 479-12-220, filed 11/23/99, effective 12/24/99.]

25  
26  
27 ~~WAC 479-12-250 230 Appertionment of funds to small city~~  
28 ~~program regions. Distribution formula for the Small City~~  
29 ~~Arterial Program funds.~~ The distribution of funds will be based  
30 on the following formula:

31  
32 Region small city population divided by statewide  
33 small city population.

34  
35 A region's allocation can be adjusted by plus or minus five  
36 percent. The board will review regional allocations every five  
37 years to ensure equitable distribution of funds.

38 ~~Of the funds obligated to the small city program, the amount~~  
39 ~~appertioned to projects in a region will be within plus or minus~~  
40 ~~five percent of the ratio which the population of cities under~~  
41 ~~five thousand in a region bears to the statewide population for~~  
42 ~~cities under five thousand as last determined by the office of~~  
43 ~~financial management.~~

44  
45 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
46 § 479-12-230, filed 11/23/99, effective 12/24/99.]

47  
48  
49 ~~WAC 479-12-240 Eligible small city program projects.~~  
50 ~~Incorporated areas outside federal designated urban areas shall~~

WAC (11/8/0611/3/065/8/06 9:43 AM4:24 PM10:31 AM) [ 20 ]

1 be required to identify their streets as either arterials or  
2 local access. An arterial shall be defined by at least one of  
3 the following standards:

4 ~~—— (1) Serves as the logical extension of a county arterial~~  
5 ~~into the corporate boundary; or~~

6 ~~—— (2) Serves as a route connecting local (traffic) generators~~  
7 ~~such as schools, medical facilities, social centers,~~  
8 ~~recreational areas, commercial centers, or industrial sites~~  
9 ~~within the corporate boundary; or~~

10 ~~—— (3) Acts as a bypass or truck route to relieve the central~~  
11 ~~core area.~~

12 ~~—— Streets failing to qualify under these standards for~~  
13 ~~arterials are not eligible for small city account funds.~~

14  
15 ~~{Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,~~  
16 ~~§ 479-12-240, filed 11/23/99, effective 12/24/99.}~~

17  
18  
19 **WAC 479-12-260 250 Matching requirements for Ssmall Ceity**  
20 **Arterial pProgram projects.** There will beis no local agency  
21 matching requirements for cities with a population of five  
22 hundred or less. These a Agencies with a population over five  
23 hundred must provide a minimum local match of five percent of  
24 the total award amount.

25  
26 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
27 § 479-12-250, filed 11/23/99, effective 12/24/99.]

28  
29  
30 ~~**WAC 479-12-300 Intent of the city hardship assistance**~~  
31 ~~**program.** RCW 47.26.164, provides that the transportation~~  
32 ~~improvement board shall adopt reasonable rules necessary to~~  
33 ~~implement the city hardship assistance program as recommended by~~  
34 ~~the road jurisdiction study. An eligible project is an~~  
35 ~~improvement on a section of roadway that meets the requirements~~  
36 ~~of RCW 47.26.164 and the requirements specified in this chapter.~~  
37 ~~A listing of the roadways eligible for city hardship assistance~~  
38 ~~program funding is included in WAC 479-12-340.~~

39  
40 ~~{Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,~~  
41 ~~§ 479-12-300, filed 11/23/99, effective 12/24/99.}~~

42  
43  
44 ~~**WAC 479-12-310 Priority criteria for city hardship**~~  
45 ~~**assistance program projects.** The board will use the following~~  
46 ~~criteria to prioritize proposed city hardship assistance program~~  
47 ~~projects:~~

48 ~~—— (1) Structural ability to carry loads (pavement condition);~~

49 ~~—— (2) Deterioration rate for the roadway;~~

50 ~~—— (3) Safety; and~~

- 1 ~~(4) Other factors;~~  
2 ~~(a) Relationship to other local agency projects;~~  
3 ~~(b) Extent of previous participation in the program; and~~  
4 ~~(c) Other criteria deemed appropriate by the board on a~~  
5 ~~case by case basis.~~

6  
7 ~~[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99 24 038,~~  
8 ~~§ 479-12-310, filed 11/23/99, effective 12/24/99.]~~

9  
10  
11 ~~**WAC 479-12-340 Eligible city hardship assistance program**~~  
12 ~~**agencies or streets.** Agencies eligible for city hardship~~  
13 ~~assistance program funds are:~~

14 ~~(1) Only those cities with a net gain in cost~~  
15 ~~responsibility due to jurisdictional transfers in RCW 47.26.164,~~  
16 ~~which have a population of fifteen thousand or less may~~  
17 ~~participate;~~

18 ~~(2) The board is authorized to allocate funds from the city~~  
19 ~~hardship assistance program to cities with a population under~~  
20 ~~twenty thousand to offset extraordinary costs associated with~~  
21 ~~the transfer of roadways other than pursuant to RCW 47.26.164,~~  
22 ~~that occur after January 1, 1991.~~

- 23 • ~~The following cities or towns are eligible for city~~  
24 ~~hardship assistance program funding: Clarkston, Old SR~~  
25 ~~128, 0.13 Miles, SR 12 to Poplar Street; Kelso, Old SR 431,~~  
26 ~~0.90 Miles, SR 5 to Cowlitz Way; Kelso, Old I 5, 1.20~~  
27 ~~Miles, north end of Coweeman River Bridge to 2,480 feet~~  
28 ~~south of Haussler Road and those sections of Kelso Drive,~~  
29 ~~Minor Road, Grade Street and Kelso Avenue referred to in~~  
30 ~~the memorandum of understanding for this turn back,~~  
31 ~~approximately 2.7 miles; Leavenworth, Old SR 209, 0.11~~  
32 ~~Miles, SR 2 to 260 feet north of Fir Street; Milton, Old SR~~  
33 ~~514, 2.46 Miles, Junction SR 99 to 50 feet west of SR 161;~~  
34 ~~Napavine, Old SR 603, 0.79 Miles, 810 feet southwest of~~  
35 ~~Lincoln Street to 8th Avenue West; Pomeroy, Old SR 128,~~  
36 ~~0.72 Miles, SR 12 to 2,690 feet south of Arlington Avenue;~~  
37 ~~Skykomish, Old SR 2 Spur, 0.16 Miles, SR 2 to Railroad~~  
38 ~~Avenue; Stanwood, Old SR 530, 1.59 Miles, 790 feet north of~~  
39 ~~86th Drive NW to 740 feet northwest of 72nd Avenue NW;~~  
40 ~~Toledo, Old SR 505, 0.12 Miles, Fifth Street to 210 feet~~  
41 ~~northwest of Sixth Street; Toppenish, Old SR 220, 0.27~~  
42 ~~Miles, Junction SR 22 to 630 feet east of Linden Road;~~  
43 ~~Vader, Old SR 411, 0.25 Miles, 520 feet south of SR 506 to~~  
44 ~~1,840 feet south of SR 506; Washougal, Old SR 140, 0.70~~  
45 ~~Miles, SR 14 to west end of Washougal River Bridge;~~  
46 ~~Winlock, Old SR 603, 0.61 Miles, Walnut Street to 160 feet~~  
47 ~~south of Oloqua Creek Bridge; and other cities under 20,000~~  
48 ~~population could become eligible for turn backs approved~~  
49 ~~after January 1, 1991.~~

1 ~~{Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,~~  
2 ~~§ 479-12-340, filed 11/23/99, effective 12/24/99.}~~

3  
4  
5 ~~WAC 479-12-350 Matching ratios for city hardship~~  
6 ~~assistance program projects.~~ There will be no local agency  
7 matching requirements for city hardship assistance program  
8 funded projects.

9  
10 ~~{Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,~~  
11 ~~§ 479-12-350, filed 11/23/99, effective 12/24/99.}~~

12  
13  
14 ~~WAC 479-12-360 Allowable city hardship assistance program~~  
15 ~~activities.~~ Unless otherwise approved by the board, city  
16 hardship assistance program funding shall be limited to the  
17 direct and attributable indirect costs associated with  
18 rehabilitation activities on the eligible project. City  
19 hardship assistance program funds cannot be used for  
20 landscaping. City hardship assistance program funds will not  
21 participate in the cost involved with adding lanes or turn  
22 lanes.

23  
24 ~~{Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,~~  
25 ~~§ 479-12-360, filed 11/23/99, effective 12/24/99.}~~

26  
27  
28 ~~WAC 479-12-370 City hardship assistance program~~  
29 ~~participation with other funds.~~ City hardship assistance  
30 program funds may be used to fund rehabilitation work associated  
31 with the widening of the section of roadway but participation  
32 will be limited to the minimum standard or existing lane and  
33 shoulder widths. City hardship assistance program funds will be  
34 considered local agency funds if they are used in other board  
35 funded projects.

36  
37 ~~{Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,~~  
38 ~~§ 479-12-370, filed 11/23/99, effective 12/24/99.}~~

39 [MSOffice9]

40  
41 ~~WAC 479-12-400 Intent of the SP pedestrian safety and~~  
42 ~~mobility program.~~ The intent of this program is to provide a  
43 safer environment for both vehicular and pedestrian traffic and  
44 to enhance and promote pedestrian safety and mobility as a  
45 viable transportation choice further two sub programs: the the  
46 by providing funding for pedestrian projects that provide access  
47 and address system continuity and connectivity of pedestrian  
48 facilities.[MSOffice10]

49  
50 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,

WAC (11/8/0611/3/065/8/06 9:43 AM4:24 PM10:31 AM) [ 23 ]

2  
3 **NEW SECTION**

4 **WAC 479-12-310 Who is eligible for the Sidewalk Programs.**

5 ~~For~~ Each of the sub-programs has separate criteria for agency  
6 eligibility as follows, ~~the following agencies are eligible:~~

7 (1) Urban sidewalk program agency eligibility:

8 (a) Incorporated cities with a population of five  
9 thousand population and over

10 (b) Incorporated cities within a federally designated  
11 urban area

12 (c) Counties with a federally designated urban area

13 (2) Small city sidewalk program agency eligibility: are  
14 incorporated cities with population under five thousand.

15  
16 **NEW SECTION**

17 **WAC 479-12-320 What projects are is Eligible for the**  
18 **Sidewalk Programs.** Minimum project requirements for each sub-  
19 program are:

20 (1) ~~For~~ Urban sidewalk program projects eligibility:

21 (a) Must be on a pedestrian route with linkages to a  
22 functionally classified route;

23 (b) Primary purpose of the project is transportation  
24 and not recreation;

25 (c) Sidewalks are required on both sides of the  
26 roadway unless a sidewalk deviation is granted;

27 (d) The program does not participate in cost of right  
28 of way acquisition;

29 (e) There are no funding increases allowed in this  
30 sub-program [msoffice11]

31 (2) Small city sidewalk program projects eligibility:

32 (a) The project must be located on or related to a  
33 street within the arterial system;

34 (b) Primary purpose of the project is transportation  
35 and not recreation;

36 (c) This program will not participate in the cost of  
37 right of way acquisition;

38 (d) Sidewalks are required on one side of the project  
39 except where there is more pedestrian traffic.

40 For both the urban and small city sidewalk programs, existing  
41 sidewalks may be used to satisfy the minimum requirements.

42  
43 [Statutory Authority: Chapters 47.26 and 47.66 RCW.]  
44

45  
46 **WAC 479-12-410-330 Priority Award criteria for the**  
47 **Sidewalk Program. pedestrian safety and mobility projects.** The  
48 board will use the following criteria to prioritize proposed  
49 Sidewalk Program projects including both urban pedestrian  
50 safety and mobility projects urban and small city sidewalk

1 projects:

2 (1) Safety improvements- projects that address hazard  
3 mitigation and accident reduction.

4 (2) Pedestrian access - projects that improve or provide  
5 access to facilities including:

6 (a) Schools

7 (b) Public building

8 (c) Central business districts

9 (d) Medical facilities

10 (e) Activity centers

11 (f) High density housing (including senior housing)

12 (g) Transit facilities

13 (h) Completes or extends existing sidewalks

14 (3) Local support - addresses local needs and is supported  
15 by the local community

16  
17 ~~\_\_\_\_\_ (1) Pedestrian safety;~~

18 ~~\_\_\_\_\_ (2) Pedestrian movements;~~

19 ~~\_\_\_\_\_ (3) Pedestrian convenience;~~

20 ~~\_\_\_\_\_ (4) Neighborhood impact; and~~

21 ~~\_\_\_\_\_ (5) Project cost.~~

22 ~~\_\_\_\_\_ The board will use the following criteria to prioritize~~  
23 ~~proposed small city pedestrian safety and mobility projects:~~

24 ~~\_\_\_\_\_ (a) Pedestrian safety;~~

25 ~~\_\_\_\_\_ (b) Pedestrian movements;~~

26 ~~\_\_\_\_\_ (c) Economic development; and~~

27 ~~\_\_\_\_\_ (d) Funding partners.~~

28  
29 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
30 § 479-12-410, filed 11/23/99, effective 12/24/99.]

31  
32  
33 **WAC 479-12-420-340 Establishing regions Regions forof the**  
34 **Sidewalk Program. for the pedestrian safety and mobility**

35 **program.** For the purpose of ~~apportioning~~ allocating urban  
36 ~~arterial trust account funds~~ for the Sidewalk Program, to the  
37 ~~pedestrian safety and mobility program, the counties of the~~  
38 ~~state are is~~ grouped within into three regions as follows:

39 (1) 2) Puget Sound region includes eligible agencies within  
40 King, Pierce, and Snohomish counties.

41 (2) East region shall includes eligible agencies within the  
42 ~~counties of Adams, Asotin, Benton, Chelan, Columbia, Douglas,~~  
43 ~~Ferry, Franklin, Garfield, Grant, Kittitas, Klickitat, Lincoln,~~  
44 ~~Okanogan, Pend Oreille, Spokane, Stevens, Walla Walla, Whitman,~~  
45 ~~and Yakima counties.~~

46 ~~\_\_\_\_\_ (2) Puget Sound region shall include eligible agencies~~  
47 ~~within the counties of King, Pierce, and Snohomish.~~

48 (3) West region shall includes eligible agencies within the  
49 ~~counties of Clallam, Clark, Cowlitz, Grays Harbor, Island,~~  
50 ~~Jefferson, Kitsap, Lewis, Mason, Pacific, San Juan, Skagit,~~

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1 | Skamania, Thurston, Wahkiakum, and Whatcom counties.

2  
3 | [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
4 | § 479-12-420, filed 11/23/99, effective 12/24/99.]

5  
6  
7 | WAC 479-12-430-350 Distribution formula for the  
8 | Sidewalk Program. Apportionment of funds to pedestrian safety  
9 | and mobility program regions. For fund distribution purposes,  
10 | the Sidewalk Program is divided into its two sub-programs, the  
11 | Urban area sidewalk program and the small city sidewalk  
12 | program.

13  
14 | (1) The distribution of funds to urban area sidewalk  
15 | program will be based on the following formula:

16 | the proportion of urban area population of the region  
17 | plus the proportion of functionally classified lane  
18 | miles of the region divided by total statewide urban  
19 | functionally classified lane miles.

20  
21 | ~~Of the funds obligated to pedestrian safety and mobility~~  
22 | ~~projects within urban areas, the amount apportioned to projects~~  
23 | ~~in a region shall be defined in the following manner:~~

24 | ~~—— (1) One half of the ratio shall be the population of the~~  
25 | ~~urban areas of each region divided by the total population of~~  
26 | ~~all urban areas of the state as last determined by the office of~~  
27 | ~~financial management;~~

28 | ~~—— (2) One half of the ratio shall be the amount of~~  
29 | ~~functionally classified lane miles of the arterial system within~~  
30 | ~~the urban areas of each region, divided by the total lane miles~~  
31 | ~~for the entire functionally classified urban arterial system;~~

32 | ~~—— (3) A region's allocation can be adjusted by up to five~~  
33 | ~~percent. Beginning 2004, regional allocations will be reviewed~~  
34 | ~~every five years to compensate for changes in project~~  
35 | ~~participation.~~

36 | (2) The distribution of funds to the small cities sidewalk  
37 | program will be based on the following formula:

38 | Region small city population divided by statewide small  
39 | city population.

40 | ~~Of the funds obligated to pedestrian safety and mobility~~  
41 | ~~projects within small cities, the amount apportioned to projects~~  
42 | ~~in a region will be within plus or minus five percent of the~~  
43 | ~~ratio which the population of cities under five thousand in a~~  
44 | ~~region bears to the statewide population for cities under five~~  
45 | ~~thousand as last determined by the office of financial~~  
46 | ~~management.~~

47 | The board may adjust the regional allocation by plus or  
48 | minus five percent to fully fund selected projects. The board  
49 | will update the regional allocations when necessary to ensure  
50 | equitable distribution of funds.

| WAC (11/8/0611/3/065/8/06 9:43 AM4:24 PM10:31 AM) [ 26 ]

1  
2  
3 [Statutory Authority: Chapter 47.26 RCW. 04-19-108, § 479-12-  
4 430, filed 9/21/04, effective 10/22/04; 03-16-077, § 479-12-430,  
5 filed 8/4/03, effective 9/4/03. Statutory Authority: Chapters  
6 47.26 and 47.66 RCW. 99-24-038, § 479-12-430, filed 11/23/99,  
7 effective 12/24/99.]  
8

9 WAC 479-12-360 Matching requirement for the Sidewalk  
10 Program. Matching rates for the Sidewalk Program are divided by  
11 the sub-programs Urban area sidewalk program and small city  
12 sidewalk program and are as follows:

13 (1) Urban area sidewalk program matching funds are not less  
14 than twenty-percent;

15 (2) Small city sidewalk matching rates:

16 (a) cities with population over five hundred but less  
17 than five thousand will provide a minimum of five percent of the  
18 total project cost.

19 (b) cities with population of five hundred and below  
20 are not required to provide matching funds.

21  
22 ~~WAC 479-12-440 Eligible pedestrian safety and mobility~~  
23 ~~projects. Minimum project requirements are:~~

24 ~~(1) An urban pedestrian safety and mobility project must be~~  
25 ~~on a pedestrian route with linkages to a functionally classified~~  
26 ~~route. Small city pedestrian safety and mobility projects must~~  
27 ~~be on or related to a street on the board approved arterial~~  
28 ~~system;~~

29 ~~(2) Primary purpose of the project is transportation;~~

30 ~~(3)~~

31 ~~Urban area sidewalk program agency matching funds cannot be~~  
32 ~~less than twenty percent;~~

33 ~~(4) For small city sidewalk~~  
34 ~~pedestrian safety and mobility project there will be no local~~  
35 ~~agency matching requirements for cities with a population of~~  
36 ~~five hundred or less. For those agencies with a population over~~  
37 ~~five hundred, but less than five thousand, there will be a~~  
38 ~~minimum local match requirement of five percent;~~

39 ~~(5) This program will not participate in the cost of right~~  
40 ~~of way acquisition;~~

41 ~~(6) Maximum board participation for a project is specified~~  
42 ~~by the board;~~

43 ~~(7) No increases are given on urban projects; and~~

44 ~~(8) All projects must be completed within two years of~~  
45 ~~board selection.~~

46  
47 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
48 § 479-12-440, filed 11/23/99, effective 12/24/99.]  
49

50 **NEW SECTION**

WAC (11/8/0611/3/065/8/06 9:43 AM4:24 PM10:31 AM) [ 27 ]

1 WAC 479-12-400 Sidewalk Program-deviation requests for  
2 urban arterial program and small city arterial program. The  
3 board recognizes the need for pedestrian facilities on arterial  
4 roadways and has required that sidewalks be provided under the  
5 urban arterial program and small city arterial program in  
6 addition to the sidewalk program. Under certain circumstances a  
7 deviation may be requested :

8 (1)The executive director has administrative authority to  
9 grant sidewalk deviations under the following conditions:

10 (a) On both sides if the roadway is a ramp providing access  
11 to a limited access route;

12 (b) On one side if the roadway is a frontage road  
13 immediately adjacent to a limited access route;

14 (c) On one side if the roadway is immediately adjacent to a  
15 railroad or other facility considered dangerous to pedestrians;  
16 and

17 (d) On both sides of a designated limited access facility  
18 if:

19 (i) Route is signed to prohibit pedestrians; or

20 (ii) Pedestrian facilities are provided on an adjacent  
21 parallel route.

22 (2) All other sidewalk deviation requests require board  
23 action.

