



**Transportation Improvement Board**

**January 25-26, 2007 – Lacey, Washington**

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

**Lodging Location:** Comfort Inn, 4700 Park Center Ave. NE, Lacey, WA 98516  
(360) 456-6300

January 25, 2007  
**WORK SESSION AGENDA**

WORK SESSION			Page
	<i>Scope Change Request</i>		
2:00 PM	A. City of Lacey: 6 <sup>th</sup> Street	Greg Armstrong	31
	<i>Sidewalk Deviation Request</i>		
2:30 PM	B. City of Fife: Valley Avenue	Greg Armstrong	39
	<i>SCPP Award</i>		
3:00 PM	C. City of Oakesdale: First Street Walkway	Greg Armstrong	46
	<i>Emergent Nature Request</i>		
3:15 PM	D. SR-304 Bremerton Tunnel	Steve Gorcester	49
	<i>General Matters</i>		
4:00 PM	E. WAC Revisions Approval	Rhonda Reinke	
	1. WAC 479-01		52
	2. WAC 479-12		61
	3. WAC 479-14		80
4:30 PM	E. Executive Order 05-05 Implementation	Matthew Sterner – DAHP	

Dinner (*on your own*)



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January 26, 2007 – 9:00 AM  
BOARD AGENDA

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7.	ADJOURNMENT	

**Transportation Improvement Board**  
**November 17, 2006**  
**King County Aquatic Center**  
**Federal Way, Washington**

**MINUTES**

**TIB BOARD MEMBERS PRESENT**

Commissioner Leo Bowman, Chair  
Councilmember Jeanne Burbidge, Vice Chair  
Mr. Todd Coleman  
Ms. Kathleen Davis  
Mr. Mark Freiberger  
Councilmember Bill Ganley  
Councilmember Calvin Goings  
Ms. Paula Hammond  
Ms. Doreen Marchione

Councilmember Neil McClure  
Mr. Dick McKinley  
Mr. Dave Nelson  
Commissioner Greg Partch  
Mr. David Stalheim  
Ms. Heidi Stamm  
Mr. Harold Taniguchi  
Mr. Steve Thomsen  
Mr. Ralph Wessels

**TIB STAFF**

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

**TIB BOARD MEMBERS NOT PRESENT**

Ms. Robin Rettew  
Mr. Jay Weber

**CALL TO ORDER**

Chair Bowman called the meeting to order at 9:00 AM. He introduced new board member Mark Freiberger, City of Colville. He also introduced Senator Tracey Eide from the 30<sup>th</sup> legislative district. Vice Chair Burbidge welcomed Representative Mark Miloscia from the same district.

**GENERAL MATTERS**

**A. Approval of September 22, 2006 Minutes**

**MOTION:** It was moved by Councilmember Burbidge with a second from Ms. Davis to approve the minutes of the September 22, 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 titled, “Visionary steps down: City planner headed to Ashland” in *The Wenatchee World*, which focused on Board member David Stalheim and his recent acceptance of a position in Oregon. Steve also noted the letter from Skamania County requesting an RJT on USFS Road 90, and a letter from the State Auditor’s Office praising TIB’s performance management through the Dashboard system.

**LOCAL PRESENTATIONS**

- Federal Way City Manager, Neal Beets, thanked the TIB for their support and spoke briefly about the downtown redevelopment.
- Federal Way Public Works Director, Cary Roe, showed a video highlighting the sites and opportunities that Federal Way has to offer. Mr. Roe gave a presentation on upcoming transportation challenges, including S. 320<sup>th</sup> Street and S. 348<sup>th</sup> Street. He noted that over the past 15 years, TIB has granted \$30.1 million, leveraging \$88.8 million in projects.
- Tim LaPorte, Design Engineering Manager from Kent, highlighted TIB projects that are currently under construction or have been completed. Among these, he mentioned SR-99 from SR-516 to S. 272<sup>nd</sup> Street and S. 228<sup>th</sup> Street corridor. He noted the challenges Kent faces with freight via rail and the traffic delays caused by the trains. Audience member Senator Eide asked if transportation agencies are in contact with Senator Murray’s office in Washington, D.C. Board member Paula Hammond responded that WSDOT is working with the railroads to resolve some of these challenges faced by most cities.

- SeaTac City Engineer, Tom Gut, spoke about past partnerships with TIB and how helpful those were to SeaTac's infrastructure. He highlighted TIB projects such as International Boulevard (SR-99) and 28<sup>th</sup> Avenue South.
- Grants Manager, Tiffan Goodman from Auburn, gave a brief presentation on recently completed TIB projects, including the 3<sup>rd</sup> Street Overpass and the 277<sup>th</sup> Street grade separation. She noted that Auburn has funding commitments from FMSIB and FHWA on the M Street grade separation.