1  
2  
3 **Chapter 479-12 WAC**  
4 **URBAN ARTERIAL TRUST ACCOUNT PROJECTS Last Update: 2/4/05WAC**  
5

- 6 479-12-005 Purpose and authority.  
7 479-12-006 Previously funded projects  
8 479-12-011 Programs funded from the urban arterial trust account.  
9  
10 Who is eligible for urban arterial program funding  
11 What projects are eligible for urban arterial program funding  
12 Award criteria for the urban arterial program  
13 Regions of the urban arterial program  
14 Funding distribution formula for the urban arterial program  
15 Matching requirement for the urban arterial program  
16  
17 479-12-210 Who is eligible for the small city arterial program  
18 What projects are eligible for small city arterial program  
19 Award criteria for the small city arterial program  
20 Regions of the small city arterial program  
21 Funding distribution formula for the small city arterial program  
22 Matching requirements for small city arterial program projects  
23  
24 479-12-310 Who is eligible for the sidewalk program  
25 What projects are eligible for the sidewalk program  
26 Award criteria for the sidewalk program  
27 Establishing regions for the sidewalk program  
28 Distribution formula for the sidewalk program  
29 Matching requirements for the sidewalk program  
30 479-12-400 Sidewalk deviation requests  
31  
32  
33  
34

35 **DISPOSITION OF SECTIONS FORMERLY**  
36 **CODIFIED IN THIS CHAPTER**  
37

- 38  
39 479-12-010 Data to be submitted on proposed projects. [Statutory Authority: Chapter 47.26 RCW. 95-04-072, § 479-12-010, filed  
40 1/30/95, effective 3/2/95; 90-11-035, § 479-12-010, filed 5/10/90, effective 6/10/90; Order 458, § 479-12-010, filed  
41 9/16/77; Order 290, § 479-12-010, filed 7/23/73; Order 170, § 479-12-010, filed 3/19/71; Order 63, § 479-12-010, filed  
42 9/10/68; Resolution No. 14, filed 10/11/67.] Repealed by 99-24-038, filed 11/23/99, effective 12/24/99. Statutory  
43 Authority: Chapters 47.26 and 47.66 RCW.  
44 479-12-020 Time and place for submission of proposed urban arterial trust account projects. [Statutory Authority: Chapter 47.26  
45 RCW. 95-04-072, § 479-12-020, filed 1/30/95, effective 3/2/95; 90-11-035, § 479-12-020, filed 5/10/90, effective  
46 6/10/90; 79-08-139 (Order 79-01, Resolution Nos. 596, 597, 598), § 479-12-020, filed 8/1/79; Order 459, § 479-12-020,  
47 filed 9/16/77; Order 290, § 479-12-020, filed 7/23/73; Order 172, § 479-12-020, filed 4/28/71; Order 94, § 479-12-020,  
48 filed 5/23/69; Order 27, § 479-12-020, filed 11/8/67; Resolution No. 7, filed 9/12/67.] Repealed by 99-24-038, filed  
49 11/23/99, effective 12/24/99. Statutory Authority: Chapters 47.26 and 47.66 RCW.  
50 479-12-260 Increases in small city program projects. [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-  
51 260, filed 11/23/99, effective 12/24/99.] Repealed by 03-16-077, filed 8/4/03, effective 9/4/03. Statutory Authority:  
52 Chapter 47.26 RCW.  
53  
54

55 **WAC 479-12-005 Purpose and authority.** The board adopts  
56 reasonable rules necessary to implement the urban arterial trust  
57 account.  
58

59 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
60 § 479-12-005, filed 11/23/99, effective 12/24/99. Statutory  
61 Authority: Chapter 47.26 RCW. 95-04-072, § 479-12-005, filed  
62 1/30/95, effective 3/2/95.]  
63

64 **NEW SECTION**

65 **WAC 479-12-006 Previously funded projects.** Projects are  
66 not eligible to compete for funding within the termini limits of

WAC (11/8/06 9:53 AM) [ 1 ]

1 a previously funded project for a period of ten years from  
2 contract completion.

3  
4  
5  
6 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
7 § 479-12-008, filed 11/23/99, effective 12/24/99. Statutory  
8 Authority: RCW 4.26.086, 47.26.080 and 82.44.180. 96-04-015, §  
9 479-12-008, filed 1/29/96, effective 2/29/96. Statutory  
10 Authority: 1995 c 269 § 2601. 95-22-056, § 479-12-008, filed  
11 10/30/95, effective 11/30/95. Statutory Authority: Chapter  
12 47.26 RCW. 95-04-072, § 479-12-008, filed 1/30/95, effective  
13 3/2/95.]

14  
15  
16 **WAC 479-12-011 Programs funded from the urban arterial**  
17 **trust account.** The urban arterial trust account funds the  
18 following programs:

- 19 • the Urban Arterial Program,
- 20 • the Small City Arterial Program, and
- 21 • the Sidewalk Program

22  
23 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
24 § 479-12-011, filed 11/23/99, effective 12/24/99.]

25  
26 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
27 § 479-12-100, filed 11/23/99, effective 12/24/99.]

28  
29 **NEW SECTION**

30 **WAC 479-12-110 Who is eligible for Urban Arterial Program**  
31 **Funding.** Agencies eligible to receive Urban Arterial Program  
32 funding are incorporated cities with a population of five  
33 thousand or greater, agencies with a population less than five  
34 thousand located in a federal urban area, and counties with a  
35 federally designated urban area. Generally, the eligible agency  
36 will be the project lead. However, the director may designate  
37 another eligible agency as lead in the best interest of project  
38 completion or for convenience to both parties.

39  
40 **RENUMBER**

41 **WAC 479-12-120 What projects are eligible for Urban**  
42 **Arterial Program funds.** Eligible projects are improvements  
43 located on a route with an urban federal functional  
44 classification.

45 For the urban arterial program, sidewalks are required on both  
46 sides of the roadway unless a sidewalk deviation is requested  
47 through WAC 479-12-400.

48  
49 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
50 § 479-12-140, filed 11/23/99, effective 12/24/99.]

WAC (11/8/06 9:53 AM) [ 30 ]

1  
2  
3       **WAC 479-12-130 Award criteria for the Urban Arterial**  
4 **Program.** The board establishes the following criteria for use  
5 in evaluating Urban Arterial Program grant applications:

6       (1) Safety improvements- addresses accident reduction and  
7 elimination of roadway hazards and deficiencies.

8       (2) Mobility improvements- increases level of service,  
9 improves access to generators, and connect urban street  
10 networks.

11       (3) Pavement condition- replaces or rehabilitates street  
12 surfaces and structural deficiencies.

13       (4) Mode accessibility - provides additional high occupancy  
14 vehicle lanes, bus volume, and non-motorized facilities as part  
15 of the adopted bicycle plan.

16       (5) Local support - demonstrates initiative to achieve full  
17 funding and project completion.

18 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
19 § 479-12-110, filed 11/23/99, effective 12/24/99.]  
20  
21

22       **WAC 479-12- 140 Regions of the Urban Arterial Program**

23 The board allocates Urban Arterial Program funding across five  
24 regions to ensure statewide distribution of funds. The five  
25 regions are as follows:

26       (1) Puget Sound region includes eligible agencies within  
27 King, Pierce, and Snohomish counties.

28       (2) Northwest region includes eligible agencies within  
29 Clallam, Island, Jefferson, Kitsap, San Juan, Skagit, and  
30 Whatcom counties.

31       (3) Northeast region includes eligible agencies within  
32 Adams, Chelan, Douglas, Ferry, Grant, Lincoln, Okanogan, Pend  
33 Oreille, Spokane, Stevens, and Whitman counties.

34       (4) Southeast region includes eligible agencies within  
35 Asotin, Benton, Columbia, Franklin, Garfield, Kittitas,  
36 Klickitat, Walla Walla, and Yakima counties.

37       (5) Southwest region includes eligible agencies within  
38 Clark, Cowlitz, Grays Harbor, Lewis, Mason, Pacific, Skamania,  
39 Thurston, and Wahkiakum counties.  
40

41 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
42 § 479-12-120, filed 11/23/99, effective 12/24/99.]  
43  
44

45       **WAC 479-12-150 Funding distribution formula for the Urban**  
46 **Arterial Program.** The statewide distribution of Urban Arterial  
47 Program funds is allocated between regions generally according  
48 to the following formula:

49  
50       the proportion of highway urban area population of the

1 region plus the proportion of functionally classified  
2 lane miles of the region divided by total statewide  
3 urban functionally classified lane miles.  
4

5 The board may adjust the regional allocation by plus or minus  
6 five percent to fully fund selected projects. The board will  
7 update the regional allocations when necessary to ensure  
8 equitable distribution of funds.  
9

10 [Statutory Authority: Chapter 47.26 RCW. 04-19-108, § 479-12-  
11 130, filed 9/21/04, effective 10/22/04. Statutory Authority:  
12 Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-130, filed  
13 11/23/99, effective 12/24/99.]  
14  
15  
16

17 **WAC 479-12-160 Matching requirement for the Urban**  
18 **Arterial Program.** The urban arterial program funds provides  
19 funding which will be be matched by other funds as follows:

20 (1) For cities:

21 (a) If the city valuation is under \$1.0 billion, the  
22 matching rate is 10% of total project costs;

23 (b) If the city valuation is between \$1.0 through \$2.5  
24 billion, the rate is 15% of total project costs; or

25 (c) If the city valuation is over \$2.5 billion, the rate is  
26 20% of total project costs.

27 (2) For counties:

28 (a) If the road levy valuation is under \$3.0 billion, the  
29 rate is 10% of total project costs;

30 (b) If the road levy valuation is between \$3.0 through  
31 \$10.0 billion, the rate is 15% of total project costs; or

32 (c) If the road levy valuation is over \$10.0 billion, the  
33 rate is 20% of total project costs.  
34

35 The board uses the current published valuations from the  
36 department of revenue.  
37  
38

39 [Statutory Authority: Chapter 47.26 RCW. 05-05-004, § 479-12-  
40 150, filed 2/4/05, effective 3/7/05. Statutory Authority:  
41 Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-150, filed  
42 11/23/99, effective 12/24/99.]  
43

44 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
45 § 479-12-200, filed 11/23/99, effective 12/24/99.]  
46

47 **NEW SECTION**

48 **WAC 479-12-210 Who is eligible for the Small City**  
49 **Arterial Program.** An eligible agency is an incorporated city or  
50 town that has a population of less than five thousand.

1  
2           **WAC 479-12-220 What projects are eligible for the Small**  
3 **City Arterial Program.** To be eligible for funding, a  
4 proposed project must improve an arterial that meets at least  
5 one of the following standards:

- 6           (1) Serves as a logical extension of a county arterial or  
7 state highway through the city; or  
8           (2) Acts as a bypass or truck route to relieve the central  
9 core area; or  
10          (3) Serves as a route providing access to local facilities  
11 such as:  
12           (a) schools  
13           (b) medical facilities  
14           (c) social centers  
15           (d) recreational areas  
16           (e) commercial centers  
17           (f) industrial sites  
18          (4) Sidewalks are required on only one side of the roadway  
19 unless a deviation is requested per 479-12-400.

20  
21           **WAC 479-12-230 Award criteria for the Small City Arterial**  
22 **Program.** The board will use the following criteria to  
23 prioritize proposed projects:

- 24           (1) Safety improvements- projects that address accident  
25 reduction, hazard elimination and roadway deficiencies;  
26           (2) Pavement condition- projects that correct or preserve  
27 existing infrastructure investments;  
28           (3) Local support- projects that improve access and  
29 addresses community needs.

30  
31  
32 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
33 § 479-12-210, filed 11/23/99, effective 12/24/99.]           **WAC 479-**  
34 **12-240 Regions of the Small City Arterial Program.** For the  
35 purpose of allocating funds, the state is grouped into three  
36 regions as follows:

- 37           (1) Puget Sound region shall include eligible agencies  
38 within the counties of King, Pierce, and Snohomish.  
39           (2) East region shall include eligible agencies within the  
40 counties of Adams, Asotin, Benton, Chelan, Columbia, Douglas,  
41 Ferry, Franklin, Garfield, Grant, Kittitas, Klickitat, Lincoln,  
42 Okanogan, Pend Oreille, Spokane, Stevens, Walla Walla, Whitman,  
43 and Yakima.  
44           (3) West region shall include eligible agencies within the  
45 counties of Clallam, Clark, Cowlitz, Grays Harbor, Island,  
46 Jefferson, Kitsap, Lewis, Mason, Pacific, San Juan, Skagit,  
47 Skamania, Thurston, Wahkiakum, and Whatcom.

48  
49 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
50 § 479-12-220, filed 11/23/99, effective 12/24/99.]

1  
2  
3           **WAC 479-12-250     Distribution formula for the Small City**  
4 **Arterial Program funds.** The distribution of funds will be based  
5 on the following formula:  
6

7           Region small city population divided by statewide  
8           small city population.  
9

10 A region's allocation can be adjusted by plus or minus five  
11 percent. The board will review regional allocations every five  
12 years to ensure equitable distribution of funds.  
13

14 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
15 § 479-12-230, filed 11/23/99, effective 12/24/99.]  
16

17           **WAC 479-12-260     Matching requirements for Small City**  
18 **Arterial Program projects.** There is no local matching  
19 requirement for cities with a population of five hundred or  
20 less. Agencies with a population over five hundred must  
21 provide a minimum match of five percent of the total award  
22 amount.  
23

24 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
25 § 479-12-250, filed 11/23/99, effective 12/24/99.]  
26

27 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
28 § 479-12-400, filed 11/23/99, effective 12/24/99.]  
29

30 **NEW SECTION**

31           **WAC 479-12-310 Who is eligible for the Sidewalk Programs.**  
32 Each of the sub-programs has separate criteria for agency  
33 eligibility as follows:

- 34           (1) Urban sidewalk program agency eligibility:  
35                 (a) Incorporated cities with a population of five  
36 thousand and over  
37                 (b) Incorporated cities within a federally designated  
38 urban area  
39                 (c) Counties with a federally designated urban area  
40           (2) Small city sidewalk program agency eligibility:  
41 Incorporated cities with population under five thousand.  
42

43 **NEW SECTION**

44           **WAC 479-12-320 What projects are eligible for the Sidewalk**  
45 **Programs.** Minimum project requirements for each sub-program  
46 are:

- 47           (1) Urban sidewalk program project eligibility:  
48                 (a) Must be on a pedestrian route with linkages to a  
49 functionally classified route;  
50                 (b) Primary purpose of the project is transportation

1 and not recreation;

2 (c) Sidewalks are required on both sides of the  
3 roadway unless a sidewalk deviation is granted;

4 (d) The program does not participate in cost of right  
5 of way acquisition;

6 (e) There are no funding increases allowed in this  
7 sub-program

8 (2) Small city sidewalk program project eligibility:

9 (a) The project must be located on or related to a  
10 street within the arterial system;

11 (b) Primary purpose of the project is transportation  
12 and not recreation;

13 (c) This program will not participate in the cost of  
14 right of way acquisition;

15 (d) Sidewalks are required on one side of the project  
16 except where there is more pedestrian traffic.

17 For both the urban and small city sidewalk programs, existing  
18 sidewalks may be used to satisfy the minimum requirements.

19

20 [Statutory Authority: Chapters 47.26 and 47.66 RCW.]

21

22 **WAC 479-12-330 Award criteria for the Sidewalk Program.**

23 The board will use the following criteria to prioritize proposed  
24 Sidewalk Program projects including both urban and small city  
25 sidewalk projects:

26 (1) Safety improvements- projects that address hazard  
27 mitigation and accident reduction.

28 (2) Pedestrian access - projects that improve or provide  
29 access to facilities including:

30 (a) Schools

31 (b) Public building

32 (c) Central business districts

33 (d) Medical facilities

34 (e) Activity centers

35 (f) High density housing (including senior housing)

36 (g) Transit facilities

37 (h) Completes or extends existing sidewalks

38 (3) Local support - addresses local needs and is supported  
39 by the local community

40

41 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
42 § 479-12-410, filed 11/23/99, effective 12/24/99.]

43

44

45 **WAC 479-12-340 Regions of the Sidewalk Program..** For the  
46 purpose of allocating funds for the Sidewalk Program, the state  
47 is grouped into three regions as follows:

48 (1) 2) Puget Sound region includes eligible agencies within  
49 King, Pierce, and Snohomish counties.

50 (2) East region includes eligible agencies within Adams,

1 Asotin, Benton, Chelan, Columbia, Douglas, Ferry, Franklin,  
2 Garfield, Grant, Kittitas, Klickitat, Lincoln, Okanogan, Pend  
3 Oreille, Spokane, Stevens, Walla Walla, Whitman, and Yakima  
4 counties.

5 (3) West region includes eligible agencies within Clallam,  
6 Clark, Cowlitz, Grays Harbor, Island, Jefferson, Kitsap, Lewis,  
7 Mason, Pacific, San Juan, Skagit, Skamania, Thurston, Wahkiakum,  
8 and Whatcom counties.

9  
10 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
11 § 479-12-420, filed 11/23/99, effective 12/24/99.]

12  
13  
14 **WAC 479-12-350 Distribution formula for the Sidewalk**  
15 **Program.** For fund distribution purposes, the Sidewalk Program  
16 is divided into its two sub-programs, the urban area sidewalk  
17 program and the small city sidewalk program.

18  
19 (1) The distribution of funds to urban area sidewalk  
20 program will be based on the following formula:

21 the proportion of urban area population of the region  
22 plus the proportion of functionally classified lane  
23 miles of the region divided by total statewide urban  
24 functionally classified lane miles.

25  
26 (2) The distribution of funds to the small cities sidewalk  
27 program will be based on the following formula:

28 Region small city population divided by statewide small  
29 city population.

30  
31 The board may adjust the regional allocation by plus or  
32 minus five percent to fully fund selected projects. The board  
33 will update the regional allocations when necessary to ensure  
34 equitable distribution of funds.

35  
36  
37 [Statutory Authority: Chapter 47.26 RCW. 04-19-108, § 479-12-  
38 430, filed 9/21/04, effective 10/22/04; 03-16-077, § 479-12-430,  
39 filed 8/4/03, effective 9/4/03. Statutory Authority: Chapters  
40 47.26 and 47.66 RCW. 99-24-038, § 479-12-430, filed 11/23/99,  
41 effective 12/24/99.]

42  
43 **WAC 479-12-360 Matching requirement for the Sidewalk**  
44 **Program.** Matching rates for the Sidewalk Program are divided by  
45 the sub-programs urban area sidewalk program and small city  
46 sidewalk program and are as follows: (1) Urban area sidewalk  
47 program matching funds are not less than twenty-percent;  
48 (2) Small city sidewalk matching rates:  
49 (a) cities with population over five hundred but less  
50 than five thousand will provide a minimum of five percent of the

1 total project cost.

2 (b) cities with population of five hundred and below  
3 are not required to provide matching funds.

4  
5 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
6 § 479-12-440, filed 11/23/99, effective 12/24/99.]

7  
8 **NEW SECTION**

9 **WAC 479-12-400 Sidewalk deviation requests for urban**  
10 **arterial program and small city arterial program.** The board  
11 recognizes the need for pedestrian facilities on arterial  
12 roadways and has required that sidewalks be provided under the  
13 urban arterial program and small city arterial program in  
14 addition to the sidewalk program. Under certain circumstances a  
15 deviation may be requested :

16 (1) The executive director has administrative authority to  
17 grant sidewalk deviations under the following conditions:

18 (a) On both sides if the roadway is a ramp providing access  
19 to a limited access route;

20 (b) On one side if the roadway is a frontage road  
21 immediately adjacent to a limited access route;

22 (c) On one side if the roadway is immediately adjacent to a  
23 railroad or other facility considered dangerous to pedestrians;  
24 and

25 (d) On both sides of a designated limited access facility  
26 if:

27 (i) Route is signed to prohibit pedestrians; or

28 (ii) Pedestrian facilities are provided on an adjacent  
29 parallel route.

30 (2) All other sidewalk deviation requests require board  
31 action.

**WAC 479-14 – Overall, changes were made to this section to make programs funded by the Transportation Improvement Account more uniform.**

**WAC 479-14-005 Purpose and authority**

- Minor wording changes

**WAC 479-14-008 Definitions**

- Deleted entire section - moved to 479-01 Definitions

**WAC 479-14-010 Program funded from the transportation improvement account**

- Changed name to urban corridor program

**NEW SECTION**

**WAC 479-14-012 Previously funded projects**

- Added section to reflect previous guidelines

**WAC 479-14-100 Intent of the urban corridor program**

- Restates RCW - deleted
- New section will be titled Goals and will be provided after the management staff retreat

**NEW SECTION**

**WAC 479-14-110 Who is eligible for urban corridor program funding**

- Replaces the old eligibility language

**RENUMBERED**

**WAC 479-14-120 What projects are eligible for urban corridor program funds**

- Deleted extra wording
- Included sidewalk requirements

**RENUMBERED**

**WAC 479-14-130 Award criteria for the urban corridor program**

- Reworded criteria including numbering

**RENUMBERED**

**WAC 479-14-140 Regions of the urban corridor program**

- Deleted extra wording
- Changed order of regions to align with TIB numbering scheme

**RENUMBERED**

**WAC 479-14-150 Funding distribution formula for urban corridor program**

- Clarified the distribution formula
- Deleted extra wording

**RENUMBERED**

**WAC 479-14-160 Matching requirement for the urban corridor program**

- Changed wording to group city valuation
- Changed wording to group county road levy amounts

**NEW SECTION**

**WAC 479-14-200 Sidewalk deviation request for urban corridor program**

- Includes executive director administrative authority

Chapter 479-14 WAC

**SUBMISSION OF PROPOSED TRANSPORTATION IMPROVEMENT ACCOUNT PROJECTS TO TRANSPORTATION IMPROVEMENT BOARD** Last Update: 2/4/05 WAC

479-14-005	Purpose and authority.
479-14-008	Definitions.
479-14-010	Programs funded from the transportation improvement account.
479-14-100	Intent of the transportation partnership program.
479-14-110	Who is eligible to receive urban corridor program funds. Priority criteria for the transportation partnership program.
479-14-120	Establishing regions for transportation partnership program.
479-14-130	Apportionment of funds to transportation partnership program regions.
479-14-140	Eligible transportation partnership program projects.
479-14-150	Designation of lead agency for transportation partnership program projects.
479-14-160	Verification of coordination with planning authority for transportation partnership program projects.
479-14-170	Planning requirements for multiagency transportation partnership program projects.
479-14-180	Local/private matching funds on transportation partnership program projects.
479-14-190	Certification of local/private matching funds for transportation partnership program projects.

**WAC 479-14-005 Purpose and authority.** ~~RCW 47.26.084 and 47.26.086 provides that the transportation improvement~~ The board shall adopt reasonable rules necessary to implement the transportation improvement account.

[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-14-005, filed 11/23/99, effective 12/24/99.]

~~**WAC 479-14-008 Definitions.** For purposes of implementing the requirements of RCW 47.26.185 relative to the transportation improvement account, the following definitions shall apply:~~

~~(1) TIA Transportation Improvement Account.~~

~~(2) TPP Transportation Partnership Program. [MSoffice1]~~

[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-14-008, filed 11/23/99, effective 12/24/99.]

**WAC 479-14-010 Programs funded from the transportation improvement account.** The transportation improvement account funds the urban corridor program. Funds from the transportation improvement account shall fund the transportation partnership program.

[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-14-010, filed 11/23/99, effective 12/24/99.]

NEW SECTION

**WAC 479-14-012 Previously funded projects.** Projects are not eligible to compete for funding within the termini limits of a previously funded project for a period of ten years from contract completion. A project that is divided into multiple phases is not considered a previously funded project.

1  
2 ~~WAC 479-14-100 Intent of the transportation partnership~~  
3 ~~program. The intent of the program is to~~  
4 ~~(1) improve mobility of people and goods;~~  
5 ~~(2) economic development; and~~  
6 ~~environmentally responsive solutions in Washington state by~~  
7 ~~supporting and to our statewide transportation system needs.~~  
8 ~~Eligible agencies are counties that have an urban area, all~~  
9 ~~cities with a population of five thousand or more, and~~  
10 ~~transportation benefit districts.~~ [MSOffice2]

11  
12 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
13 § 479-14-100, filed 11/23/99, effective 12/24/99.]  
14

15 NEW SECTION

16 WAC 479-14-110 Who is eligible to receive urban corridor  
17 program funds. Eligible agencies are counties that have an  
18 urban area, all cities with a population of five thousand or  
19 more, and transportation benefit districts. Generally, the  
20 eligible agency will be the project lead. However, the director  
21 may designate another eligible agency as lead in the best  
22 interest of project completion or for convenience to both  
23 parties.  
24  
25

26 RENUMBER SECTION

27 WAC 479-14-120 What projects are eligible to be funded by  
28 the urban corridor program. Eligible projects are:  
29 (1) Improvements on federally classified arterials;  
30 (2) Improvement involving state highway and transit when  
31 they are part of a joint project with eligible agencies;  
32 (3) Within the urban growth area in counties which are in  
33 full compliance with Washington state's Growth Management Act;  
34 (3) Sidewalks are required on both sides of the arterial  
35 unless a deviation is granted under WAC 479-14-200  
36 (4) Within the Federal Aid Urban Boundary for those  
37 counties that are in the process, but have not formally adopted  
38 urban growth areas; or  
39 (5) Projects which have definite urban characteristics as  
40 defined by local comprehensive plans.  
41

42 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
43 § 479-14-140, filed 11/23/99, effective 12/24/99.]  
44

45 RENUMBER SECTION

46 WAC 479-14-11030 Priority eApplication evaluation criteria  
47 for the urban corridor program for the transportation  
48 partnership program. The board evaluates the proposed projects  
49 by utilizing the following criteria shall be utilized by the  
50 transportation improvement board to prioritize projects

WAC (11/8/066/15/06 10:04 AM 1:05 PM) [ 41 ]

1 applications:

2 (1) Mobility - includes freight, system connectivity,  
3 improve flow of vehicles and freight, extends or completes  
4 corridor for network connections.

5 (2) Local support - shows initiative to expedite funding  
6 and completion of project.

7 (3) Growth and development - provides or improves access to  
8 urban centers, economic development, supports annexation  
9 agreements and increases residential density.

10 (4) Safety - hazard elimination, accident reduction or  
11 severity, and eliminates railroad at-grade crossing.

12 (5) Mode accessibility - additions and enhancement of high  
13 occupancy vehicle and non-motorized transportation modes.

14 ~~(1) The percentage of agency(ies) and private matching~~  
15 ~~funds.~~

16 ~~—— (2) Multimodal solutions for projects including, but not~~  
17 ~~limited to, transit, high occupancy vehicle (HOV) lanes, ferry,~~  
18 ~~high capacity transit/rail, or intermodal facility.~~

19 ~~—— (3) Economic development is encouraged.~~

20 ~~—— (4) Multiagency involvement in projects.~~

21 ~~—— (5) Mobility enhancement by betterment of service level.~~

22 ~~—— (6) Improvements necessitated by existing or foreseeable~~  
23 ~~congestion or safety problems due to economic development or~~  
24 ~~growth.~~

25 ~~—— (7) Other considerations demonstrating improvement of the~~  
26 ~~local transportation system such as traffic demand management or~~  
27 ~~local transportation funding.~~

28  
29 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
30 § 479-14-110, filed 11/23/99, effective 12/24/99.]  
31  
32

33 **WAC 479-14-14020 Establishing Regions for the urban**  
34 **corridor program. for transportation partnership program.** For  
35 ~~the purpose of apportioning TIA funds to the transportation~~  
36 ~~partnership program, the counties of the state are grouped~~  
37 ~~within three regions of the state as follows. The board allocates~~  
38 ~~urban corridor program funding across three regions to ensure~~  
39 ~~statewide distribution. The three regions are as follows:~~

40 (1) Puget Sound region shall include eligible agencies  
41 within the counties of King, Pierce, and Snohomish.

42 ~~(12) East region shall include eligible agencies within the~~  
43 ~~counties of Adams, Asotin, Benton, Chelan, Columbia, Douglas,~~  
44 ~~Ferry, Franklin, Garfield, Grant, Kittitas, Klickitat, Lincoln,~~  
45 ~~Okanogan, Pend Oreille, Spokane, Stevens, Walla Walla, Whitman,~~  
46 ~~and Yakima.~~

47 ~~(2) Puget Sound region shall include eligible agencies~~  
48 ~~within the counties of King, Pierce, and Snohomish.~~

49 (3) West region shall include eligible agencies within the  
50 counties of Clallam, Clark, Cowlitz, Grays Harbor, Island,

WAC (11/8/06 10:04 AM 1:05 PM) [ 42 ]

1 Jefferson, Kitsap, Lewis, Mason, Pacific, San Juan, Skagit,  
2 Skamania, Thurston, Wahkiakum, and Whatcom.

3  
4 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
5 § 479-14-120, filed 11/23/99, effective 12/24/99.]  
6  
7

8 ~~WAC 479-14-130-150 Funding distribution formula for the~~  
9 ~~urban corridor program funds. Apportionment of funds to~~  
10 ~~transportation partnership program regions.~~ Of the funds in the  
11 program, the amount apportioned to projects in a region shall be  
12 defined in the following manner:

13 ~~----- (1) One half of the ratio shall be the population of the~~  
14 ~~urban areas of each region divided by the total population of~~  
15 ~~all urban areas of the state as last determined by the office of~~  
16 ~~financial management;~~

17 ~~----- (2) One half of the ratio shall be the amount of~~  
18 ~~functionally classified lane miles of the arterial system within~~  
19 ~~the urban areas of each region, divided by the total lane miles~~  
20 ~~for the entire functionally classified urban arterial system;~~

21 ~~----- (3) A region's allocation can be adjusted by up to five~~  
22 ~~percent. Beginning 2004, regional allocations will be reviewed~~  
23 ~~every five years to compensate for changes in project~~  
24 ~~participation. The statewide distribution of urban corridor~~  
25 ~~program funds is allocated between regions generally according~~  
26 ~~to the following formula:~~

27  
28 the proportion of highway urban area population of the  
29 region plus the proportion of functionally classified  
30 lane miles of the region divided by total statewide  
31 urban functionally classified lane miles.

32  
33 The board may adjust the regional allocation by plus or minus  
34 five percent to fully fund selected projects. The board will  
35 update the regional allocations when necessary to ensure  
36 equitable distribution of funds.

37 Regionally significant transportation projects submitted  
38 for funding ~~by the TIB as emergent nature projects and approved~~  
39 by the legislature are exempt from the regional distribution  
40 formula.

41  
42 [Statutory Authority: Chapter 47.26 RCW. 04-19-108, § 479-14-  
43 130, filed 9/21/04, effective 10/22/04; 00-22-001, § 479-14-130,  
44 filed 10/19/00, effective 11/19/00. Statutory Authority:  
45 Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-14-130, filed  
46 11/23/99, effective 12/24/99.]  
47  
48

49 ~~----- WAC 479-14-140 Eligible transportation partnership program~~  
50 ~~projects. Eligible projects are:~~

- ~~1 (1) Improvements on federally classified arterials;~~
- ~~2 (2) Improvement involving state highway and transit when~~
- ~~3 they are part of a joint project with eligible agencies;~~
- ~~4 (3) Within the urban growth area in counties which are in~~
- ~~5 full compliance with Washington state's Growth Management Act;~~
- ~~6 (4) Within the Federal Aid Urban Boundary for those~~
- ~~7 counties that are in the process, but have not formally adopted~~
- ~~8 urban growth areas; or~~
- ~~9 (5) Projects which have definite urban characteristics as~~
- ~~10 defined by local comprehensive plans.~~

~~11~~  
~~12 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,~~  
~~13 § 479-14-140, filed 11/23/99, effective 12/24/99.]~~  
~~14~~

~~15~~  
~~16 **WAC 479-14-150 Designation of lead agency for**~~  
~~17 **transportation partnership program projects.** The agencies~~  
~~18 involved in a multiagency transportation partnership program~~  
~~19 project shall designate one agency as the lead agency. The lead~~  
~~20 agency must be a city, county, or transportation benefit~~  
~~21 district.~~  
~~22~~

~~23 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,~~  
~~24 § 479-14-150, filed 11/23/99, effective 12/24/99.]~~  
~~25~~  
~~26~~

~~27 **WAC 479-14-160 Verification of coordination with planning**~~  
~~28 **authority for transportation partnership program projects.** All~~  
~~29 applications for transportation partnership program funding~~  
~~30 shall be consistent with the regional transportation plan. In~~  
~~31 areas of the state where there is no regional transportation~~  
~~32 planning authority, a letter of verification shall be signed by~~  
~~33 the chair of the lead agency legislative authority.~~  
~~34~~

~~35 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,~~  
~~36 § 479-14-160, filed 11/23/99, effective 12/24/99.]~~  
~~37~~  
~~38~~

~~39 **WAC 479-14-170 Planning requirements for multiagency**~~  
~~40 **transportation partnership program projects.** The board requires~~  
~~41 joint planning for all transportation partnership program funded~~  
~~42 multiagency projects. The lead agency shall submit~~  
~~43 documentation to the board stating that the approving authority~~  
~~44 of each agency involved in the project has indicated support for~~  
~~45 the project. In the case of projects that stop at or near a~~  
~~46 corporate boundary or could affect other transportation~~  
~~47 agencies' facilities or programs, a copy of a letter requesting~~  
~~48 review by other affected agencies shall accompany the project~~  
~~49 application. [MSOffice3]~~  
~~50~~

1 ~~{Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,~~  
2 ~~§ 479-14-170, filed 11/23/99, effective 12/24/99.}ppp05otr~~  
3

4 RENUMBER

5 ~~WAC 479-14-16080 Local/private matching funds on~~  
6 ~~transportation partnership program projects~~Matching requirement  
7 for urban corridor program. ~~The urban corridor program funds~~  
8 ~~provides funding which will be matched by other funds as~~  
9 ~~follows:~~

10 (1) For cities:

11 (a) If the city valuation is under \$1.0 billion, the  
12 matching rate is 10% of total project costs;

13 (b) If the city valuation is between \$1.0 through \$2.5  
14 billion, the rate is 15% of total project costs; or

15 (c) If the city valuation is over \$2.5 billion, the rate is  
16 20% of total project costs.

17 (2) For counties:

18 (a) If the county road levy is under \$3.0 billion, the rate  
19 is 10% of total project costs;

20 (b) If the county road levy is between \$3.0 through \$10.0  
21 billion, the rate is 15% of total project costs; or

22 (c) If the county road levy is over \$10.0 billion, the rate  
23 is 20% of total project costs.

24  
25 ~~Transportation partnership program funds for urban program~~  
26 ~~projects authorized by the board shall be matched by an amount~~  
27 ~~not less than twenty percent of the total cost of the project~~  
28 ~~for cities with a valuation greater than \$2.5 billion and~~  
29 ~~counties with road levy valuations greater than \$10 billion, an~~  
30 ~~amount not less than fifteen percent of the total cost of the~~  
31 ~~project for cities with valuations between \$2.5 billion and \$1.0~~  
32 ~~billion and counties with road levy valuations between \$10.0~~  
33 ~~billion and \$3.0 billion, and not less than ten percent of the~~  
34 ~~total cost of the project for cities with a valuation of less~~  
35 ~~than \$1.0 billion and counties with road levy valuation of less~~  
36 ~~than \$3.0 billion. The board shall use the valuations as last~~  
37 ~~determined by the department of revenue.~~

38 The board uses the current published valuation from the  
39 department of revenue.

40 Matching funds will be considered to be all contributions other  
41 than those provided by the board.

42  
43 ~~[Statutory Authority: Chapter 47.26 RCW. 05-05-004, § 479-14-~~  
44 ~~180, filed 2/4/05, effective 3/7/05. Statutory Authority:~~  
45 ~~Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-14-180, filed~~  
46 ~~11/23/99, effective 12/24/99.]~~  
47  
48

49 ~~WAC 479-14-190 Certification of local/private matching~~  
50 ~~funds for transportation partnership program projects. Within~~

WAC (11/8/06/15/06 10:04 AM1:05 PM) [ 45 ]

1 ~~one year after board approval of a prospectus for funding and~~  
2 ~~before any transportation partnership program funds are~~  
3 ~~committed to the project, each agency with an interest in the~~  
4 ~~transportation partnership program project shall provide written~~  
5 ~~certification to the board of the pledged percentage of local~~  
6 ~~and/or private funding. Funds allocated to an applicant that~~  
7 ~~does not certify funding within one year after approval may be~~  
8 ~~reallocated by the board.~~

9  
10 ~~[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,~~  
11 ~~§ 479-14-190, filed 11/23/99, effective 12/24/99.]~~

12  
13 **NEW SECTION**

14 **WAC 479-14-200 Sidewalk deviation requests for urban**  
15 **corridor program.** The board recognizes the need for pedestrian  
16 facilities on arterial roadways and has required that sidewalks  
17 be provided under the urban corridor program. Under certain  
18 circumstances, a deviation may be requested:

19 (1) The executive director has administrative authority to  
20 grant sidewalk deviations under the following conditions:

21 (a) On both sides if the roadway is a ramp providing access  
22 to a limited access route;

23 (b) On one side if the roadway is a frontage road  
24 immediately adjacent to a limited access route;

25 (c) On one side if the roadway is immediately adjacent to a  
26 railroad or other facility considered dangerous to pedestrians;  
27 and

28 (d) On both sides of a designated limited access facility  
29 if:

30 (i) Route is signed to prohibit pedestrians; or

31 (ii) Pedestrian facilities are provided on an adjacent  
32 parallel route.

33 (2) All other sidewalk deviation requests require board  
34 action.

Chapter 479-14 WAC

TRANSPORTATION IMPROVEMENT ACCOUNT Last Update: 2/4/05WAC

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479-14-190	Certification of local/private matching funds for transportation partnership program projects.

**WAC 479-14-005 Purpose and authority.** The board adopts reasonable rules necessary to implement the transportation improvement account.

[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-14-005, filed 11/23/99, effective 12/24/99.]

[MSOffice1][Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-14-008, filed 11/23/99, effective 12/24/99.]

**WAC 479-14-010 Program funded from the transportation improvement account.** The transportation improvement account funds the urban corridor program.

[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-14-010, filed 11/23/99, effective 12/24/99.]

**NEW SECTION**

**WAC 479-14-012 Previously funded projects.** Projects are not eligible to compete for funding within the termini limits of a previously funded project for a period of ten years from contract completion. A project that is divided into multiple phases is not considered a previously funded project.

[MSOffice2][Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-14-100, filed 11/23/99, effective 12/24/99.]

**NEW SECTION**

**WAC 479-14-110 Who is eligible to receive urban corridor program funds.** Eligible agencies are counties that have an urban area, all cities with a population of five thousand or more, and transportation benefit districts. Generally, the eligible agency will be the project lead. However, the director may designate another eligible agency as lead in the best interest of project completion or for convenience to both parties.

WAC (11/8/06 10:07 AM~~9:01 AM~~) [ 1 ]

1  
2 **RENUMBER SECTION**

3 **WAC 479-14-120 What projects are eligible to be funded by**  
4 **the urban corridor program. Eligible projects are:**

- 5 (1) Improvements on federally classified arterials;  
6 (2) Within the urban growth area in counties which are in  
7 full compliance with Washington state's Growth Management Act;  
8 (3) Sidewalks are required on both sides of the arterial  
9 unless a deviation is granted under WAC 479-14-200

10  
11 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
12 § 479-14-140, filed 11/23/99, effective 12/24/99.]

13  
14 **RENUMBER SECTION**

15 **WAC 479-14-130 Application evaluation criteria for the**  
16 **urban corridor program. The board evaluates the proposed**  
17 **projects by utilizing the following criteria to prioritize**  
18 **applications:**

- 19 (1) Mobility - includes freight, system connectivity,  
20 improve flow of vehicles and freight, extends or completes  
21 corridor for network connections.  
22 (2) Local support - shows initiative to expedite funding  
23 and completion of project.  
24 (3) Growth and development - provides or improves access to  
25 urban centers, economic development, supports annexation  
26 agreements and increases residential density.  
27 (4) Safety - hazard elimination, accident reduction or  
28 severity, and eliminates railroad at-grade crossing.  
29 (5) Mode accessibility - additions and enhancement of high  
30 occupancy vehicle and non-motorized transportation modes.

31  
32 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
33 § 479-14-110, filed 11/23/99, effective 12/24/99.]