#### **NON-ACTION ITEMS**

- A. Chair's Report** – Chair Bowman proposed a meeting date change in September 2007 to avoid a scheduling conflict with WSAC. There was consensus among the Board to move the previously scheduled September 21-22, 2007 meeting to September 27-28, 2007.

Chair Bowman presented a plaque to outgoing Board member David Stalheim and wished him well in his new endeavor.

**B. Executive Director's Report**

Steve Gorcester reported on the following:

- The Valley Avenue project in Fife runs through tribal trust property on both sides of the road. The Puyallup Tribe opposes the use of trust properties for right-of-way, so a new design eliminating the bicycle lane was recommended. Steve consulted with Board member Ralph Wessels and met with Fife, Pierce County, and FMSIB and decided to keep the bike lanes, but to eliminate the sidewalk through the tribal trust lands. This decision also needs to be approved by the Fife City Council. If all stakeholders agree to this design change, the project will require a sidewalk deviation and will be brought back to the Board at that time.
- At the APWA Conference, Steve moderated a session that discussed concerns with the railroads, transportation groups, and successfully completing grade crossing projects. A list of projects will be compiled and discussed in early spring at meetings with BNSF and transportation engineers from various agencies.
- Kathleen Davis reported on the "historic dirt" issue in Benton County and distributed handouts of the report. The canal located on the Benton County Intertie project was deemed historic in 1994, and any reference to historic dirt was referring to the canal. It was determined that there would be no impact on the environment if there were no modifications made to the canal.
- The following recent ribbon cutting events were highlighted:
  - Town of Reardan – Cedar/Spokane/Aspen Streets
  - Town of Wilbur - Pope Street
  - City of Goldendale – East Collins Road
  - City of Kent – 228<sup>th</sup> Street
  - City of Kent – Pacific Highway HOV
  - City of Selah – Crusher Canyon Road
  - City of Union Gap – Ahtanum Road
  - City of Zillah – 2<sup>nd</sup> Avenue
  - City of Cle Elum – Stafford Avenue & 2<sup>nd</sup> Street
  - Benton County – I-82 Intertie (phase 2)

**C. Financial Report**

Theresa Anderson reported that outstanding payments are currently at \$9 million. Of this amount, \$3.5 million comes from the 2001 funding year obligations. The TIA fund balance is \$6.5 million, the UATA is at \$13.2 million, and the SCPP is \$1.6 million. Payments in the TIA and UATA totaled \$4.9 million as of November 15, 2006.

Among the financial charts distributed, Theresa highlighted the Payment Requests versus Revenue chart. She noted that fall is the season for the heaviest incoming payments, which was indicated by a sharp rise in payments in September in both the TIA and UATA.

Steve presented a slide that showed the assessed value of seven-year post projects that measures economic development in areas where a TIB project was completed. This tracking tool is very useful in meeting performance requirements.

**D. Project Activities Report**

Greg Armstrong reported that there were 43 project activities between September 1, 2006 and October 31, 2006. Of the 43 activities, 23 were project closeouts. Administrative increases were granted to projects in Kittitas (\$181,815), Kennewick (\$102,750), and Lyman (\$46,577), while surpluses occurred with projects in Tacoma, Yakima, Kent, and King County. All of these changes resulted in a net reduction of \$406,131 in TIB obligations.

**ACTION ITEMS**

**A. FY 2008 Priority Array** – The FY 2008 priority array was presented to the Board for adoption. Seventy-two projects totaling \$83.3 million were recommended. The breakdown of programs and funding included:

- 21 Urban Arterial Program projects totaling \$42.3 million
- 9 Urban Corridor Program projects totaling \$27.4 million
- 23 Sidewalk Program (Small City and Urban) projects totaling \$3.5 million
- 19 Small City Arterial Program projects totaling \$10.1 million

**MOTION:** It was moved by Mr. Stalheim with a second from Commissioner Partch to adopt the FY 2008 Priority Array as presented, with any work on the projects beginning July 1, 2007 unless otherwise approved by the Executive Director. Motion carried unanimously.

**B. WAC 479-02 Revisions Approval** – The revisions to WAC 479-02 were reviewed by the Assistant Attorney General Elizabeth Lagerberg and discussed at the November 16 work session. Rhonda Reinke recommended the Board approve the revisions as presented.

**MOTION:** It was moved by Mr. Nelson with a second from Councilmember McClure to approve revisions made to WAC 479-02, with final adoption after a public hearing. Motion carried unanimously.

**FUTURE MEETING**

The next TIB meeting will be held on January 25-26, 2007 in Lacey. A meeting notice will be sent out by January 5, 2007.

**ADJOURNMENT**

The meeting adjourned at 11:16 AM.