34  
35  
36 **WAC 479-14-140 Regions for the urban corridor program.**

37 The board allocates urban corridor program funding across three  
38 regions to ensure statewide distribution. The three regions are  
39 as follows:

- 40 (1) Puget Sound region shall include eligible agencies  
41 within the counties of King, Pierce, and Snohomish.  
42 (2) East region shall include eligible agencies within the  
43 counties of Adams, Asotin, Benton, Chelan, Columbia, Douglas,  
44 Ferry, Franklin, Garfield, Grant, Kittitas, Klickitat, Lincoln,  
45 Okanogan, Pend Oreille, Spokane, Stevens, Walla Walla, Whitman,  
46 and Yakima.  
47 (3) West region shall include eligible agencies within the  
48 counties of Clallam, Clark, Cowlitz, Grays Harbor, Island,  
49 Jefferson, Kitsap, Lewis, Mason, Pacific, San Juan, Skagit,  
50 Skamania, Thurston, Wahkiakum, and Whatcom.

| WAC (11/8/06 10:07 AM~~9:01~~ AM) [ 48 ]

1  
2 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
3 § 479-14-120, filed 11/23/99, effective 12/24/99.]  
4  
5

6 **WAC 479-14-150 Funding distribution formula for the urban**  
7 **corridor program funds.** The statewide distribution of urban  
8 corridor program funds is allocated between regions generally  
9 according to the following formula:

10 the proportion of highway urban area population of the  
11 region plus the proportion of functionally classified  
12 lane miles of the region divided by total statewide  
13 urban functionally classified lane miles.  
14

15 The board may adjust the regional allocation by plus or minus  
16 five percent to fully fund selected projects. The board will  
17 update the regional allocations when necessary to ensure  
18 equitable distribution of funds.

19 Regionally significant transportation projects submitted  
20 for funding as emergent nature projects approved by the  
21 legislature are exempt from the regional distribution formula.  
22

23 [Statutory Authority: Chapter 47.26 RCW. 04-19-108, § 479-14-  
24 130, filed 9/21/04, effective 10/22/04; 00-22-001, § 479-14-130,  
25 filed 10/19/00, effective 11/19/00. Statutory Authority:  
26 Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-14-130, filed  
27 11/23/99, effective 12/24/99.]  
28

29 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
30 § 479-14-150, filed 11/23/99, effective 12/24/99.]  
31

32 [MSOffice3]

33 **RENUMBER**

34 **WAC 479-14-160 Matching requirement for urban corridor**  
35 **program.** The urban corridor program funds provides funding  
36 which will be matched by other funds as follows:

37 (1) For cities:

38 (a) If the city valuation is under \$1.0 billion, the  
39 matching rate is 10% of total project costs;

40 (b) If the city valuation is between \$1.0 through \$2.5  
41 billion, the rate is 15% of total project costs; or

42 (c) If the city valuation is over \$2.5 billion, the rate is  
43 20% of total project costs.

44 (2) For counties:

45 (a) If the county road levy is under \$3.0 billion, the rate  
46 is 10% of total project costs;

47 (b) If the county road levy is between \$3.0 through \$10.0  
48 billion, the rate is 15% of total project costs; or

49 (c) If the county road levy is over \$10.0 billion, the rate  
50 is 20% of total project costs.

| WAC (11/8/06 10:07 AM9:01-AM) [ 49 ]

1  
2 The board uses the current published valuation from the  
3 department of revenue.  
4

5 Matching funds will be considered to be all contributions other  
6 than those provided by the board.  
7

8 [Statutory Authority: Chapter 47.26 RCW. 05-05-004, § 479-14-  
9 180, filed 2/4/05, effective 3/7/05.

10  
11 Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
12 § 479-14-180, filed 11/23/99, effective 12/24/99.]  
13

14 **NEW SECTION**

15 **WAC 479-14-200 Sidewalk deviation requests for urban**  
16 **corridor program.** The board recognizes the need for pedestrian  
17 facilities on arterial roadways and has required that sidewalks  
18 be provided under the urban corridor program. Under certain  
19 circumstances, a deviation may be requested:

20 (1) The executive director has administrative authority to  
21 grant sidewalk deviations under the following conditions:

22 (a) On both sides if the roadway is a ramp providing access  
23 to a limited access route;

24 (b) On one side if the roadway is a frontage road  
25 immediately adjacent to a limited access route;

26 (c) On one side if the roadway is immediately adjacent to a  
27 railroad or other facility considered dangerous to pedestrians;  
28 and

29 (d) On both sides of a designated limited access facility  
30 if:

31 (i) Route is signed to prohibit pedestrians; or

32 (ii) Pedestrian facilities are provided on an adjacent  
33 parallel route.

34 (2) All other sidewalk deviation requests require board  
35 action.

## **Blueprint for Progress: Moving Forward Together**

**Proposal Presented to Sound Transit Board of Directors  
on January 26, 2006**

*Updated on July 18, 2006*

### **I. Introduction**

On January 26, 2006, the Regional Transportation Investment District (RTID) presented the *Blueprint for Progress: Moving Forward Together* to the Sound Transit Board of Directors. This *Blueprint* is a proposal for investments for highways, roads, and bridges in key corridors in Pierce, King, and Snohomish Counties. The *Blueprint* explains the guiding assumptions underlying the proposal, includes possibilities for new boundaries and the use of transit for congestion mitigation, and describes funding sources and revenue projections that were available in January 2006. This document also includes changes necessary to implement the proposed transportation package that were submitted during the 2006 legislative session in anticipation of a 2006 vote.

During the 2006 session, the Legislature enacted ESHB 2871.<sup>1</sup> This bill provided for many of the changes to the RTID statutory authority outlined below. At the same time, ESHB 2871 allows RTID and Sound Transit to pursue a vote no sooner than 2007; the legislation also requires that both ballot measures must either pass, or both will fail. Finally, the legislation requires RTID to “develop and include in the regional transportation investment plan a funding proposal for the state route number 520 bridge replacement and HOV project that assures full project funding for seismic safety and corridor connectivity on state route number 520 between Interstate 5 and Interstate 405.” Given these changes, RTID staff are currently evaluating how to proceed. However, the original *Blueprint* remains the template from which we are starting and is provided below for reference.

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<sup>1</sup> See <http://apps.leg.wa.gov/billinfo/summary.aspx?year=2006&bill=2871> for more information about ESHB 2871.

## II. Key Elements of *Blueprint for Progress*

Key elements of this proposal include the following:

- Targeting investments by corridor to integrate roads and transit investments;
- Keeping the investments affordable: this proposal would cost each household from approximately \$8-10 per month, or from \$100-120 per year, and retain 100% of the money raised in our three county area;
- Modifying the RTID and Sound Transit boundaries to be the same boundaries;
- Reducing RTID's reliance on the sales tax and placing primary reliance on the Motor Vehicle Excise Tax (MVET) to provide a funding package;
- Planning for transit to assist in traffic flow as an eligible investment for RTID funding to provide construction traffic impact mitigation.

### III. Guiding Principles

These principles represent the core thinking about the roads component of a regional roads and transit package. They are combined from RTID statutory requirements, the Chair's Proposal (April 2006), and the original *Blueprint* (January 2006). This list in this form was presented to the RTID Executive Board on May 31, 2006 for its consideration.

1. **Build Off Existing State Investments in Key Areas:**
  - a. Areas where value of existing state investments can be significantly increased by completing additional improvements in that corridor, and
  - b. Important time sensitive corridor improvements that were not funded or not adequately funded by state funding investments.
2. **Prioritize Regional Investments into Critical Corridors and Key Investments:**
  - a. The region's needs exceed our ability to fund all projects at the same time.
  - b. Focus on corridors and investments within those corridors to reduce congestion and improve safety, improve travel time, increase daily and peak person and vehicle trip capacity, reduce person and trip delay, and improve air quality.
  - c. Improve freight mobility.
  - d. Projects must be in the Puget Sound Regional Council's *Destination 2030* Plan.
  - e. Maintain flexibility to adapt over time by leaving some funding unallocated.
3. **Create an Integrated Regional Transportation Plan that Includes Both Roads and Transit Together:**
  - a. Build off successful examples of combined road and transit packages from San Diego, Denver, and Vancouver, B.C.
  - b. Review project phasing, staging to maximize reliability, certainty of region's transportation system while minimizing disruption during construction.
  - c. Demonstrate to our voters that we have a unified regional transportation plan that makes sense and is affordable.
4. **Keep Road and Transit Package Affordable:**
  - a. Ensure that investments are cost effective
  - b. Limit revenue sources
  - c. Integrate roads/transit package
  - d. Minimize bonding
  - e. Focus on cash flow over twenty year period

## **IV. Proposed Investment Strategy and Plan**

### **A. Introduction**

The proposal assumes targeted investments in major regional corridors. Puget Sound Regional Council (PSRC) staff, Washington State Department of Transportation (WSDOT), and local government transportation planners provided traffic flow and origin and destination data that were used to help identify investments with the greatest congestion relief benefit. WSDOT staff helped analyze the previous Regional Transportation Investment District (RTID) project list to factor in the new project funding from the 2005 legislative package, the Transportation Partnership Act (TPA). The TPA investments helped drive where regional dollars would be the next logical investment. Some projects were also removed from consideration because the TPA fully funded the project. For example, TPA and previous state gas tax funds will complete the northern segment of the Pierce County HOV lanes originally included in the RTID project list.

Other factors considered include construction impacts from the TPA and nickel projects, early Sound Transit Phase 2 planning, and other transit plans. Project costs are based on the most recent cost review information made available to RTID and will need to be updated. These cost numbers were initially developed through the cost review process in 2004. Not all projects in this proposal have been aged according to a construction-sequencing plan. In addition, project costs do not reflect any cost updates completed by WSDOT in late December 2005.

Further project cost updates, scope verifications, and a financing plan would need to be developed with the WSDOT during the public process and before a public vote. In addition, the RTID statute requires that all projects undergo an independent cost review. The 2004 cost review would need to be updated using the same independent review process.

### **B. District Boundary Modifications**

Combining the RTID and Sound Transit boundaries is a key element for success of a combined transit and road proposal. In both King and Pierce Counties, the Sound Transit boundaries largely encompass the needed transportation improvements. For King and Pierce Counties, the proposal would be to utilize the existing Sound Transit boundary.

Snohomish County presents a different challenge because the existing Sound Transit boundary only covers the southwest urban growth areas (as far north as Everett) and leaves out much of the north and east portions of the county. Many of the road projects in Snohomish County are located outside of the present Sound Transit boundary. Three major Highways of Statewide Significance (State Routes 9 and 522, and US 2) would fall outside the boundary. Several projects in the north would also be outside of the existing Sound Transit boundary. In addition, current local transit services are outside the current Sound Transit boundary. The proposal to resolve these issues is to expand the Sound Transit boundary and contract the RTID boundary into one composite boundary for the joint package.

The following guidelines were used in developing the new boundary proposal:

1. Include projects within the I-5 Snohomish Corridor Action Plan (SNOCAP). This includes both the I-5 and SR 9 corridors from the King County line to Arlington.

2. Include the adjoining Urban Growth Areas (UGAs) along the SNOCAP corridor, i.e. I-5 and SR 9.
3. Consider existing transit service areas or major routes within Snohomish County for inclusion in the new composite boundary.
4. Explore inclusion of the Tulalip Reservation within the new boundary due to recent and continuing economic development.
5. Explore eligibility concepts for including HSS routes that fall outside the boundary such as SR 2 and SR 522.

Applying these guidelines results in a Sound Transit/RTID service area bounded by King County to the south, Puget Sound to the west, SR 9 (and associated UGAs) to the east, and Arlington to the north. It would allow a system approach to include not only roads and local transit projects, but also Sound Transit Phase 2 projects. This would allow development of one multi-modal system within one boundary serving the primary growth areas described in Snohomish County's recently completed 20 year comprehensive plan. The dual backbone of the transportation network within this new boundary consists of I-5 and SR 9, the two major north-south and heavily used transportation corridors. This boundary is an initial proposal and may require refinements based on further analysis.

### **C. Transit Operations to Mitigate Construction Traffic Impacts**

This proposal recommends providing for transit operating costs to local transit agencies as a means of providing traffic mitigation during construction of the mega projects. Funds might be used for bus, vanpool, and/or transportation demand management, including service hours. Mitigation plans would be developed as construction planning is undertaken. This will require a change in the existing RTID statute.

In addition, the proposal for a joint Sound Transit and RTID ballot will allow the voters to see the integration of road and transit investments throughout the region.

## D. Targeted Investments in Pierce County

### 1. Transportation Needs

The economic well-being of Pierce County is inextricably linked with its highways. Almost 30% of Pierce County's residents commute to jobs in King County. By 2020, Pierce County's population will increase by more than an additional 200,000 people. The proposed RTID investments seek to link Pierce County's "jobs highways" so workers and products have freedom of movement throughout the region.

### 2. Corridor Investments

State Route 167: The key project in Pierce County would provide a new north-south corridor as an alternative route to I-5 by connecting SR 167 between SR 509 in the City of Tacoma and the existing SR 167 at Puyallup. This connection would allow commuters direct access from the City of Tacoma to SR 167 as an alternative route to I-5 and would improve freight mobility and access to the 4<sup>th</sup> largest warehouse, distribution and manufacturing center in the United States—the Valley Cities area, which includes the Pierce County cities of Fife, Puyallup, Sumner, Algona, Pacific and Auburn and the King County portion of Auburn, Kent, Renton and Tukwila—from the Port of Tacoma. This project would help accommodate expansion at the Port and drive economic development. The project configuration is currently being refined by WSDOT and local governments. The proposed investment would allow purchase of the right of way, critical to the long-term viability of this corridor, and make an investment in this corridor that could be augmented over time.

State Route 162: This project would help provide congestion relief for the more than 400,000 people who live in Eastern Pierce County by adding capacity to SR 162 in the vicinity of Sumner and Orting. Significant improvements would be made to critical interchanges.

State Route 704 (Cross Base Highway): Construction of the new State Route 704 would provide a critical east-west corridor link from I-5 to south central Pierce County. This will help reduce congestion on SR 512 by improving linkage to I-5 through McChord Air Force Base and Fort Lewis properties. This project would provide economic benefits to the region by improving access from I-5 to manufacturing facilities in Frederickson, the largest manufacturing and industrial site with land available in the region.

Additional Investments and Contingency: Funding is included for additional targeted investments and a contingency fund if needed. An example of an additional investment would be the direct access off-ramp from I-5 to 38<sup>th</sup> Street.

### 3. Summary Table of Investments in Pierce County

Project Name*	RTID Funding Share (millions)
SR 167	1,000
SR 162	180
Cross Base Highway (SR 704)	210
Additional Investments and Contingency	104
<b>Total</b>	<b>1,494</b>

\* Project scope to be finalized by WSDOT.

## **E. Targeted Investments in King County**

### **1. Transportation Needs**

King County's population is the 12<sup>th</sup> largest county population in the United States, and is expected to grow by more than 1/3 by 2010. Population growth is occurring more rapidly in the suburban areas than the urban areas and leading to heavily congested roads. At the same time, King County and the region's economy depends on a number of large and expanding employment centers as well as the Port of Seattle and the 4<sup>th</sup> largest warehousing, distribution and manufacturing district in the United States (the Valley Cities area, which includes the Pierce County cities of Fife, Puyallup, Sumner, Algona, Pacific and Auburn and the King County portion of Auburn, Kent, Renton and Tukwila). Severe congestion problems hamper both commuters and freight mobility. In addition, some of our most critical infrastructure is unsafe and needs to be repaired. Proposed investments in King County are targeted at six main corridors: I-5, I-405, SR 167, SR 520, SR 509, and SR 99 and the Alaska Way Viaduct. These investments will help improve traffic flow throughout the region and address critical safety concerns.

### **2. Corridor Investments**

**SR 167:** State Route 167 serves one of the fastest growing areas of King County, but suffers from more than six hours of congestion a day. Improvements in this corridor would provide commuters better access to affordable housing and employment centers and will expand freight mobility to the Valley Cities warehousing district. The scope of this project includes HOV improvements within the King County section of SR 167 and targeted general-purpose improvements at chokepoints. This investment builds upon funding designated by the Legislature in the 2005 session.

**I-5/ SR 509:** Improvements of I-5 and SR 509 would provide a direct southern access point to SeaTac Airport, increase freight mobility out of the Port of Seattle directly to the Kent Valley, and improve a critical chokepoint on I-5 by adding general purpose lanes to I-5 and decreasing truck traffic on our most important north-south corridor (I-5) between the port/industrial area and destinations south of the airport.

This project is ready to proceed to construction. Right of way costs are escalating due to development pressures. This project would create an alternative for people driving I-5 to and from Seattle from the south. Truck freight would use this corridor as an alternative to I-5. This proposal would build a new six-lane freeway between I-5 and S. 188<sup>th</sup> Street in SeaTac. This project would include HOV lanes and provide a key transit connection to the SeaTac International Airport from the south. This project would also construct six miles of improvements on I-5 from S. 320<sup>th</sup> in Federal Way to S. 200<sup>th</sup>. New I-5 lanes would be configured to provide one new lane north bound and two new lanes south bound. This project would also connect the airport's south access expressway to SR 509 and I-5.

**I-405:** The I-405 corridor has realized a 200% increase in traffic congestion over the last 10 years. It leads the region in daily hours of congestion, with more than 50% of the day in gridlock. The cost of delays, livability and air quality degradation are clear impacts. Recent state packages funded key projects designed to relieve the corridor's worst bottlenecks, but additional funding is needed complete the missing links.

The southern section of I-405 from I-90 to I-5 is the worst congested roadway in the State of Washington. Approximately 18,000 cars per day stay on I-5 and contribute to congestion on

the I-90 and 520 bridges rather than face lengthy delays on south I-405. This corridor's currently incomplete configuration contributes significantly to the congestion in this critical alternative to I-5. In 2020, approximately 380,900 people are expected to travel through this segment of the corridor in 274,800 vehicles. Clearly, existing capacity constraints will grow more acute over time. This project would help fill these gaps and provide a consistent number of lanes in these critical sections.

This investment of \$1.3 billion in I-405 would provide additional lanes in each direction from SR 169 (Maple Valley Highway) to I-90. This improvement would reduce 2020 congestion between Renton and I-90 by more than four hours per day while serving much higher traffic volumes. In addition, targeted improvements would be made in Bellevue between SR 520 and I-90 and elsewhere to complement the TPA and Nickel investments underway by the state.

**SR 520:** This proposal would provide \$800 million in regional funds toward replacing the seismic and storm-vulnerable existing Evergreen Point Floating Bridge from the east shore of Lake Washington to the Montlake touchdown. This strategy would preserve a critical link in our transportation system. Regional funding would be combined with tolls and state funds to provide a new structure. This funding is an insurance policy to ensure that the bridge span's critical infrastructure can be replaced or augmented up to 6-lanes.

**SR 99 and the Alaskan Way Viaduct:** This proposal would provide assurance that the preferred tunnel option to replace the existing viaduct structure would be funded. This proposal recognizes funding from the City of Seattle, Port of Seattle and federal government together with the state and regional funding. Based on the project description developed in April 2004, this project would construct a new six lane facility. The cost estimate is based on replacing the existing viaduct and Seattle's central waterfront seawall with a new six lane tunnel, with a connection to an improved Battery Street Tunnel. Corridor performance would be enhanced with the additional shoulder and safety improvements made.

**I-5 and Federal Way Triangle:** The proposed RTID funds would complete this interchange, currently rated as the fifth most congested freeway chokepoint in the state and the site of numerous accidents. Freight traffic to and from the Port of Tacoma uses this access to SR 18 and SR 161.

**Additional Investments and Contingency:** This is included to allow for revenue-forecast adjustments and other regional needs. Other regional needs under discussion include SR 518, the South Park Bridge, Mercer Street, the Spokane Street Viaduct, and other regional arterials.

### 3. Summary Table of Investments in King County

Project Name	Proposed RTID Investments (in millions)*
SR 99: Alaska Way Viaduct	800
I-405	1,330
SR 520 Bridge	800
I-5 Improvements and SR 509 Extension	870
SR 167	420
I-5 Improvements at SR 18 (Federal Way Triangle)	50
Additional Investments and Contingency	237
<b>Total</b>	<b>4,507</b>

\* Project Scope to be finalized by WSDOT.

## **F. Targeted Investments in Snohomish County**

### **1. Transportation Needs**

Snohomish County is in the midst of addressing a high rate of growth and congestion problems, especially as area residents commute across the County to and from work:

- Between 1990 and 2000, Snohomish County's population grew by 30.1%--the fastest among the four central Puget Sound counties.
- Approximately 40% of Snohomish County's 300,000 workers commute outside of the county every day, with most traveling to King County (34.4%). Approximately 20% of workers in Snohomish County commute from other counties.
- The Snohomish County economy is forecasted to grow 20% between 1998 and 2010, adding 44,755 new jobs. Current projections show that most growth is expected to occur in the southwest portion of the county (Everett, Lynnwood, and Bothell.) All three are designated "Regional Centers" by the Puget Sound Regional Council.

Transportation is a key issue for Snohomish County employers. Snohomish County has an "unusually high share" of its total employment in the manufacturing industry, with employment levels in 2001 at 25% as compared to 7% in King only and 6% nationwide. This county is within one of the top ten biotechnology regions in the nation. Commuting alternatives are critical to ensure that the local workforce can reliably get to work on time.

### **2. Proposed Investments**

Snohomish County's proposed investments would fund a diverse mix of projects that enhance current transportation investments. Over the past four years, the Snohomish County agencies have worked cooperatively to develop this prioritized list that addresses congestion along key state highway corridors, critical city and county arterial streets, and improvements to multimodal transportation including park & ride lots and ferry terminals. As the RTID has been evolving, the project list is being modified to reflect changed scopes and costs, completed projects, and choices to reflect anticipated lower revenues. The proposed investments would continue to build on the current investments by focusing over significant funding along key state highway corridors of SR 9 and US 2. In addition, \$100 million would complete five arterial street projects in Everett, Marysville, Edmonds, Lynnwood, Bothell, and Snohomish County. Approximately \$170 million is earmarked to support transit-related projects, including continued investment in the Edmonds Multimodal Terminal. The specific Snohomish County investments include the projects contained in the table below.

### 3. Proposed Investments in Snohomish County

Project Name	Project Description	Funding Proposal (millions)
<b>Improvements to Key North/South Routes, Interchanges and Access Roads to I-5 and SR 9</b>		
I-5 and US 2 Trestle	Helps alleviate traffic chokepoint on I-5 by modifying I-5/ US 2 intersections and widening US 2. Addresses major safety concerns and improves water quality.	412.3
Everett Arterial Access Improvements at I-5/US 2	Improvements to Everett Arterial Access at I-5/US 2 to increase mobility in downtown Everett for general use and transit access. Reduces congestion and improves safety from users accessing I-5 and US 2.	28.9
116 St. NE: I-5 to State St.	Adds capacity and improves safety along east-west corridor with access to growing industrial and commercial areas; improves local/regional transit accessibility.	2.1
44 <sup>th</sup> Ave. W: I-5 to 194 <sup>th</sup> St. SW	Project constructs a new northbound lane on 44th Ave. W from 200th St. SW to 196th St. SW to add capacity to accommodate both the existing heavy northbound flow of traffic exiting I-5 at 44th Ave. W and the traffic that would be generated from Lynnwood city center development.	0.5
SR 9	Improves alternative route to I-5 by widening SR 9 from 176 <sup>th</sup> St. SE to SR 92 from two lanes to four/five lanes with access control. Includes improvements to various intersections.	325.0
<b>Improvements to Key East/West Corridors</b>		
20 <sup>th</sup> St. SE: US 2 and SR 9 Connection	Widens 20 <sup>th</sup> St. SE between US 2 to SR 9 to improve commuter access, reduce bottleneck conditions at 20 <sup>th</sup> and SR 9, help resolve development concurrency issues that limit economic development, increases safety for school buses and transit by improving corridor.	34.9
SR 524: 24 <sup>th</sup> Ave. W to SR 527	Significantly expands vital east-west link between Lynnwood and Bothell, improves freight mobility to and from the Bothell/ Canyon Park technology corridor along SR 524; enhances multi-modal access for transit, bicycle, pedestrian.	71.8
112 <sup>th</sup> St. SW: I-5 to SR 527	Widening of 112 <sup>th</sup> St. SW to better connect I-5 and SR 527 to reduce congestion to Everett's Paine Field; promote freight mobility along three major north-south corridors (SR 525, SR 99, Airport Road); augments local trail system; upgrades local water quality detention features and restores streamflows.	3.0
SR 531: 43 Ave. NE to 67 Ave. NE	Decreases chokepoint between SR 9 and I-5 south of Arlington.	41.4
238 <sup>th</sup> St SW from 84 <sup>th</sup> Ave. W to SR 104	Improves connection between SR 104 and SR 99; adds capacity and reduces safety concerns.	2.2
196 St. SW (SR 524) from 48 Ave. W to 37 Ave. W	Widens road to increase access to I-5 and decrease traffic chokepoint in Lynnwood.	11.8
<b>HSS &amp; HSS Approaches Total</b>		<b>933.9</b>
<b>Local Projects (Non-Highways of Statewide Significance)</b>		
41 <sup>st</sup> St. I-5 Overcrossing/ Lowell River Rd BNSF RR Overcrossing	Provides the second of a two-phase project to eliminate the at-grade BNSF mainline railway crossings at 36th St. and Lowell River Road along Everett's Snohomish Riverfront area. The project will enhance the safety and operational efficiency of one of the few east-west arterial routes across the Snohomish Valley.	7.6
84 <sup>th</sup> Ave. W: 212 St. SW to 238 St. SW	Improves safety for pedestrians, school children, park users, bicyclists, and auto users.	8.7

Airport Way: SR 9 to Br #1	Widens roadway to improve capacity on county arterial and access to City of Snohomish area.	8.7
East Everett Overcrossing	Constructs a grade separation overcrossing to extend Everett Ave. over the BNSF Canadian Line to facilitate freight movement and traffic.	10.0
39/35 Ave SE: 240 St. SE to Seattle Hill Rd	Constructs new county and city arterial missing link and widens existing county arterial road to reduce congestion, provide alternative route to SR 527 and SR 9 from Bothell north towards Mill Creek, and increase safety by adding sidewalks and bike lanes.	57.1
State Ave.: 136 St. NE to 152 ST NE	Improves key north/south arterial parallel to I-5 near Marysville to meet necessary levels of service, decrease burden on I-5, and increase freight throughput.	3.6
36/35 Ave. W: Maple Rd. to 148 St. SW	Widens county arterial and city street to reduce congestion, provide safe pedestrian and bicycle movement and improve access into Lynnwood	11.0
	<b>Non HSS Total</b>	<b>106.7</b>
<b>HOV and Transit</b>		
I-5 Mountlake Terrace Commuter Parking Lot Expansion	Build enhanced transit hub for I-5 interchange; relieves overcrowded park and rides in Snohomish County; expands transit access and safety.	2.0
SR 525 Mukilteo Park & Ride Lot	Construct a park and ride facility along SR525 in the Harbour Pointe vicinity to meet transit parking demand for Community Transit commuter services. Facility will increase transit mode share and reduce congestion on SR525 and I-5 between Mukilteo and Scattle.	6.7
Edmonds (SR 104) Multimodal Terminal	Integrates ferry, commuter and intercity rail, bus transit, carpool/automobile/pedestrian/bicycle traffic into single complex. Relocates existing state ferry terminal and realigns SR 104 to create grade separation, increase safety, and decrease vehicle queuing along SR 104.	123.4
Bus/Van Fleet Expansion	Procure buses and commuter vans to increase the levels of transit and vanpool service in the I-5 and I-405 corridors between Snohomish and King counties.	14.3
North County (I-5, SR 2, SR 9) Park & Ride Facilities	Program to design and construct 800 new park and ride stalls along state and interstate routes to address 2015 transit parking demand in North Snohomish County.	21.4
	<b>HOV &amp; Transit Total</b>	<b>167.8</b>
	<b>Proposed RTID Investment</b>	<b>1,208.4*</b>

### Summary of Proposed Investments in Snohomish County

Project Type	RTID Funding Share in millions*
Highways of Statewide Significances & Approaches	933.9
Non HSS projects	106.7
HOV and Transit	167.8
<b>Total</b>	<b>1208.4*</b>

\* The amount of revenue generated in Snohomish County under this proposal would exceed \$1 billion, but additional work is needed to develop a good estimate of how much additional revenue there would be. The total revenue from within new district boundary lines could be sufficient to support this level of investment. In the event that the revenue generated is less, this project list would be modified.

## V. Revenue Forecasts and Project Funding

The revenue tables generated by WSDOT, dated October 21, 2005, are the basis for the revenue forecast used in this proposal. These tables are based on the March 2004 forecasts by Conway Pedersen Economics, Inc. The revenue levels assume no bonding. The revenue is discounted by an "RTA factor" developed by King County's Department of Transportation. The discount is made to approximate the revenue to be generated within the RTA boundaries in the three county area.

To complete the proposed projects, bonding may be necessary. WSDOT assistance will be needed to develop a financial plan that includes the construction sequencing and aging of projects, including the construction and financing for matching TPA projects.

The RTA boundary in Pierce and King County is assumed to remain unchanged. In Snohomish County, it is proposed to increase the RTA boundary to reflect the new growth management boundary for the county. For purposes of this initial proposed plan, the Snohomish County revenue is listed at the minimum amount of funding that would be generated based on the existing RTA boundary; the revenue listed below does not reflect the revenue that could be produced from within an expanded boundary.

It must also be noted that MVET forecasts would be changed depending on legislation under consideration this session to modify the MVET valuation procedure. The valuation procedure under consideration would result in a revenue decline of approximately 27% from the current schedule. For that reason, the maximum MVET rate may be up to 0.8% to generate the projected revenue assumed here.

### A. Revenue Sources and Yields

(See WSDOT October 21, 2005 Revenue Level Alternatives based on the March 2004 Revenue Forecast\*)  
2007-2026 millions of nominal dollars\*\*

Tax Source	Three-County	King	Pierce	Snohomish
0.1% Sales Tax	2,279	1,530	439	310
0.6 -0.8% MVET***	4,787	2,977	1,055	755
<b>Total Revenue with Sound Transit Boundary</b>	<b>7,066</b>	<b>4,507</b>	<b>1,494</b>	<b>1,065****</b>

\*The revenue assumptions available to RTID date from March 2004. Recent revenue forecasts from 2005 show a variance of plus or minus 3%. A new revenue forecast is needed before finalizing a package.

\*\*The revenue is assumed to be generated beginning in 2007 and would be collected through 2026 (20 year period).

\*\*\*MVET range depending on valuation method used.

\*\*\*\*This level of funding reflects a minimum level that would be generated with the current RTA boundary. The amount of revenue generated for Snohomish County would be in excess of \$1 billion, but additional work is needed to develop a good estimate of how much revenue could be generated from within a new boundary.

## B. Household Costs

The revenue proposal is estimated to have the following household costs:

County	Median Household Income (2004)*	0.6% MVET	0.1% Sales Tax**	Total Household Cost by County***
Pierce	52,630-53,937	\$86.00	\$21.00	\$107
King	58,938-59,718	\$86.00	\$21.00	\$107
Snohomish	58,389-59,022	\$86.00	\$21.00	\$107

\*Median Household Income Estimates by County: 1989 to 2004 and Projection for 2005, from Washington State Office of Financial Management (OFM), October 2005. This table contains estimates of median household income by county in current dollars; series revised 1990 forward. The estimation relies on both 1990 and 2000 census data. These estimates are based on past relationships between available indicator data and median household income. The estimates shown may differ from other median household income data developed from the Office of Financial Management's State Population Survey, Bureau of the Census surveys, or other sources. Survey data, which are subject to sampling variability and bias, are not necessarily more correct than the estimate data. For small counties, the estimated series may show large variations during certain periods.

Note: Household income figures differ among federal and state agencies that collect these data. The U.S. Census, Housing and Urban Development, and OFM each differ in their estimate of median income. This analysis is based on OFM figures since RTID is authorized by the State of Washington.

\*\*This figure would be lower if the federal tax deduction for state sales tax (authorized through 2005) is extended.

\*\*\* Other methodologies produce an estimated cost from between \$100 and \$120/year.

## C. Summary of Proposed Investments by County

County	Project Type	Funding Share in millions*
Pierce	SR 167	1,000
	SR 162	180
	SR 704 (Cross Base Highway)	210
	Additional Investments and Contingency	104
	<b>Proposed Investment in Pierce County</b>	<b>1,494</b>
King	SR 99: Alaska Way Viaduct	800
	I-405	1,330
	SR 520 Bridge	800
	I-5 Improvements and SR 509 Extension	870
	SR 167	420
	I-5 Improvements at SR 18 (Federal Way Triangle)	50
	Additional Investments and Contingency	237
<b>Proposed Investment in King County</b>	<b>4,507</b>	
Snohomish	Highways of Statewide Significances & Approaches	933.9
	Non HSS projects	106.7
	HOV and Transit	167.8
	<b>Proposed Investment in Snohomish County</b>	<b>1208.4*</b>
	<b>Total Proposed Investment</b>	<b>7,209.4</b>

\* The amount of revenue generated in Snohomish County under this proposal would exceed the \$1.065 billion listed above, but additional work is needed to develop a good estimate of how much additional revenue would be generated from within a new boundary line. The total revenue from within new district boundary lines could be sufficient to support this level of investment. In the event that the revenue generated is less, this project list would be modified.

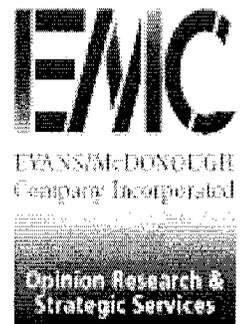
## VI. RTID Legislative Proposal

To achieve the proposal outlined in the *Blueprint for Progress*, the following legislative changes were submitted during the 2006 Legislative Session. Some, but not all, were adopted by ESHB 2871.

1. Allow RTID to change its boundaries to be consistent with Sound Transit, and allow Sound Transit to expand or modify its boundaries in conjunction with the vote.
2. Simplify joint ballot procedures and provide for the option of a single combined ballot.
3. Allow system-wide tolling, including the SR 520 Bridge, and clarify tolling provisions.
4. Allow RTID to fund transit operations for construction mitigation.
5. Allow ballot title to be longer than currently limited by state law or create ballot title template.
6. Eliminate current restrictions on use of MVET funding.
7. Increase maximum MVET authority. The maximum limit should be up to 0.6% under current valuation methods, or up to 0.8% if new valuation methods are adopted by the legislature.
8. Modify bonding authority to allow state backed bonds for state projects.
9. Reduce local match requirement.
10. Do not prohibit a 2006 election.

In addition, the proposal is to allow corridor and project investments to go to the voters and then address long-term governance questions.

**TO: Interested Parties**  
**FR: Evans/McDonough Company**  
**DT: October 3, 2006**  
**RE: WSDOT Research Summary**



## Key Findings

Puget Sound residents continue to think that traffic and transportation issues are the most important problem facing the region. They are also overwhelmingly supportive of a “comprehensive and integrated transportation package” based on a generic description. Although support drops to just over a majority when the payment mechanism is described, support rebounds to a strong majority when this mechanism is “costed” for respondents at \$250 per year for the average household.

## Highlights

**By a wide margin, voters in all three counties think traffic and transportation issues are the most important problem facing the Puget Sound region today.**

- Half (50%) of all respondents mention a traffic or transportation issue as the most important problem. The next most frequently cited issue, growth, is mentioned by only 9% of voters.
- Traffic and transportation issues are the top mention in each county by a wide margin -- King (52%), Snohomish (50%), and Pierce (46%).

**There is strong support (78%) across the region for “a comprehensive and integrated transportation package that tackles current traffic and transit problems, balances investments in roads and transit, and anticipates the future needs of the region.” Support remains over 50% throughout the survey.**

- Support remains very high (77% support / 15% oppose) when voters are told that the package “would invest in the most highly traveled corridors in the Puget Sound to alleviate congestion, reduce travel time, and improve safety.”
- Even after being told that package “will spend about \$12 billion on mass transit and roads” voters still support the package by more than 3-to-1 margin (70% / 22%).
- Support drops to 54% when voters are first told that one option to pay for the package is to increase the sales and motor vehicle excise tax, but support recovers quickly (61% support / 33% oppose) when voters are told that the “package will cost the average household two hundred and fifty dollars per year.”
- After hearing about specific potential projects in their county, a strong majority continue to support the package (60% support / 36% oppose).

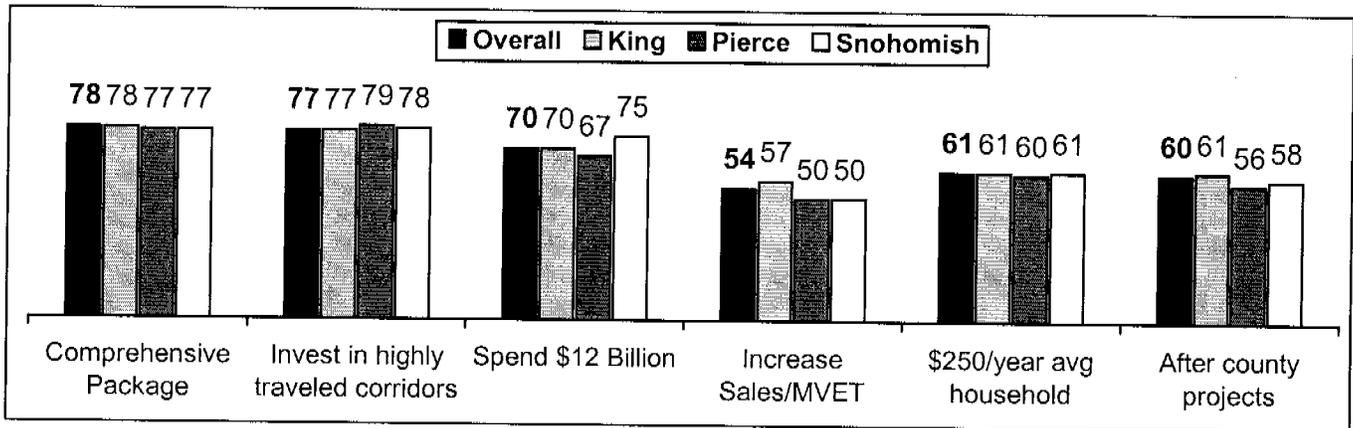
315 First Avenue South, Suite 400, Seattle, Washington 98104 • Voice: 206-652-2454 • Fax: 206-652-5022

436 14th Street, Suite 820, Oakland, California 94612 • Voice: 510-844-0680 • Fax: 510-844-0690

2715 M Street, NW, Suite 150, Washington, DC 20007 • Voice: 202-298-5556 • Fax: 240-465-1163

[www.EvansMcDonough.com](http://www.EvansMcDonough.com)

## Summary of Support for Transportation Package



It appears voters undertake a 3-step process in understanding the measure. First, they learn the package will cost \$12 Billion, but are unsure of how this impacts them. Next, when told which taxes will be raised, many voters are lost due to a negative reaction to the two taxes themselves, and/or the perceived size of the tax that voters may be unable to calculate, or calculate incorrectly. Finally, a strong majority of voters are recouped after learning the cost per average household is \$250. The challenge, then, is linking the goals and benefits of the package with the average cost.

**Descriptions of the roads and transit package receive very strong positive reactions, as do specific pieces of the package.**

Support for the components of the package varies by area, and these differences are what drive support for the measure overall. In King County, the expansion of Light Rail to the North, East, and South are the most popular components, followed by replacing 520 and other roads components. In Snohomish County, roads components are the most popular, followed by light rail. The Pierce components tested in this survey are not directly comparable, but these results suggest a similar situation to Snohomish, with roads the most popular followed by light rail. Put another way, the package as tested has components that appeal to all three counties.

Listed below are responses to the goals of the roads and transit package:

- This package makes important and needed safety improvements to roads and bridges in our area (84% More Likely to Support Package).
- This package will make it easier to get around our area (81%).
- This package gives people options to get out of congestion (80%).
- This package integrates roads and transit improvements to create a transportation system that works together (80%).
- This package will reduce travel time (79%).
- This package builds more light rail, which is separated from cars and doesn't have to wait for traffic, giving people ways to get to their destination quickly and predictably (77%).

- This package expands our transportation options to reduce the number of cars on the roads (77%).
- This package will better move people, goods, and services so our economy stays strong (77%).

**A strong majority of voters in all three counties believe the package will help fight traffic congestion in the Puget Sound region.**

- After hearing about the major elements of the package and the cost, two thirds of voters in each county think the package will help fight traffic congestion.
- After hearing details about specific projects in their county, 80% say they think the package will help fight traffic congestion in the Puget Sound region, including 68% of voters in King, 81% in Pierce, and 84% in Snohomish.

**A majority of voters think the package as described in the survey is a good fit for what it is trying to achieve.**

- A majority (52%) say that the package is about the right size “given what the package is supposed to do and [that it] costs an average household two hundred and fifty dollars per year.” One-in-four voters (26%) think the package is too big and 11% think it is too small. These results are similar in all three counties.
- When asked if they think the package is too ambitious, 53% say it is about right, 21% say it is too ambitious, and 21% say it is not ambitious enough. Again, the results are similar in all three counties.