## The Seattle Times

seattletimes.com

Monday, December 4, 2006 - 12:00 AM

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### Clibborn named new House transportation chair

**By Andrew Garber**

*Seattle Times staff reporter*

OLYMPIA — A Mercer Island Democrat who opposes replacing the Alaskan Way Viaduct with a tunnel will be the new chairwoman of the powerful House Transportation Committee.

Rep. Judy Clibborn will replace Senator-elect Ed Murray, D-Seattle, who left his seat in the House to run for the state Senate, House Democrats announced this afternoon.

The chairs of the House and Senate transportation committees have tremendous influence over the shape of transportation policy in the central Puget Sound region and the state as a whole.

The committees will deal with major issues this session, including replacement of the Alaskan Way Viaduct and finding additional money to help pay for the escalating costs of transportation projects in the Puget Sound region.

Clibborn was one of 30 House Democrats who signed a letter last month against replacing the viaduct with a tunnel. "I don't see that we can do it," she said about the tunnel in a phone interview today.

The high costs of digging a tunnel "and the risk of not knowing what's underground" convinced her it was not a good idea, she said. "I hope we can work together to come up with something we can all agree on."

The latest state estimates put the likely cost of a tunnel at \$4.6 billion and a new viaduct at \$2.8 billion. The state says the existing viaduct has weakened over the years and could collapse in an earthquake.

Seattle Mayor Greg Nickels and the Seattle City Council support replacing the viaduct with a tunnel, as do several lawmakers in the state House and Senate.

Chairing the House Transportation Committee is a highly sought after position and several lawmakers ran for the job. Committee chairs are approved by members of the majority caucus.

Clibborn said she campaigned for the spot and talked to key members of the caucus to convince them she was the right person for the job, but "I didn't go to every single member and beg."

She wants to chair the committee because transportation "is the most important thing in my district," she said, adding, "I think the person there should be from a district where all the decisions are being made this next session, which will pretty much be in the Puget Sound."

Clibborn, 63, was elected to the House in 2002. She's a former nurse who worked at Harborview Medical Center, and a long-term Mercer Island city councilwoman. She backed a 9.5-cent gas tax increase in 2005 to help pay for highway improvements.

*Andrew Garber: 360-943-9882 or [agarber@seattletimes.com](mailto:agarber@seattletimes.com)*

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## Highway projects' costs rise sharply

By Mike Lindblom

Seattle Times staff reporter

Cost estimates for regional highway projects are rising so fast that elected officials will need to trim lanes, delay some construction, or borrow money to produce a realistic plan for next fall's ballot.

Even a \$7 billion tax proposition, suggested a year ago, is no longer enough to close the gap between existing state gasoline taxes and the cost of the roads Snohomish, King and Pierce counties want to build.

The three county councils may decide by spring how projects will be modified to fit the changing financial situation.

### Information

For more information go to the RTID site at [www.rtid.org/](http://www.rtid.org/) and the Department of Transportation projects page at [www.wsdot.wa.gov/projects/](http://www.wsdot.wa.gov/projects/)

For instance, a three-mile extension of Highway 509 — to create a trucking corridor from Seattle-Tacoma International Airport to Interstate 5, plus more lanes on I-5 nearby — is now expected to cost \$1.3 billion to \$1.4 billion, up from an earlier estimate of \$900 million, said Metropolitan King County Council member Julia Patterson, D-SeaTac. Patterson is vice-chairwoman of the Regional Transportation Investment District (RTID), a planning committee of county-council members.

State transportation leaders wouldn't comment on the new numbers.

Figures will be released in the next week or two, state Department of Transportation spokeswoman Joy Carpine said. "We're still working on the numbers," she said. However, some local officials got an early briefing this week.

Overall, prices are expected to rise 20 percent, said Jim Horn, a former state Senate Transportation Committee chairman who is monitoring the issue.

Projects in the plan include a widening of Highway 167 in the Green River Valley and Puyallup; new lanes on I-405 from Renton to Bellevue; a new Edmonds Station for trains, buses and ferries; and the expansion of two-lane Highway 9 to four lanes in east-central Snohomish County.

A new six-mile Cross-Base Highway in Pierce County had been expected to cost \$257 million, but now it's likely to cost much more. That road would link I-5 to Highway 7 in Spanaway by going east-west between the Fort Lewis Military Reservation and McChord Air Force Base.

**A regional highway package,** currently figured at \$7 billion, could go to the ballot in Snohomish, King and Pierce counties in November 2007, if county officials can figure out how to deal with rising prices of road construction.

Material costs alone increased 8 percent a year from 2001 to 2005.

State transportation officials plan to reveal their latest cost estimates this month.

Elected officials have braced for an aftershock since September's news that costs of a proposed Alaskan Way Tunnel and a six-lane Highway 520 bridge had each risen by at least \$1 billion, after the state Department of Transportation plugged in a more realistic inflation rate.