**METHODOLOGY**

Conducted by Evans/McDonough: August 19-29, 2006  
 N = 1600 registered voters in King, Pierce, and Snohomish,  $\pm$  3.3 point margin of error  
 King County: 500 interviews, margin of error  $\pm$  5.4 points  
 Pierce County: 600 interviews, margin of error  $\pm$  4.7 points  
 Snohomish County: 500 interviews, margin of error  $\pm$  5.3 points





## Funding

Investments would be funded by just two sources: a .08 percent Motor Vehicle Excise Tax (MVET) or car license fee, and a sales-and-use tax of up to .01 percent. A key funding principle is to minimize reliance on the sales tax and look primarily to the MVET for funding.

## Roads & Transit 2007

RTID and Sound Transit are collaborating on a package of road/bridge and transit improvements that will be before voters at the November 2007 election. *Roads & Transit 2007* is the name of their joint planning effort. Their collective goal is to design a regional transportation system that integrates major highway, bridge and transit improvements to better manage the region's traffic and improve the quality of life for residents.

The Legislature has decided that both the RTID and the Sound Transit measures must be approved for either one to be valid.

RTID is also working closely with the Washington State Department of Transportation and the regional planning agency, the Puget Sound Regional Council.

## Next steps and public involvement



Citizens are encouraged to learn more by visiting [www.rtid.org](http://www.rtid.org), and to share their views about the potential RTID projects. Public meetings and open houses will be announced on the web site and via the news media. Citizens can also call or send letters; the telephone number and address appear below.

A draft proposal will be completed late this year or early in 2007 for public review and for consideration by the RTID governing board. After it is finalized, the RTID proposal will be considered by the three county councils. If the proposal is approved, it will go before the region's voters in November 2007.

**Regional Transportation Investment District**  
411 University St., Suite 1200  
Seattle, WA 98101  
(206) 442-4254  
[www.rtid.org](http://www.rtid.org)

## Regional Transportation Investment District

### Executive Board

Shawn Bunney, Pierce County  
Chair

Julia Patterson, King County  
Vice-Chair

Dow Constantine, King County

Reagan Dunn, King County

Tim Farrell, Pierce County

Dave Gossett, Snohomish County

Gary Nelson, Snohomish County

### Planning Committee

All Executive RTID Board members

Doug MacDonald, Secretary of  
Transportation  
Non-voting Chair

Roger Bush, Pierce County

Bob Ferguson, King County

Barbara Gelman, Pierce County

Calvin Goings, Pierce County

Larry Gossett, King County

Jane Hague, King County

John Koster, Snohomish County

Kathy Lambert, King County

Terry Lee, Pierce County

Dick Muri, Pierce County

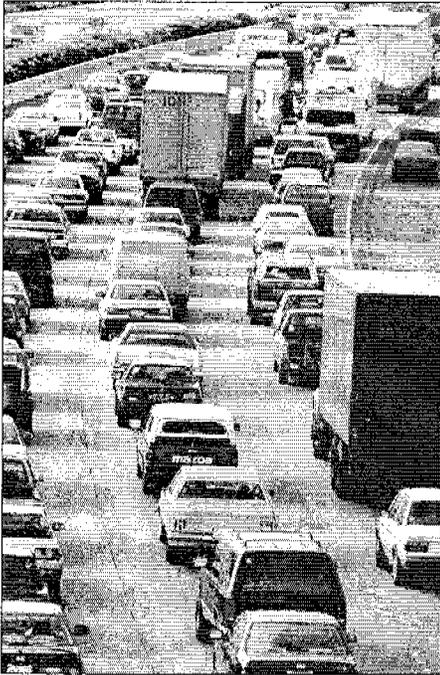
Larry Phillips, King County

Kirke Sievers, Snohomish County

Dave Somers, Snohomish County

Peter von Reichbauer, King County

# Roads & Transit



## Traffic Gridlock

*The Central Puget Sound region faces major transportation challenges.*

Traffic is unbearable in some areas. Many roads and bridges are inadequate, and in need of repair or replacement. We need transit investments that will move more people quickly and take some of the cars off the road. Some areas are not well served by transit. Thankfully, something is being done about it! A plan is coming together to make roads and bridges better and safer, and to expand and improve transit services.

### Roads & Transit

Under the banner of Roads & Transit, the region's local elected officials— together with Sound Transit, the Regional Transportation Investment District (RTID), the state Department of Transportation and the Puget Sound Regional Council— are developing a set of transportation improvements and a plan for paying for them.

Roads & Transit will call for investments in the most heavily traveled corridors and in transportation projects that can make the most difference. The idea is to build a more integrated regional transportation system. Road improvements will build upon the state's recent investments in our highways, continuing to improve traffic flow.

Transit investments will include extending the light rail system that is currently under construction and scheduled to open between downtown Seattle and Sea-Tac Airport in 2009. Regional express bus and commuter rail service would be improved through investments in park-and-rides, transit centers and HOV freeway access ramps.

These transportation improvements will be coordinated throughout Snohomish, King, and Pierce counties to give goods and people more and better ways to move around the region.

The package will be placed before voters for their consideration in November 2007.

### Roads & Transit Priorities

- Focus investments on most congested, heavily traveled corridors
- Finish or leverage projects already started
- Provide people with more transportation choices
- Improve travel times for people and freight
- Integrate road and transit investments

### Population Growth

Today's traffic congestion makes getting around the Puget Sound region very difficult. Imagine what it will be like in the future—if we don't do anything—as the population increases by more than 1.2 million people over the next 25 years.

### Potential Road and Bridge Projects

Significant improvements would be made in the following corridors:

- State Route 167 (Renton/Puyallup Valley Freeway)
- State Route 162 (Orting)
- Proposed State Route 704 (Cross Base Highway)
- State Route 99 (Alaskan Way Viaduct)
- I-405 (Bellevue/Eastside)
- State Route 509 (Burien/Sea-Tac)
- State Route 520 (Evergreen Point Bridge)
- Interstate 5 @ State Route 18 (Federal Way)
- US Highway 2 (East Snohomish County)
- State Route 9 (Bothell/Snohomish)
- SR 524 (Maltby)
- SR 527 (Mill Creek)

### Potential Transit Projects

- Light rail extensions east of Lake Washington to Bellevue and as far as Redmond; north of the UW as far as Lynnwood, and south of Sea-Tac Airport as far as the Port of Tacoma area.
- Improve regional express bus and commuter rail service through additional park-and-rides, new HOV freeway access ramps and transit centers

## Next Steps

### Fall 2006/Winter 2007

- RTID and Sound Transit identify preferred investments
- Independent cost review

### Spring 2007

- Roads & Transit considered for the November 7, 2007 ballot
- County Councils consider the RTID portion of the package and, if approved, place on the November ballot
- Sound Transit board considers the transit portion of the package and, if approved, places on the November ballot

### Fall 2007

- Voters decide at November general election

## Roads & Transit Benefits

- Faster, more predictable commute times
- Better connections between the region's major centers
- More vehicle and people-moving capacity on major corridors
- New transportation choices
- Improved safety



### About Sound Transit

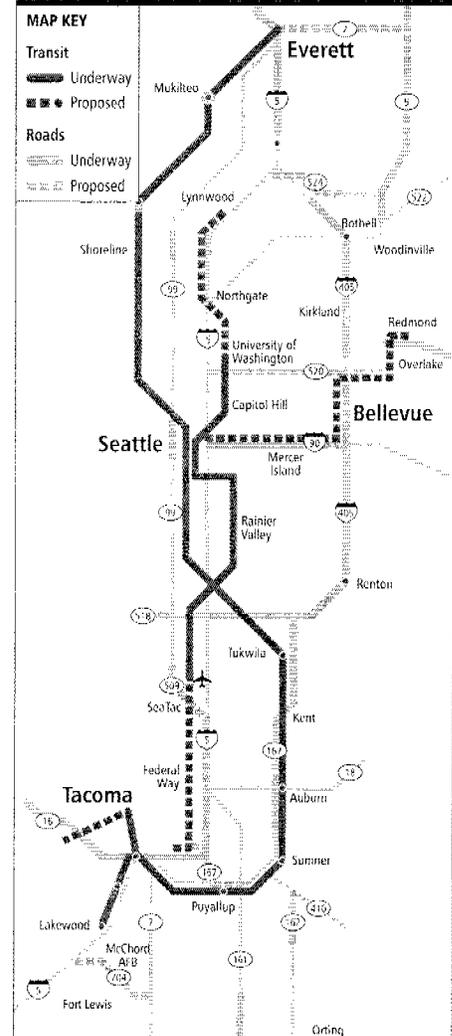
Sound Transit plans, builds and operates regional transit systems and serves to improve mobility for people in the Central Puget Sound region. For more information, visit: [www.soundtransit.org](http://www.soundtransit.org)

### Regional Transportation Investment District

### About the Regional Transit Investment District (RTID)

RTID is charged with developing a transportation proposal to improve roads and bridges on the most heavily traveled corridors in Snohomish, King and Pierce counties. For more information, visit: [www.rtid.org](http://www.rtid.org).

This conceptual map outlines a vision for future road and transit improvements to our regional transportation system. Draft transit investment options were released by the Sound Transit Board in July 2006. Draft road investments were released by RTID in January 2006.



**Sound Transit Board**  
 John W. Ladenburg, Chair  
 Pierce County Executive  
 Connie Marshall, Vice Chair  
 Bellevue City Council  
 Mark Olson, Vice Chair  
 Everett City Council  
 Julie Anderson  
 Tacoma City Council  
 Mary-Alyce Burleigh  
 Kirkland City Council  
 Fred Butler  
 Issaquah City Council  
 Dow Constantine  
 King County Council  
 David Enslow  
 Summer City Council

Douglas MacDonald, Secretary  
 Washington State Department  
 of Transportation  
 Richard Marin  
 Edmonds City Council  
 Richard McIver  
 Seattle City Council  
 Greg Nickels  
 Mayor of Seattle  
 Julia Patterson  
 King County Council  
 Larry Phillips  
 King County Council  
 Aaron Reardon  
 Snohomish County Executive  
 Ron Sims  
 King County Executive

Claudia Thomas  
 Mayor of Lakewood  
 Pete von Reichbauer  
 King County Council

### Regional Transportation Investment District

#### Executive Board:

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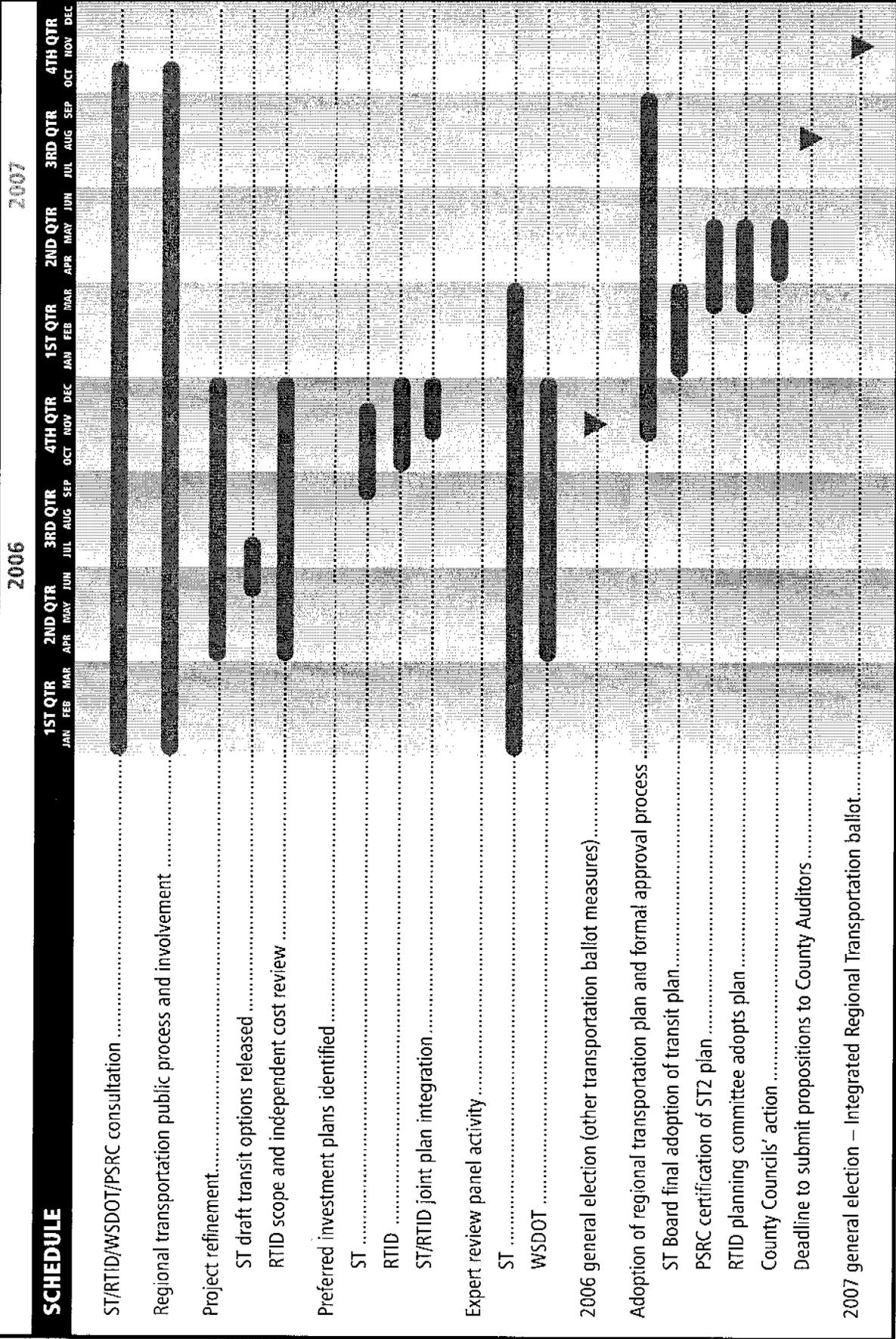
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 County

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 County  
 Kathy Lambert, King County  
 Terry Lee, Pierce County  
 Dick Muri, Pierce County  
 Larry Phillips, King County  
 Peter von Reichbauer, King  
 County  
 Kirke Sievers, Snohomish  
 County  
 Dave Somers, Snohomish  
 County

# Integrated Regional Transportation Schedule



RTID = Regional Transportation Investment District  
 PSRC = Puget Sound Regional Council  
 ST = Sound Transit  
 WSDOT = Washington State Department of Transportation



RTID

PSRC



Washington State Department of Transportation

6/8/06

**Transportation Improvement Board  
September 22, 2006  
Bonneville Hot Springs Resort & Spa  
North Bonneville, Washington**

**MINUTES**

**TIB BOARD MEMBERS PRESENT**

Commissioner Leo Bowman, Chair  
Councilmember Jeanne Burbidge, Vice Chair  
Mr. Todd Coleman  
Ms. Kathleen Davis  
Councilmember Bill Ganley  
Ms. Doreen Marchione

Councilmember Neil McClure  
Mr. Dick McKinley  
Ms. Heidi Stamm  
Mr. Steve Thomsen  
Mr. Jay Weber  
Mr. Ralph Wessels

**TIB STAFF**

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

**TIB BOARD MEMBERS NOT PRESENT**

Mr. Mark Freibeger  
Councilmember Calvin Goings  
Ms. Paula Hammond\*  
Mr. Dave Nelson

Commissioner Greg Partch  
Ms. Robin Rettew  
Mr. David Stalheim  
Mr. Harold Taniguchi

\*Member was present at the Thursday, Sept. 21 meeting

**CALL TO ORDER**

Chair Bowman called the meeting to order at 9:02 AM. He introduced new board member Doreen Marchione who represents special needs transportation.

**GENERAL MATTERS**

**A. Approval of July 28, 2006 Minutes**

**MOTION:** It was moved by Councilmember McClure with a second from Mr. Weber to approve the minutes of the July 28, 2006 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 an article from *The Daily World* which reported on the Montesano City Council rejected all bids for a street project. This article is indicative of the rising costs and delays in the transportation industry.

**LOCAL PRESENTATIONS**

North Bonneville Mayor Tom Payton welcomed the TIB to the city. He mentioned the 1996, 1997, 2001, and 2005 projects completed in North Bonneville that were funded by TIB and thanked the Board for their support.

Mary Ann Duncan-Cole, City Administrator from Stevenson, thanked the Board for the flexibility provided through TIB grants that allows projects to be completed in an efficient manner. She specifically thanked TIB project engineer, John Dorffeld, for his bridge expertise when he worked with the city on the Rock Creek Drive project. She suggested that TIB staff might offer a workshop to public works directors to help them understand the details of road improvements.

Bingen Mayor Brian Prigel noted that the \$7 million downtown revitalization project and a sidewalk project that TIB funded for the city improved tourism, provided incentive for downtown commercial building to renovate, and boosted owner-occupied housing.

Dean Lookingbill and Dale Robbins from the Regional Transportation Council thanked TIB and the staff for their support and help.

## NON-ACTION ITEMS

**A. Chair's Report** – Chair Bowman represented TIB at the Pasco Charles D. Kilbury Overpass ribbon cutting earlier in the month.

### **B. Executive Director's Report**

Steve Gorcester reported on the following:

- The agency request legislation that would allow TIB to retain the residual monies from CHAP to go into the Small City Preservation Program. Since 1998, \$1.5 million has been returned to the cities, and this money could be used more efficiently if placed in SCPP. Some key larger cities and AWC support this legislation. The Board concurred with this legislative agenda.
- There is a minor possibility that the Governor's Office may make any increase decisions.
- The call for projects closed on August 31 with 399 applications requesting a total of \$515 million. TIB has between \$57 million and \$68 million available, which will fund between 42 to 60 projects. The lower number of applications is due to limited local match and the Board's direction of limiting applications to five per agency.
- Explained the "Demand Tracker" system used in the Dashboard and how this process helps to stabilize payments.
- Steve was asked by OFM to present the federal fund exchange (de-TEA) concept and explain how this process works. The MPOs are concerned that TIB might be trying to tap into their funds. Steve clarified that is not the case and that TIB would like to institutionalize the de-TEA practice on a statewide basis and only with non-CA agencies.
- OFM requested TIB to survey our customers and work with GA to help determine how the state could achieve better cost-buying power. Seven municipalities were surveyed, meetings were held with GA, and a letter was sent to Victor Moore with the results and recommendations. This letter was distributed to the TIB members.
- The following recent project events were highlighted:
  - City of Maple Valley – Four Corners groundbreaking
  - City of Everett – 112<sup>th</sup> groundbreaking
  - City of Pasco – Charles D. Kilbury Overpass ribbon cutting (*formerly Aisnworth Overpass*)

### **C. Financial Report**

Theresa Anderson reported on the 2007-09 budget request, which was submitted to OFM in August. Program under runs can be expected in each account. She briefed the Board on the 16-year financial plan, which includes requesting spending authority for \$2.5 million in the Small City Pavement Program. There is a current fund balance of \$9.4 million in the TIA, \$12.4 million in UATA, and \$2.0 million in the SCPP.

In an expenditure–revenue comparison, the TIA's revenue is at \$50 million with expenditures at \$44 million. In the UATA, revenue is \$65 million and expenditures at \$46 million. It was noted that TIB keeps 80% of any interest earned; 20% goes into the general fund.

### **D. Project Activity Report**

Greg Armstrong reported on the project activities in the past two months. The Route Transfer Program had one project go to bid award and had a surplus of \$155,296. There was also a surplus in the Urban Corridor Program of \$287,414. Increases were given in the Small City Arterial Program (\$376,759), the Sidewalk Program (\$13,716), and the Urban Arterial Program (\$606,918). All of these changes resulted in a net increase of \$554,683 in TIB obligations.

### **E. Delayed Projects Report**

Steve Gorcester provided an update on the delayed projects. Of the 28 projects listed, 13 have received notification of the initial delay (Stage 1), 13 have sent a schedule commitment which is being monitored by TIB staff (Stage 2), and two may need to report to the Board or consider withdrawal (Stage 3). The

City of Stanwood is in the Stage 2 level of delay; however, their response of a schedule commitment was not accepted. TIB staff is working with the agency on this project. Councilmember McClure requested the list be reformatted to show stage level and sent to board members.

Ms. Stamm questioned how many projects might be delayed due to permitting issues and the extra costs associated with that in the long-run. She suggested that TIB hire a person to work at resource agencies solely on permitting. Steve was concerned that our granting authority does not allow this, but would research the issue.

Mr. Wessels voiced concerns regarding an agency's hesitancy to take right-of-way issues to condemnation if necessary. He suggested that questions regarding right-of-way issues and permitting become part of the application process to help staff and board members know concerns up front. Steve can ask agencies to certify information; however, if a permitting or right-of-way issue comes up after the project has started, TIB needs to work with that agency toward a resolution, either through project withdrawal or additional funding from the agency to cover the cost of delay.

#### **ACTION ITEMS**

- A. City of Kittitas: Main Street increase request** – The City of Kittitas is requesting an increase of \$421,087 on the Main Street project. The request is due to: 1) fish passage improvements are required by the Dept. of Fish and Wildlife, escalating the cost; 2) a right-of-way issue which has slowed the project; and, 3) an increase in material costs. The right-of-way issue is very complex and has delayed the project considerably.

**MOTION:** It was moved by Councilmember McClure with a second from Ms. Marchione to approve a \$421,087 increase for the Kittitas Main Street project, bringing the total to \$920,087 in SCAP funds. Motion carried unanimously.

- B. City of Shelton: Northcliff Road sidewalk deviation request** – This issue was initially brought to the Board at the July 2006 meeting as an increase request. During that discussion, the Board requested a peer review be completed on this project to determine the need for sidewalks on both sides of the project. A peer review was done in August, recommending a sidewalk deviation on the north side of Northcliff Road. It was noted that bike lanes would be included on both sides of the street.

**MOTION:** It was moved by Mr. McKinley with a second from Mr. Weber to approve a sidewalk deviation to omit sidewalk on the north side of Northcliff Road. Motion carried unanimously.

- C. Administrative Authority for Sidewalk Increase** – The administrative authority for sidewalk increases is currently set at \$25,000. It is requested to increase this amount to \$50,000. It is the agency's prerogative to present to the Board if their increase request is denied under the administrative authority.

**MOTION:** It was moved by Mr. Weber with a second from Ms. Davis to approve the Executive Director's Delegation of Authority in small city sidewalk program up to \$50,000. Motion carried unanimously.

- D. WAC 479-06 Revisions Approval** – The revisions to WAC 479-06 were discussed at the July 2006 Board meeting, incorporating the minor changes requested at that time. These changes were then reviewed by the Assistant Attorney General.

**MOTION:** It was moved by Mr. McKinley with a second from Councilmember McClure to approve the revisions made to WAC 479-06, with final adoption after a public hearing. Motion carried unanimously.

#### **FUTURE MEETING**

**Transportation Improvement Board Meeting  
Minutes – September 22, 2006**

The next TIB meeting will be held on November 16-17, 2006 in Federal Way. A meeting notice for this will be sent out on October 27 2006.

**EXECUTIVE SESSION**

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

**RECONVENE PUBLIC MEETING**

Chair Bowman reconvened the public meeting at 11:23 AM.

**MOTION:** It was moved by Mr. McKinley with a second from Councilmember McClure to increase the Executive Director's salary by 1.6 percent per the allowed COLA, effective September 1, 2006. Motion carried with one abstention from Mr. Weber.

**ADJOURNMENT**

The meeting adjourned at 11:24 AM.

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## Officials dedicate new Pasco overpass

*This story was published Friday, September 15th, 2006*

By Nathan Isaacs, Herald staff writer

A BNSF freight train passed under the new overpass in east Pasco on Thursday as dignitaries rehearsed speeches and prepared to cut the ribbon for opening the new roadway.

"You don't know how hard it was to schedule Burlington Northern to go under at this time," joked Jim Toomey, executive director of the Port of Pasco.

The ceremony was for the \$9.2 million Charles D. Kilbury overpass, replacing the ground-level roadway with a bridge that spans from Second to Seventh avenues and ends long waits as more than 40 trains cross Ainsworth Avenue every day. Pasco, the port, BNSF, the state Department of Transportation, the state's Transportation Improvement Board, the state's Freight Mobility Strategic Investment Board and the federal government all contributed to the project.

"This project is a good example of what we can accomplish when we work together," said Pasco Mayor Joyce Olson. "The city and port formed this project partnership in 1997 and we worked jointly over the ensuing seven years to get the project ready for construction, ultimately working with the legislature to obtain the funding necessary to make the project a reality."

Apollo of Kennewick began construction in January. The overpass spans BNSF's main line train tracks, as well as a collector line. It includes two 12-foot traffic lanes and a 7-foot sidewalk. New frontage roads were built to circulate traffic from neighborhood roads cut off by the new structure. The sidewalk and a bike path tie together portions of the Sacagawea Heritage Trail that runs throughout the Tri-Cities.

In August, the Washington Transportation Commission voted unanimously to name the overpass for Charles D. Kilbury, a former Washington State Legislative representative and a longtime Pasco Councilman who died in early 2005.

"It was the perfect fit for Charlie," said Ernie Boston, the port commission's president. "He was a career railroad man and was considered by everyone to be the regional railroad expert. He was also the biggest champion on transportation issues in Washington state."

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Photo for the Times/Tricia Sims

Celebrating the completion of Reardan's "School Loop" project are Terry Teaford, Reardan-Edwall School Board chairman; Bryan Hicks, project engineer, Century West Engineering; Bruce Johnson, Town of Reardan administrative assistant; R-E Supt. Doug Asbjornsen; Reardan Mayor Sherman Johnson; and Stevan Gorcester, executive director, Washington Transportation Improvement Board (TIB).

## Dignitaries gather to cut ribbon on completed 'School Loop' project

REARDAN – It was a picture perfect ribbon cutting ceremony day.

On Thursday, Sept. 28, Stevan Gorcester, Washington Transportation Improvement Board (TIB) executive director, visited Reardan to be part of the School Loop TIB Project ribbon cutting ceremony.

The project consisted of almost \$500,000 worth of street, sidewalk, lighting and stormwater control improvements. The TIB covered 95 percent of the cost of the project (about \$475,000) with the Town covering \$21,000 and the Reardan-Edwall School District kicking in \$4,000.

Mayor Sherman Johnson observed that this project "provided a greatly needed reconstruction of the main streets leading to the school and especially the two blocks directly in front of the school. Now at least I will not have to worry about pulling out vehicles stuck in the old parking area's mud and gravel parking lot since the area has been completely paved."

Supt. Doug Asbjornsen and school board chair Terry Teaford both expressed satisfaction with and appreciation of the greatly improved street paving, sidewalks and area lighting. Gorcester said he was very impressed by the project and look forward to future street and sidewalk projects with the Town.



Founded in 1889

# THE Wilbur Register

Thursday, October 5, 2006 • Serving the Almira, Creston, Keller and Wilbur Communities • Volume 115, Number 40



Public Works Director Jim Pope and Mayor Don Reid do the honors at the ribbon cutting ceremony. —Register photo.

## Ribbon cutting officially opens rebuilt Pope Avenue

Representatives of the town of Wilbur, as well as the State Transportation Improvement Board (TIB), the Engineering firm of Thomas Dean & Hoskins, Washington's 7th District State Senator Bob Morton, and others were in attendance at the ribbon cutting ceremony officially opening the newly constructed Pope Avenue in front of the school early in the afternoon on September 28. There were no representatives of the contracting firm of Halme Construction, which did such a good job on the project.

Wilbur Mayor Don Reid spoke to those in attendance, particularly thanking TIB for the grant which funded the project and engineers Cliff Morey and Randy Nobles of TD&H. Reid was followed by Wilbur's Public Works Director, Jim Pope, who also thanked all those who were involved in making this project "a dream come true."

Stevan Gorcester of Olympia, Executive Director of the Washington State Transportation Improvement Board, told about how the revenue for projects like this come from the state gas tax. "I'm pleased to bring your money back to your community for this project," Gorcester said. The

TIB Directive concluded by presenting a plaque to Mayor Don Reid.

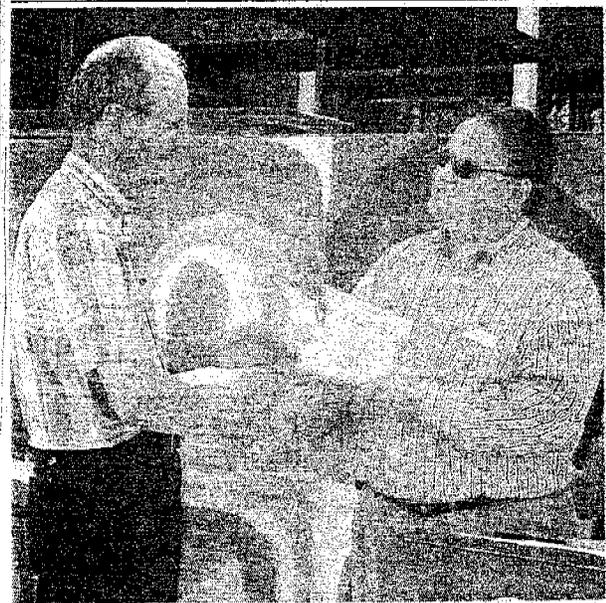
"This was created by everyone working together," stated Senator Morton. "This project will provide for the safety of our children," he emphasized as he congratulated the town for this beautiful new street, complete with curbs and sidewalks.

Randy Noble of Thomas Dean & Hoskins told the audience that Wilbur has been putting in for funding for this project since 1999. His fellow engineer, Cliff Morey, thanked the people who live along the street for their patience and understanding during the inconvenient time of construction.

The final speaker of the ceremony was Wilbur School Superintendent Steve Gaub, who stated that he gives a lot of credit to the engineers for the success and quality of this project.

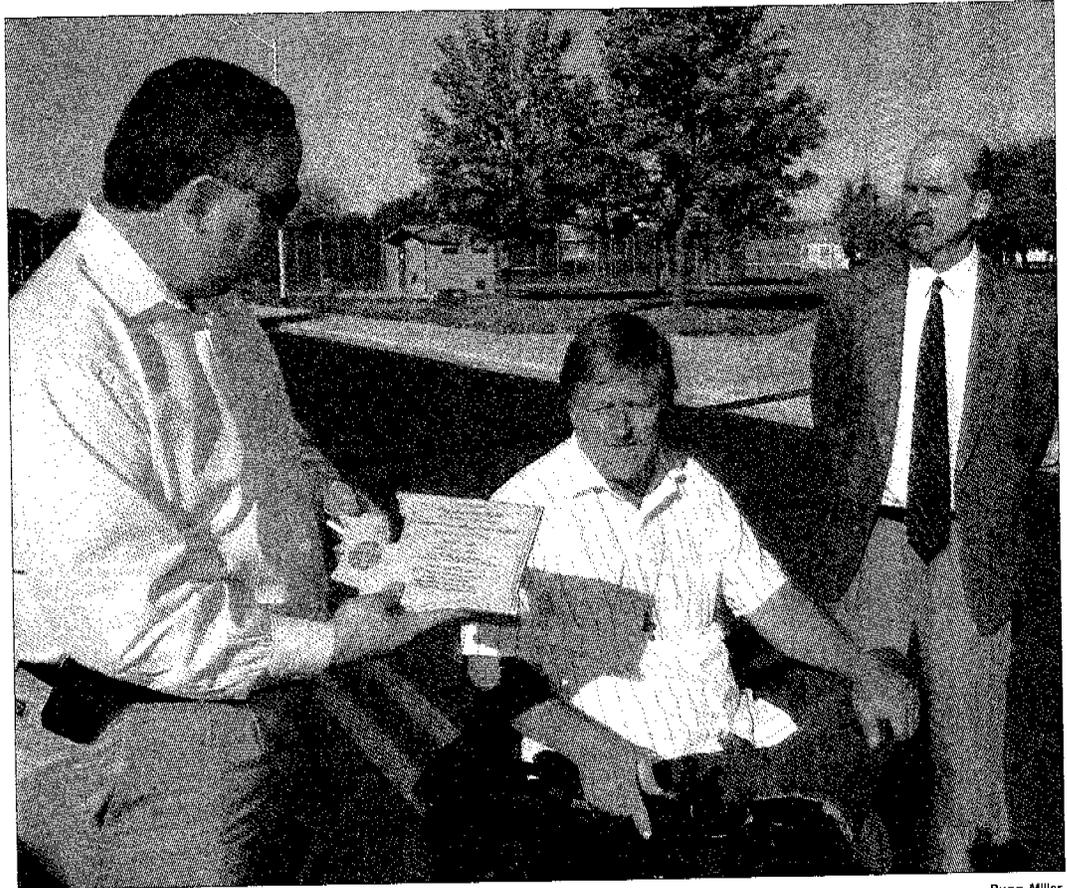
Following the speakers, together Mayor Reid and Jim Pope cut the ribbon, officially opening the street.

Everyone in attendance moved on to the town park where Rainey Pope was barbecuing pork ribs for those gathered for lunch. She and her husband, Jim had also prepared baked beans and potato salad for the meal.



Stevan Gorcester, Executive Director of the Washington State Transportation Improvement Board, presents a plaque to Wilbur's Mayor Don Reid during the ribbon cutting ceremony on Pope Avenue last week. — Register photo.

## Cutting the ribbon on Collins Street



Russ Miller

City officials and guests joined Stevan Gorcester, executive director of the Washington State Transportation Improvement Board, for a ribbon-cutting ceremony on East Collins Street last week. The project to rebuild six blocks of the street, from South Columbus Avenue to South Roosevelt Avenue, began last summer. Sidewalks were added and the street was widened in the \$1.23 million improvement project that was largely paid for by a grant and loan from the Transportation Improvement Board and Public Works Trust Fund. Cascade Equipment and Construction did the street improvement project. Shown above is Gorcester, at left, handing a plaque to Goldendale Mayor Mark Signfrinius as City Administrator Larry Bellamy looks on.



Print Page

## Montesano looks at scaling down its Main Street project

By Terry Loney - Daily world writer

Wednesday, October 25, 2006 11:00 AM PDT

Montesano — In hopes of resurrecting the project, the City of Montesano is considering scaling down its plans to refurbish Main Street.

In September, the city had to shelve the plan after bids for the project came in more than \$300,000 over budget.

The project, originally estimated at \$717,000, will replace the industrial-like look of the main entrance into town with a green, park-like appearance and improve traffic safety.

The low bid, for \$1.040 million, was made by Montesano-based Bowers Construction, the company building the Woods at Sylvania Creek housing development on the city's west side. The improvements would be made on Main Street from Brumfield Avenue, by the Monte Square business complex, to 100 feet north of Wynooche Avenue.

The project calls for completely rebuilding the street and installing new water and sewer lines, new storm sewer lines, new street lighting and new sidewalks. Trees will be planted along the street.

Justin Jones, an engineer from Parametrix, the firm that drew up the plans said some parts of the project "could be postponed or deleted" to reduce the cost.

The estimated cost to complete the project based on current construction costs is \$1.101 million, Jones said.

But the state Transportation Improvement Board recently gave the city an additional \$125,000 to cover the costs of the project, increasing the city's budget to \$934,600, he said. Other funding the city includes \$439,600 left from a \$500,000 grant from the transportation board and \$370,000 the city earmarked for the project from its own funds.

Funding for the project is still \$166,600 short of the costs though, Jones said.

He said the city could eliminate some parts of the project or make them optional, cutting them if bids for the project still come in over budget.

The items that could be cut or made optional include concrete crosswalks, an irrigation system for landscaping, poles for the proposed street lights, trees and lights that would illuminate the trees at night.

Eliminating those items would reduce the cost of the project by \$133,000. But Jones said that would still leave the city \$33,600 short.

The city plans to call for new bids in February when construction companies are gearing up for the summer work.



## 'Visionary' steps down: City planner headed to Ashland, Ore.

By Jay Patrick, World staff writer  
Friday - November 3, 2006

WENATCHEE — David Stalheim, Wenatchee's community development director for nine years, is leaving his post for a job in Ashland, Ore.



"At a certain point you look for other opportunities to stay fresh in the profession," said Stalheim, 48.

Ashland is a city of about 20,000 in southern Oregon, near Medford.

"David's done an excellent job with being able to be somewhat of a visionary," said Mayor Dennis Johnson. "He's going to be very difficult to replace."

Stalheim will leave Wenatchee Jan. 1. Before joining Wenatchee, he worked for Link Transit and Clallam County. The city's senior planner, Cyndy Butler, will likely serve as interim community development director, Johnson said.

Stalheim said it's hard to pick highlights out of a nine-year run but that he counts among his accomplishments the revitalization of south Wenatchee -- including a new community center and rehabilitated housing -- Riverwalk Crossing between downtown and Riverfront Park and creation of a master plan for riverfront redevelopment.

Ashland selected Stalheim from among 38 applicants. He will make between \$85,404 and \$95,988. In Wenatchee this year, Stalheim earned about \$83,000.

Ashland City Administrator Martha Bennett told the Medford Mail Tribune that Johnson and members of the council "were very complimentary about (Stalheim's) work, his management style and his sense of collaboration," Bennett said. "More than one person commented on his ability to bring people together, to balance the interests of multiple parties and to really listen," Bennett was quoted as saying.

Both Mayor Johnson and Stalheim said that major planning issues confronting Wenatchee include finishing the city's comprehensive growth plan, and figuring how to better move traffic through the city. Stalheim added the development of foothill trails to the list.

Johnson said the city will immediately start looking for a new community development director from Northwest states. Johnson said he hopes to have a new director by June next year.

Jay Patrick can be reached at 664-7155 or by e-mail at [patrick@wenworld.com](mailto:patrick@wenworld.com).

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The Wenatchee World Online - <http://www.wenworld.com>  
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# SKAMANIA COUNTY BOARD OF COMMISSIONERS

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District 2  
**Al McKEE**  
District 3

October 31, 2006

RECEIVED  
NOV 03 2006  
TIB

Transportation Improvement Board  
P.O. Box 40901  
Olympia, WA 98504-0901

RE: Skamania County Request of Route Jurisdiction Transfer

Dear Steve Gorcester:

Skamania County is excited to present the Route Jurisdiction Transfer (RJT) request described at your North Bonneville meeting on September 21, 2006. This request is valid when considering the requirements of RCW 47.17.001. Skamania County Department of Public Works will work closely with the TIB during the evaluation process to provide all necessary information and assist with the study.

The formal RJT request will consist of the following sections of Federal and County roads:

Road Name:	M.P. – M.P.	Ownership:	Notes:
USFS 90 Road	0.00 – 15.49	USFS	End of 503 Ext to USFS 25 Rd
USFS 90 Road	15.49-19.70	USFS	USFS 25 Rd. to Curley Creek Rd.
Curley Creek Rd.	0.00-5.07	Skamania County	USFS 90 RD. to Wind River Rd.
Wind River Rd.	0.00-27.47	Skamania County	Curley Creek Rd. to SR-14

If you have any questions, please contact Tod LeFevre in the Public Works Department at 509-427-3919.

Sincerely,

Paul Pearce, Chair  
Skamania County Board of Commissioners



**Washington State Auditor  
Brian Sonntag**

RECEIVED  
NOV 03 2006  
TIB

October 27, 2006

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

Dear Steve:

I'm writing to thank you for briefing me on the performance management framework you have implemented at the Transportation Improvement Board (TIB). Your system is the best application of Government Management Accountability and Performance (GMAP) that I have witnessed in any state agency to date. At TIB, GMAP is not just a PowerPoint or charting exercise, it is a fully integrated way of managing and doing business.

Beyond your pursuit of the Washington Quality Award, I encourage you to pursue the Association of Government Accountants' Certificate of Excellence in Service Efforts & Accountability Reporting.

Your commitment to demonstrating accountability and being transparent to citizens and policy makers is setting an example for others to follow. Congratulations on a job well done!