Like those epic projects, the suburban highways are affected by rising costs of concrete, steel and labor.

Highway planners are looking for ways to scale back certain projects or build them in phases.

King County Council member Reagan Dunn said he was pleased to learn that the Interstate 405 project south of Bellevue looks

unscathed, except for losing new ramps at Coal Creek Parkway.

Two general-purpose lanes would still be added in each direction, he said. However, Highway 167 would lose some proposed lanes.

Another option for the highway package is borrowing money from future generations. The RTID group last winter envisioned a "pay as you go" approach to fund all projects within 20 years, but rising costs have created a temptation to sell bonds, spreading the payments over a longer time period.

Currently, the three-county highway proposal calls for a car-tab tax of \$80 per \$10,000 of value, plus a sales-tax boost of 10 cents per \$100 purchase. The new taxes would total \$107 a year for an average household.

The highway work will get billions from recent increases in the state gas tax. But regional sales and car-tab taxes were envisioned to cover the rest, including a share of the 520 bridge and Alaskan Way Tunnel. Rising tunnel costs have kept alive the idea of tearing down the old Alaskan Way Viaduct in favor of a surface boulevard plus more bus service.

Complicating matters, state law requires that both the \$7 billion highway measure and an \$11 billion Sound Transit package pass on the same ballot, or both fail. The RTID and Sound Transit governing boards include many of the same officials.

If the highway team can't solve its puzzle by spring, the Legislature ought to let Sound Transit reach the ballot alone, with a sales-tax request to pay for extensions of light rail into the suburbs, believes Rob Johnson, regional policy director for the Transportation Choices Coalition, which promotes alternatives to driving alone. He predicts the highway plan won't be ready until 2008.

Ric Ilgenfritz, executive director of Sound Transit policy and public affairs, said his agency isn't yearning to break away from the highway proposal. Both sides will ask the Legislature for a "one pull of the lever" amendment, so citizens will simply vote on one combined tax measure to tackle both roads and transit.

*Mike Lindblom: 206-515-5631 or [mlindblom@seattletimes.com](mailto:mlindblom@seattletimes.com)*

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## Intertie nearly done: A long wait pays off

*This story was published Sunday, November 19th, 2006*

On the intertie, the road is banked and smooth.

The view is spectacular.

And as an omen, the future looks excellent too.

The intertie between Finley and Interstate 82 has gone from dream to asphalt in 42 years. That's a little long for a road project -- especially one that isn't quite finished even yet.

But it's a lot of road. And the terrain is ... well, let's just say it's challenging.

The tops of a lot of high hills had to be lowered and a lot of deep cuts filled to make the road usable by semi-trucks and conventional automobiles.

Even so, it remains one of those car-ad kinds of roads with big sweeping curves that are fun to drive.

It begins at Locust Grove interchange on I-82 and climbs and drops through the Horse Heaven Hills all the way to Finley Road.

Construction will begin early next year on the last phase of the project, which will reconstruct parts of Finley, Riek and Piert roads.

The first phase, from the Locust Grove interchange of I-82 to Olympia Street, was completed in 2004.

The 11-mile-long County Route 397 project is expected to cost \$17 million by the time it is finished.

We like Benton Commissioner Leo Bowman's remark that the intertie is "a 42-year-old project that is right on schedule."

And, he says, it will make a difference for Finley residents right now, even before the last small section is completed.

"It's already going out to the vicinity of where it will end up," he said. "People will start using this road instead of going through town."

Safety is a major reason for the new road. It's expected to take about half the Finley truck traffic from the streets of Kennewick. It provides another emergency route into and out of Finley.

And with such spectacular views, it ought to spur even more development.

It's something former County Commissioner Ray Isaacson promoted for a long time. He was a particular champion of the intertie throughout his time on the commission.

Even before that, as a member of the state Legislature and twice chairman of the Washington State Good Roads and Transportation Association, he enthusiastically led the campaign for the intertie.

It was originally a part of the "Ring Road" plan around the Tri-Cities, that included a new bridge over the Columbia River north of Richland connecting with Franklin County at Alder Road.

"The intertie is long overdue," Isaacson says.

In the end, it may take 44 years to get the intertie completed, but it is a significant achievement just the same.

Along with rerouted traffic, improved access is certain to carry a brighter future for the formerly isolated community.

That's worth waiting for.

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## Richland to redo dangerous intersection

*This story was published Friday, December 29th, 2006*

By Michelle Dupler, Herald staff writer

Changes are coming to one of Richland's hazardous intersections starting in the spring of 2007.

A \$1.65 million project redesigning Wellsian Way, Wellhouse Loop and Thayer Drive will close off Thayer where it intersects with Aaron Drive.

Instead, Thayer will dead end at an as yet unnamed new street that will start at the Highway 240 off ramp, run behind the Fred Meyer store on Wellsian Way and connect to Wellhouse Loop.

The idea is to improve traffic flow from the highway, Rogalsky said.

A new traffic signal will be installed at the intersection of Wellsian and Aaron, allowing better control of traffic getting onto 240. A second traffic signal will be installed at the intersection of Wellsian and Lee Boulevard.

The section of Thayer between Aaron and the 240 off ramp will be permanently closed once the new street is opened.

The existing traffic configuration where Aaron meets Thayer causes congestion and confusion for drivers that the city would like to eliminate, said Richland Public Works Director Pete Rogalsky.

"It's not unusual to have people stacked up on Thayer and Aaron and have accidents," he said. "The new street connection will provide safer mobility and access to an area where people are trying to go, and eliminate an area that's a safety problem."

The Richland Police Department responded to 10 accidents at that intersection between January and November. Seven of those accidents happened in October and November, said Capt. Mike Cobb.

There was a temporary closure at Thayer Drive allowing only right turns while work was done on the 240 expansion project, Cobb said. The collisions started once Thayer was reopened in October.

"The months that the Thayer interchange was closed the number (of collisions) was zero," Cobb said.

One accident in that area involved a police officer being hit by a car on Nov. 2 while directing traffic.

"That tells me it's a hazardous intersection," Cobb said.

It isn't the worst in the city, though. That distinction belongs to the intersection at George Washington Way and Columbia Point Drive, which saw 21 collisions from January to November, Cobb said.

Overall, the number of car accidents in Richland is low compared with other cities its size, he said. There were 645 accidents in the city from January through November. The average for similar cities is usually between about 1,500 and 1,800 he said.

Cobb credits Police Chief Tony Corsi with putting emphasis on traffic control when he took over the department.

"We have seen the accident rate go down every year, but the traffic flow is going up," Cobb said.

The city also was worried about pedestrian safety, and will build new sidewalks along parts of Wellsian Way and Aaron Drive to allow nearby residents walking access to shopping and a Ben Franklin Transit line, Rogalsky said.

The city has to get approval for parts of its plan from the state Department of Transportation because it affects a state highway, Rogalsky said.

The plans will be sent to the transportation department within the next several days. Once they're approved, the city will advertise for bids. Construction is expected to start in the spring and finish sometime in the summer.

Most of the cost was covered by a \$1.1 million grant from the Transportation Improvement Board.

The transportation department is paying \$175,000, and Ben Franklin Transit is contributing \$20,000, Rogalsky said.

The rest of the money will come from the city's streets fund.

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*editor at large*

## EDITORIALS

*The newspaper's view*

### BEST OF PUGET SOUND 2006

**E**ACH year, members of the Editorial Board of The Seattle Times name the people and organizations who have made a difference in our lives, our landscape and our aspirations for this region. This year, we recognize:



• **Doreen Marchione**, for 15 years, has helped needy people weather the financial and emotional storms that buffet their lives. As president and CEO of Hopelink, the Eastside's largest human-services organization, she led the agency to its own financial stability and service expansion that provided assistance for 50,000 clients in 2006. Her retirement comes as Hopelink celebrates its 35th anniversary. Marchione's leadership has been a strong link from despair to hope.

**kitsapsun.com**

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## Final \$1.7M for Tremont Project Secured

- **Port Orchard | Bicycle lanes, planting strips and sidewalks are part of the project.**

By **TRAVIS BAKER, [TBAKER@KITSAPSUN.COM](mailto:TBAKER@KITSAPSUN.COM)**  
November 21, 2006

Port Orchard

Port Orchard has received notice that the last piece of funding for its multimillion-dollar widening of Tremont Street has been granted.

Maher Abed, public works director for the city, said the state Transportation Improvement Board has approved the final \$1.7 million in construction money for the work.

He expects it to be built in 2008, following design and right-of-way acquisition, he said.

The project will provide two lanes in each direction between Port Orchard Boulevard and the Highway 16 freeway. It also will replace the signalized intersections at Pottery Avenue and South Kitsap Boulevard with roundabouts.

They will be the second and third roundabouts in Port Orchard and the first to be two lanes wide.

Berger Abam Engineers presented the city with drawings of the project that were 25 percent complete in September and has sent them to Puget Sound Energy and other utilities whose equipment is to be put underground during the work. A meeting with utility spokesmen since then produced no unexpected surprises, Abed said.

The widened road is to have four 11-foot-wide travel lanes separated by a 10-foot-wide landscaped median in some places and a 12-foot-wide turn lane at others.

Outside the travel lanes on each side are to be 5-foot-wide bicycle lanes, 5-foot-wide planting strips and 6-foot-wide sidewalks.