Sincerely,

*Linda L. Long*  
*Linda L. Long, CPA/CGFM*  
Director of Performance Audit

cc: Larisa Benson, Office of Financial Management  
Brian Willett, Office of Financial Management



# Washington State Transportation Improvement Board Project Activity Report

Reporting Period  
From 09/01/2006 to 10/31/2006

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
<b>SCAP Program</b>							
6-W-979(004)-1	CATHLAMET	Division & River Streets	Contract Completion	CC	603,562	0	Director
6-E-909(002)-1	ENDICOTT	E Street	Audit	CC FV AD	24,456	-7,944	Director
6-E-871(N08)-1	HARRINGTON	Eastern Region Chip Seal	Design	DE	2,650	0	Director
6-E-931(N02)-1	KITTITAS	Citywide Arterial Overlay	Bid Award	BA	577,815	181,815	Director
6-W-835(N02)-1	LYMAN	Pipeline Road and East Main Street	Construction	CN	46,577	46,577	Director
6-E-891(N04)-1	METALINE FALLS	4th and 5th Newstreets Overlay	Audit	CC FV AD	5,400	1,400	Director
6-E-872(004)-1	ODESSA	Alder St (SR 21)	Audit	CC FV AD	516,329	6,104	Director
6-E-873(004)-1	REARDAN	Oak Street/Spokane Street	Audit	CC AD	41,998	0	Director
6-E-874(N02)-1	SPRAGUE	Eastern Region Chip Seal	Design	DE	2,200	0	Director
6-E-906(003)-1	SPRINGDALE	W Shaffer/N 2nd/Main St (SR 231)	Construction	CN	224,767	0	Director
6-E-875(N05)-1	WILBUR	WSDOT Eastern Region Chip Seal	Design	DE	3,475	0	Director
6-W-968(005)-1	WINLOCK	SE First Street	Contract Completion	CC	513,524	70,738	Director
6-E-887(003)-1	WINTHROP	Riverside Avenue & Bluff Street	Audit	CC AD	104,768	0	Director
6-W-978(006)-1	YELM	103rd Avenue	Audit	BA CC FV AD	17,915	5,630	Director
<b>Total SCAP Change</b>					<b>304,320</b>		
<b>SCPP Program</b>							
2-P-801(001)-1	CARNATION	Overlay Project	Bid Award	BA	57,390	0	Director
2-P-804(001)-1	NORTH BEND	Overlay Project	Bid Award	BA	103,014	0	Director
2-E-888(001)-1	PEND OREILLE COUNTY	Seal Coat Project	Audit	CC	10,173	-20,221	Director
2-W-972(001)-1	SOUTH BEND	Seal Coat Project	Audit	CC FV AD	60,844	3,774	Director
<b>Total SCPP Change</b>					<b>-16,447</b>		



# Washington State Transportation Improvement Board Project Activity Report

Reporting Period  
From 09/01/2006 to 10/31/2006

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
<b>SP Program</b>							
P-E-893(P01)-1	AIRWAY HEIGHTS	12th Avenue	Bid Award	BA	77,886	18,035	Director
P-W-969(P02)-1	ILWACO	Elizabeth Avenue	Audit	CC AD	25,710	-44,513	Director
P-E-942(P01)-1	MABTON	5th Street/B Street/6th Street	Bid Award	BA	86,149	-13,851	Director
P-E-897(P05)-1	MEDICAL LAKE	SR 902	Bid Award	BA	150,000	50,000	Director
P-E-176(P01)-1	WALLA WALLA	Plaza Way	Construction	DE CN	34,560	0	Director
P-E-900(P04)-1	WAVERLY	Commercial Street	Bid Award	BA	75,749	-2,995	Director
<b>Total SP Change</b>					<b>6,676</b>		
<b>UAP Program</b>							
8-1-110(005)-1	DES MOINES	16th Avenue S	Construction	CN	2,597,189	0	Director
8-3-009(006)-1	DOUGLAS COUNTY	Grant Road	Audit	BA CC AD	361,869	0	Director
8-3-009(006)-2	DOUGLAS COUNTY	Grant Road	Audit	CC FV AD	1,588,889	74,631	Director
8-1-027(053)-1	PIERCE COUNTY	112th Street East	Audit	CC FV AD	3,291,662	0	Director
8-1-121(004)-1	SEATAC	Military Road South	Construction	CN	2,179,416	0	Director
8-3-032(061)-1	SPOKANE COUNTY	Market Street/Magnesium Road	Construction	CN	1,288,863	0	Director
8-1-128(083)-1	TACOMA	South Alaska Street	Contract Completion	CC	2,744,058	-128,898	Director
8-5-034(012)-1	THURSTON COUNTY	Pacific Ave/Kinwood Street I/S	Audit	CC FV AD	226,320	0	Director
8-4-039(021)-1	YAKIMA	West Nob Hill Blvd	Bid Award	BA	630,995	-194,005	Director
8-4-180(019)-1	YAKIMA	River Rd	Bid Award	CN BA	1,568,000	0	Director
<b>Total UAP Change</b>					<b>-248,272</b>		
<b>UCP Program</b>							
9-W-006(022)-1	CLARK COUNTY	NE 162nd Avenue ( Construction Only)	Audit	CC FV AD	3,129,424	-13,766	Director



# Washington State Transportation Improvement Board Project Activity Report

Reporting Period  
From 09/01/2006 to 10/31/2006

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
9-E-173(012)-1	KENNEWICK	West 19th Avenue	Contract Completion	CC	697,436	-43,047	Director
9-E-173(013)-1	KENNEWICK	27th Avenue and 36th Avenue	Bid Award	BA	787,750	102,750	Director
9-P-113(005)-4	KENT	Pacific Highway South (Design & R/W Only)	Contract Completion	CC	1,142,675	-357,325	Director
9-P-017(021)-1	KING COUNTY	S 277th Street	Audit	CC FV AD	3,780,971	-25,310	Director
9-P-017(021)-2	KING COUNTY	South 272nd Street	Bid Award	BA	640,000	0	Director
9-P-017(022)-1	KING COUNTY	Trans-Valley Corridor (Construction Only)	Contract Completion	CC	1,590,609	-115,710	Director
9-P-027(008)-6	PIERCE COUNTY	East Valley Highway East	Contract Completion	CC	1,303,113	0	Director
9-P-027(015)-1	PIERCE COUNTY	Spanaway Loop Road South Extension	Audit	CC FV AD	660,119	0	Director

**Total UCP Change -452,408**

**Total Change -406,131**

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



## FY 2008 Priority Array Summary November 17, 2006

### BACKGROUND

The FY 2008 Priority Array for the TIB's five primary funding programs is presented for approval at this meeting. The overall timeline of activities that have brought us to the project selection milestone are as follows:

**May 2006:** Board sets target sizes for FY 2008 funding cycle.

**June 2006:** TIB staff conducted 25 funding workshops across the state.

**August 31, 2006:** Deadline for submitting applications

### Summary of Applications Received

Program	Applications	Funds Requested	Funds Available
UAP	110	\$224 million	\$40 million
UCP	94	\$229 million	\$25 million
SCAP	90	\$44 million	\$10 million
SP & SCSP	107	\$16 million	\$3 million
<b>TOTALS</b>	<b>401</b>	<b>\$513 million</b>	<b>\$78 million</b>

### Timeline

#### Sept.-Oct. 2006

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

#### Oct. – Nov. 2006

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

#### Nov. 17, 2006

The Board selects the FY 2008 projects in each funding program.

#### Feb. 1, 2007

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

#### July 1, 2007

TIB funds become available.

**Summary of Recommended Funding**

<b>Program</b>	<b># of Recommended Projects</b>	<b>Recommended TIB Funds</b>	<b>Total Project Cost</b>
UAP	21	\$42,268,784	\$111,403,542
UCP	9	\$27,449,884	\$95,476,480
SCAP	19	\$10,140,860	\$13,060,372
SP & SCSP	23	\$3,495,344	\$6,624,682
<b>TOTALS</b>	<b>72</b>	<b>\$83,354,872</b>	<b>\$226,565,076</b>

**RECOMMENDATION**

Staff recommends the Board adopt the FY 2008 Priority Array as presented.

**WAC 479-02 addresses the Public Records Officer and duties. This was discussed at the last board meeting and requested changes have been made. The changes are:**

**WAC 479-02-070:** Requests for public records

- TIB requests written requests for public records
- Public records request form is on the web site

Chapter 479-02 WAC

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

479-02-010	Purpose.
479-02-050	Public records officer.
479-02-060	Public records available.
479-02-070	Requests for public records.
479-02-075	Response to requests
479-02-080	Availability
479-02-090	Inspection and copying cost.
479-02-100	Protection of public records.
479-02-110	Denial of request.
479-02-120	Review of agency denial.
479-02-130	Records index.

DISPOSITION OF SECTIONS FORMERLY

CODIFIED IN THIS CHAPTER

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

**WAC 479-02-010 Purpose.** The purpose of this chapter is to ensure compliance by the transportation improvement board with the provisions of chapter 42.56 RCW dealing with public records.

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

**WAC 479-02-050 Public records officer.** The executive secretary is the public records officer for the board. The public records officer is responsible for implementation of the board's rules and regulations regarding release of public records and ensuring compliance with the public records disclosure requirements of chapter 42.56 RCW.

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

**WAC 479-02-060 Public records available.** All public records defined in RCW 42.17.020 are available for public inspection and copying unless the record falls within the specific exemptions of Chapter 42.56 or other specific statute.

[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-02-060, filed 11/23/99, effective 12/24/99. Statutory

WAC (11/8/0611/3/06678/06 10:35 AM4:25 PM3:57 PM) [ 1 ]

1 Authority: Chapter 47.26 RCW. 91-13-056, § 479-02-060, filed  
2 6/17/91, effective 7/18/91.]  
3  
4

5 **WAC 479-02-070 Requests for public records.** Public  
6 records requests ~~may~~should be sent to the public records  
7 officer at the office location ~~with~~using the following  
8 procedures:

9 (1) To ensure accuracy, any requests for public records  
10 should be made in writing and may TIB requests that a written  
11 request for public records be mailed, emailed, faxed, or  
12 delivered to the office during business hours. If the requestor  
13 is unable to do so, an oral request will be accepted by TIB for  
14 public records requests.

15 (2) For prompt response, the following information should  
16 be provided in the written or oral request:

- 17 (a) The name of the person requesting the record;
- 18 (b) The date on which the request is made;
- 19 (c) A specific description of the material requested;
- 20 (d) A verification that the records requested will not be  
21 used to compile a sales list or used for commercial gain.

22 (e) Instructions as to whether the requestor wants to view  
23 the document at the TIB offices, receive a copy by mail, or  
24 receive an electronic copy if available.

25 (3) TIB's public records request form is available on the  
26 web site.  
27  
28

29 **WAC 479-02-075 Response to Requests.** Upon receiving a  
30 request, the Public Records Officer will respond within five  
31 business days in writing or by email acknowledging receipt of  
32 the request and with one or more of the following:

- 33 (a) the requested record;
  - 34 (b) an estimate of the time it will take to provide the  
35 record or a schedule for providing the records in installments;
  - 36 (c) an estimate of the copying and shipping costs of the  
37 record;
  - 38 (d) a request for advanced partial payment of the copy and  
39 shipping costs;
  - 40 (e) a request for further information or identification of  
41 the desired public records;
  - 42 (f) a request for verification that the records requested  
43 will not be used to compile a sales list, or that the records  
44 will not be sold for commercial gain;
  - 45 (g) a denial of the request pursuant to WAC 479.02.110;
- 46

47 [Statutory Authority: Chapter 47.26 RCW. 95-04-072, § 479-02-  
48 070, filed 1/30/95, effective 3/2/95; 91-13-056, § 479-02-070,  
49 filed 6/17/91, effective 7/18/91.]  
50

| WAC (11/8/0611/3/066/8/06 10:35 AM4:25 PM3:57 PM) [ 92 ]

1  
2           **WAC 479-02-080 Availability** Public records will be  
3 available for inspection and copying during the normal business  
4 hours of the board. Normal office hours are 8 a.m. to 5 p.m.,  
5 Monday through Friday, except state holidays.  
6

7 [Statutory Authority: Chapter 47.26 RCW. 91-13-056, § 479-02-  
8 080, filed 6/17/91, effective 7/18/91.]  
9

10  
11           **WAC 479-02-090 Inspection and copying cost.**

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

13           (2) The board will charge the per page fee as provided in  
14 RCW 42.56.120 for providing copies of public records.  
15

16 [Statutory Authority: Chapter 47.26 RCW. 91-13-056, § 479-02-  
17 090, filed 6/17/91, effective 7/18/91.]  
18  
19

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

22           (1) Copying of public documents will be done by staff or  
23 under their supervision.

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

25           (3) Inspection of documents will be monitored by staff.

26           (4) If a request is submitted to examine or copy an entire  
27 file or group of documents, the public records officer will  
28 review the file and identify any protected records under chapter  
29 42.56 RCW. The public records officer may take a reasonable to  
30 time gather and review the documents commensurate with the size  
31 of the request and may provide the documents over a period of  
32 time, in installments.  
33

34 [Statutory Authority: Chapter 47.26 RCW. 95-04-072, § 479-02-  
35 100, filed 1/30/95, effective 3/2/95; 91-13-056, § 479-02-100,  
36 filed 6/17/91, effective 7/18/91.]  
37

38           **WAC 479-02-110 Denial of request.** Whenever the record  
39 requested clearly falls within the statutory exemptions of  
40 chapter 42.56 RCW, or when the exempt status of the record is  
41 unclear:

42           (1) The public records officer will consult with the  
43 assistant attorney general to determine if a requested public  
44 record is exempt; and

45           (2) any denial of a request based upon an exemption will be  
46 made by a written statement to the requestor together with  
47 specific explanation of the reasons for and how to request a  
48 review of the exemption.  
49

50 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,

| WAC (~~11/8/06~~11/3/066/8/06 10:35 AM4:25 PM3:57 PM) [ 93 ]

1 § 479-02-110, filed 11/23/99, effective 12/24/99. Statutory  
2 Authority: Chapter 47.26 RCW. 95-04-072, § 479-02-110, filed  
3 1/30/95, effective 3/2/95; 91-13-056, § 479-02-110, filed  
4 6/17/91, effective 7/18/91.]

5  
6  
7 **WAC 479-02-120 Review of agency denial.** Denial of public  
8 record request will be in accordance with RCW 42.56.530.

9  
10 [Statutory Authority: Chapter 47.26 RCW. 95-04-072, § 479-02-  
11 120, filed 1/30/95, effective 3/2/95; 91-13-056, § 479-02-120,  
12 filed 6/17/91, effective 7/18/91.]

13  
14 **WAC 479-02-130 Records index.** The public records officer  
15 will maintain a current index of board records.

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

- 18 (a) Legislation, rules, and regulations of the board;  
19 (b) Bylaws adopted by the board;  
20 (c) Minutes of board meetings;  
21 (d) Resolutions approved by the board;  
22 (e) Program guidelines;  
23 (g) Program reports and publications;

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

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

29  
30 [Statutory Authority: Chapter 47.26 RCW. 95-04-072, § 479-02-  
31 130, filed 1/30/95, effective 3/2/95; 91-13-056, § 479-02-130,  
32 filed 6/17/91, effective 7/18/91.]

Chapter 479-02 WAC

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

479-02-010	Purpose.
479-02-050	Public records officer.
479-02-060	Public records available.
479-02-070	Requests for public records.
479-02-075	Response to requests
479-02-080	Availability
479-02-090	Inspection and copying cost.
479-02-100	Protection of public records.
479-02-110	Denial of request.
479-02-120	Review of agency denial.
479-02-130	Records index.

DISPOSITION OF SECTIONS FORMERLY

CODIFIED IN THIS CHAPTER

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

**WAC 479-02-010 Purpose.** The purpose of this chapter is to ensure compliance by the transportation improvement board with the provisions of chapter 42.56 RCW dealing with public records.

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

**WAC 479-02-050 Public records officer.** The executive secretary is the public records officer for the board. The public records officer is responsible for implementation of the board's rules and regulations regarding release of public records and ensuring compliance with the public records disclosure requirements of chapter 42.56 RCW.

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

**WAC 479-02-060 Public records available.** All public records defined in RCW 42.17.020 are available for public inspection and copying unless the record falls within the specific exemptions of Chapter 42.56 or other specific statute.

[Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-02-060, filed 11/23/99, effective 12/24/99. Statutory

WAC (11/8/06 10:37 AM ~~10:36 AM~~) [ 1 ]

1 Authority: Chapter 47.26 RCW. 91-13-056, § 479-02-060, filed  
2 6/17/91, effective 7/18/91.]  
3  
4

5 **WAC 479-02-070 Requests for public records.** Public  
6 records requests should be sent to the public records officer at  
7 the office location using the following procedures:

8 (1) To ensure accuracy, any requests for public records  
9 should be made in writing and may be mailed, emailed, faxed, or  
10 delivered to the office during business hours. .

11 (2) For prompt response, the following information should  
12 be provided in the request:

13 (a) The name of the person requesting the record;

14 (b) The date on which the request is made; (c) A specific  
15 description of the material requested;

16 (d) A verification that the records requested will not be  
17 used to compile a sales list or used for commercial gain.

18 (e) Instructions as to whether the requestor wants to view  
19 the document at the TIB offices, receive a copy by mail, or  
20 receive an electronic copy if available.

21 (3) TIB's public records request form is available on the  
22 web site.  
23

24 **WAC 479-02-075 Response to Requests.** Upon receiving a  
25 request, the Public Records Officer will respond within five  
26 business days in writing or by email acknowledging receipt of  
27 the request and with one or more of the following:

28 (a) the requested record;

29 (b) an estimate of the time it will take to provide the  
30 record or a schedule for providing the records in installments;

31 (c) an estimate of the copying and shipping costs of the  
32 record;

33 (d) a request for advanced partial payment of the copy and  
34 shipping costs;

35 (e) a request for further information or identification of  
36 the desired public records;

37 (f) a request for verification that the records requested  
38 will not be used to compile a sales list, or that the records  
39 will not be sold for commercial gain;

40 (g) a denial of the request pursuant to WAC 479.02.110;  
41

42 [Statutory Authority: Chapter 47.26 RCW. 95-04-072, § 479-02-  
43 070, filed 1/30/95, effective 3/2/95; 91-13-056, § 479-02-070,  
44 filed 6/17/91, effective 7/18/91.]  
45  
46

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

| WAC (11/8/06 10:37 AM-10:36 AM) [ 96 ]

1  
2 [Statutory Authority: Chapter 47.26 RCW. 91-13-056, § 479-02-  
3 080, filed 6/17/91, effective 7/18/91.]  
4  
5

6 **WAC 479-02-090 Inspection and copying cost.**

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

8 (2) The board will charge the per page fee as provided in  
9 RCW 42.56.120 for providing copies of public records.  
10

11 [Statutory Authority: Chapter 47.26 RCW. 91-13-056, § 479-02-  
12 090, filed 6/17/91, effective 7/18/91.]  
13  
14

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

17 (1) Copying of public documents will be done by staff or  
18 under their supervision.

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

20 (3) Inspection of documents will be monitored by staff.

21 (4) If a request is submitted to examine or copy an entire  
22 file or group of documents, the public records officer will  
23 review the file and identify any protected records under chapter  
24 42.56 RCW. The public records officer may take a reasonable to  
25 time gather and review the documents commensurate with the size  
26 of the request and may provide the documents over a period of  
27 time, in installments.  
28

29 [Statutory Authority: Chapter 47.26 RCW. 95-04-072, § 479-02-  
30 100, filed 1/30/95, effective 3/2/95; 91-13-056, § 479-02-100,  
31 filed 6/17/91, effective 7/18/91.]  
32

33 **WAC 479-02-110 Denial of request.** Whenever the record  
34 requested clearly falls within the statutory exemptions of  
35 chapter 42.56 RCW, or when the exempt status of the record is  
36 unclear:

37 (1) The public records officer will consult with the  
38 assistant attorney general to determine if a requested public  
39 record is exempt; and

40 (2) any denial of a request based upon an exemption will be  
41 made by a written statement to the requestor together with  
42 specific explanation of the reasons for and how to request a  
43 review of the exemption.  
44

45 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
46 § 479-02-110, filed 11/23/99, effective 12/24/99. Statutory  
47 Authority: Chapter 47.26 RCW. 95-04-072, § 479-02-110, filed  
48 1/30/95, effective 3/2/95; 91-13-056, § 479-02-110, filed  
49 6/17/91, effective 7/18/91.]  
50

| WAC (11/8/06 10:37 AM~~10:36 AM~~) [ 97 ]

1  
2           **WAC 479-02-120 Review of agency denial.** Denial of public  
3 record request will be in accordance with RCW 42.56.530.

4  
5 [Statutory Authority: Chapter 47.26 RCW. 95-04-072, § 479-02-  
6 120, filed 1/30/95, effective 3/2/95; 91-13-056, § 479-02-120,  
7 filed 6/17/91, effective 7/18/91.]

8  
9           **WAC 479-02-130 Records index.** The public records officer  
10 will maintain a current index of board records.

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

- 13           (a) Legislation, rules, and regulations of the board;
- 14           (b) Bylaws adopted by the board;
- 15           (c) Minutes of board meetings;
- 16           (d) Resolutions approved by the board;
- 17           (e) Program guidelines;
- 18           (g) Program reports and publications;

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

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

24  
25 [Statutory Authority: Chapter 47.26 RCW. 95-04-072, § 479-02-  
26 130, filed 1/30/95, effective 3/2/95; 91-13-056, § 479-02-130,  
27 filed 6/17/91, effective 7/18/91.]