Construction is estimated to cost \$5 million on top of \$1.2 million in right-of-way acquisition and \$500,000 in design, Abed said.

He said the project planners haven't decided where breaks in the landscaped median will be put to allow left turns into driveways.

The stretch from Roland Avenue to Port Orchard Boulevard is expected to have an uninterrupted two-way turn lane. West of there, drivers wanting to turn left would have the option of proceeding to the nearest roundabout, or going completely around and returning for a right turn instead.

But that would mean a slight but possibly critical delay for emergency vehicles, so there are likely to be gaps built into the median, accessible to drivers as well as emergency equipment, Abed said.

Because Tremont will feed two lanes into the roundabouts going in each direction, drivers will have to learn new techniques for using them, because changing lanes once inside will be discouraged. Drivers will be instructed to choose either the inside or outside lane as they approach the roundabouts, depending on how soon they want to exit.

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Steve Zugschwerdt | Kitsap Sun

The city of Port Orchard received the last \$1.7 million from the State Transportation Improvement Board to make improvements to Tremont Street. The project, set to start in 2008, includes two roundabouts that will replace the signalized intersections at Pottery Avenue and South Kitsap Boulevard.

**IN BRIEF****State gives \$12.8 million for county road projects**

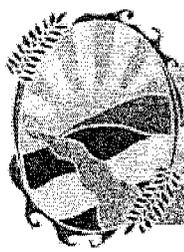
The Washington State Transportation Improvement Board has awarded \$12.8 million to several Pierce County cities for road and sidewalk improvements.

The board last week awarded a total of \$83.3 million to 72 projects. The grant money comes from three cents of the state gas tax.

The projects in Pierce County are:

City	Project	Awarded amount	Total cost
Eatonville	Rainier Avenue	\$152,250	\$190,265
Edgewood	Jovita Boulevard East		
	Emerald Street		
	28th Avenue	\$4,092,000	\$6,876,755
Fife	34th Avenue East	\$1,919,700	\$2,999,500
Gig Harbor	56th Street Northwest		
	Olympic Drive Northwest	\$3,217,000	\$5,035,000
Puyallup	39th Avenue Southwest	\$3,225,174	\$4,090,435
Steilacoom	Steilacoom Boulevard	\$163,940	\$347,091

Eijiro Kawada, The News Tribune



# Palouse, Washington

News

## Whitman Street Reconstruction and Revitalization Project

November 22, 2006

Christmas comes early to Palouse!

The Whitman Street Reconstruction and Revitalization project became official on November 17<sup>th</sup> when the Washington State Transportation Improvement Board (TIB) approved funding of \$455,000 towards the \$700,000 revitalization project. The city of Palouse had previously allocated \$35,000 in local matching funds and is currently working with the Washington State Department of Transportation (WSDOT) to secure additional revenues to upgrade the railroad line traversing the project area to complete the funding package.

The Whitman Street project is a total infrastructure renewal project that will not only replace the road and road bed but will include new sidewalks, lighting, landscaping and railroad line. Water, sewer and storm drain infrastructure will be upgraded at the same time. The project area begins at the intersection of Bridge and Whitman and extends two blocks east to North Hall. The project timeline has yet to be established.

Darcie Bagott, Palouse Councilmember and Chair of the Streets and Sidewalks Committee, will be the project coordinator representing the city. The city of Palouse plans to continue working closely with adjacent property owners to develop a final design that makes the most of this wonderful opportunity to re-engineer Whitman Street.

-- Mayor Michael Echanove

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Washington State Department of Transportation  
Artist's rendering of the completed project

[<<Back](#)

## **KNDO & KNDU Right Now**

### **Yakima Gets Push For Underpass Construction**

Nov 22, 2006 10:12 PM

YAKIMA, Wash. - The City of Yakima's plan to build two underpasses below railroad tracks downtown is receiving the push it needs.

The State Transportation Improvement Board made it official, giving Yakima a grant funded by the state's gas tax.

Construction for two underpasses won't begin until next year.

But the City of Yakima received great news from the State Transportation Improvement Board.

A \$1.5 million grant to help pay for an underpass on Martin Luther King Junior Boulevard.

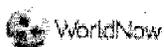
And another underpass on Lincoln Avenue.

The two projects, which will take drivers beneath tracks owned by Burlington Northern Railway, are estimated to cost just under \$35 million dollars to build.

With the T.I.B grant, the city has now secured nearly \$28 million in funding for the project, which puts them closer to its goal.

T.I.B chief engineer Greg Armstrong said Yakima's underpass projects got the funding over other projects around the state, because it received high ratings during the evaluation process.

Now the projects are currently in the design stage. Construction should begin by next fall.



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Posted: Wednesday, Nov. 22, 2006 - 1:50 p.m. PST

### Three Okanogan County towns get transportation grants

OLYMPIA - Omak, Brewster and Elmer City are among 72 recipients of state transportation grants, according to the Washington State Transportation Improvement Board.

The board recently awarded road and sidewalk improvement grants to 72 local agency projects totaling \$83.3 million. Grant funding comes from revenue generated by 3 cents of the statewide gas tax dedicated by the Legislature.

According to the board, the Omak project involves adding sidewalks along Okoma Drive from Fourth Avenue to Jasmine Street. The state is contributing \$200,000 toward the \$299,600 project cost.

The project also will provide Americans with Disabilities Act access.

Brewster will receive \$455,400 to reconstruct Main Avenue between Highway 97 and Seventh Street. It will extend improvements completed last summer with help from a previous TIB grant, according to the announcement.

Total project cost is \$506,000.

The board awarded \$519,550 to Elmer City to reconstruct Third Avenue from Elmer City Way to First Street to improve access to town along Highway 155.

Total project cost is \$520,000.

More information is available at [www.tib.wa.gov](http://www.tib.wa.gov).



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## State grants millions to ease PT's Sims Way traffic

2006-11-23

by JEFF CHEW

PORT TOWNSEND -- A \$2.1 million state grant will fund improvements of Upper Sims Way, now considered the city's worst stretch for traffic accidents.

"It's the most unsafe stretch that we have . . . That's why it was selected for funding," City Manager David Timmons said Wednesday.

The state Transportation Improvement Board grant that was awarded to the city this week will pay for widening the roadway and providing left turn lanes, bicycle lanes and sidewalks.

The grant is not intended to be applied to improvements at the intersection of Howard Street and Sims Way.

It is for improvements on Sims Way between McPherson and Howard streets.

That part of Sims Way -- which is the state Highway 20 entrance into Port Townsend -- has been the subject of recent community charettes that ask residents and business owners to express what they want for Sims and vicinity in the future.

Better left-turn lanes and more pedestrian friendly amenities were widely supported at one charette.

"At least we've got the public comment process covered," Timmons said.

The funded stretch has on-street parking and a lack of control of access to commercial properties, the city manager said.

"That's why we're experiencing so many accidents there," he said.

It could take between two and three years for improvements to be built, he said.

What will be the impact of Van De Wege defeating Jim Buck?



Sound off in the Peninsula Soapbox!

# The Olympian

SERVING WASHINGTON'S SOUTH PUGET SOUND

**SUNDAY, NOVEMBER 26, 2006 ■ SECTION C**

## **State grants aid South Sound projects**

The Washington State Transportation Improvement Board has awarded a total of \$83.3 million in road and sidewalk improvement grants to 72 local agency projects, including two in South Sound.

The grant funding comes from the revenue generated by 3 cents of the statewide gasoline tax dedicated by the Legislature.

The board awarded \$4.4 million to Olympia to widen Harrison Avenue from Yauger Way to just east of Kaiser Road. The project is intended to relieve congestion. Sidewalks and bike lanes also will be added.

Also, Thurston County received a \$140,000 grant to construct sidewalks on Martin Way between Dutterow and River Ridge Drive. The project is intended to allow safer walking routes to the nearby businesses and school.

Go to [www.tib.wa.gov](http://www.tib.wa.gov) to view project details and other grants awarded statewide.

[Print Page](#)

## Cities receive state road funds

Quincy, Ritzville, Hartline to improve streets, sidewalks

COLUMBIA BASIN -- Quincy, Ritzville and Hartline are receiving grant funding from the state's Transportation Improvement Board for street or sidewalk improvements.

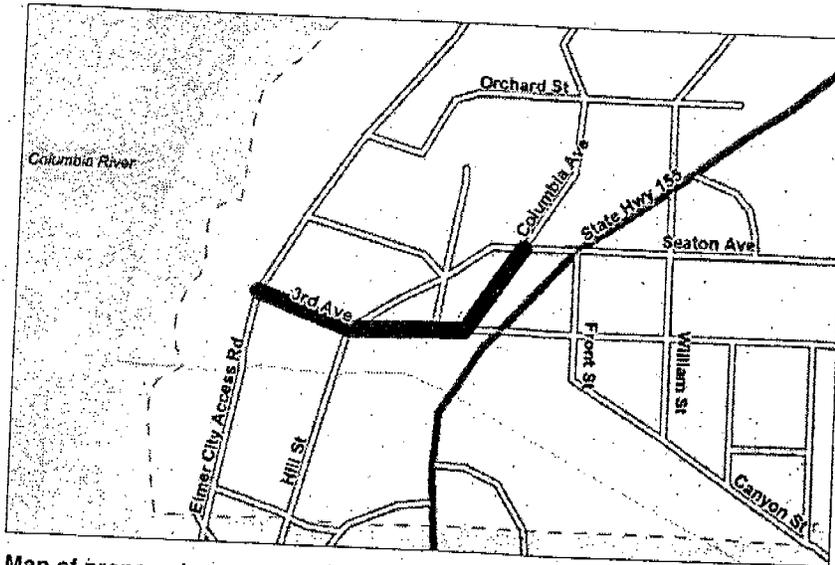
The board awarded road and sidewalk improvement grants to agency projects at a meeting Friday in Federal Way. The grant funding comes from revenue generated by 3 cents of the statewide gas tax dedicated by the Legislature.

The board awarded the City of Quincy \$560,000 to reconstruct Division Street E between Third Avenue Southeast and Sixth Avenue Southeast. Located in the industrial area of Quincy, the project improves commercial access and helps support economic development.

The Town of Hartline and City of Ritzville received funds for sidewalk construction. Hartline is installing a new sidewalk on one side of Chelan Street for an improved school walking route. A sidewalk on Ritzville's Division Street helps extend pedestrian facilities to businesses at the Interstate-90 interchange.

"These grants show drivers a local return on the tax they pay at the gas pump," said Benton County Commissioner Leo Bowman, board chair. "The TIB delivers over 98 percent of its revenue directly to local street and sidewalk projects."

-- Staff report



Map of proposed construction to rebuild the roadway in Elmer City.

# State to rebuild road

The state will fund almost all of a half-million dollar roadway improvement project in Elmer City, it announced last week.

The Transportation Improvement Board will kick in 99.9 percent of the \$520,000 cost to refurbish the town's Third Avenue and improve it substantially in 2008.

The narrow roadway linking the county road that runs along the Columbia River to the uphill reaches of town along State Route 155 is currently in poor condition, a summary of the project states.

Narrow and severely deteriorated because of a lack of drainage, the

road will be rebuilt with two travel lanes, plus parking and a sidewalk on one side. And stormwater will collect in a new drainage system to protect the road and "mitigate flooding along the route," state information states. The project will also address "vertical and horizontal deficiencies."

The project budget calls for the town to provide \$450 of the funding.

The grant will come through the TIB's Small City Arterial Program established by the Legislature to help cities with fewer than 5,000

See ROAD page 2

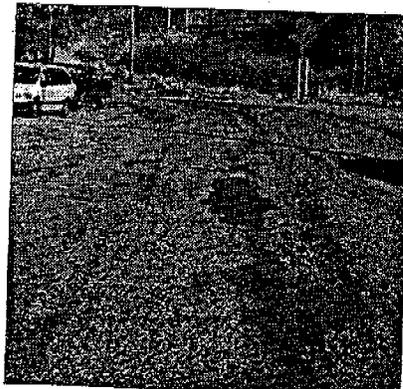
## Road

Continued from front page

residents.

To qualify, an arterial must meet at least one of the following conditions:

- It serves as a logical extension of a county arterial or state highway into the corporate limits,
- it serves as a route connecting local generators such as schools, medical facilities, social centers, recreational areas, commercial centers or industrial sites,
- or it acts as a bypass or truck route to relieve the central core area.



Deteriorated 3rd Avenue in Elmer City.



## Waterfront road gets state funding

By Jay Patrick, World staff writer

Wednesday - November 29, 2006

WENATCHEE — State gas tax money will pay to construct the road that will open up Wenatchee's riverfront to development of condos, shops, and restaurants.

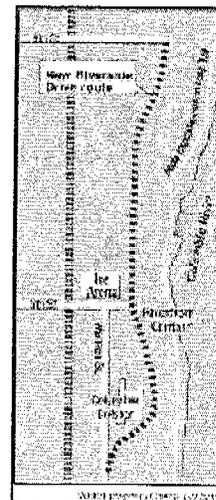
The city won a \$2.9 million state gas-tax grant this month that will pay for construction of Riverside Drive, a new waterfront road that will connect Worthen Street and Walla Walla Avenue, eventually serving a number of residential and retail projects slated for the area.

"This road we're going to build is basically the missing link ... connecting the entire waterfront," said Mayor Dennis Johnson. The road, Johnson said, will open up land from Fifth Street to Ninth Street to redevelopment.

Construction of the road is set to start when weather permits in spring 2008 and wrap up by the end of summer. Last year the city won a \$2 million grant that paid for designing the road, which is expected to cost about \$7 million. The rest of the money -- \$2 million -- will come from about \$700,000 in city gas tax money and contributions of land from Link Transit and the Chelan PUD, said city engineer Don McGahuey.

The grant money awarded to Wenatchee this month comes from a statewide pool of gas tax revenue dedicated to funding city and county transportation projects.

Projects planned for the area include upscale condominiums, stores, an open-air market and the new regional events center. A 120-foot floating dock, a hotel, office buildings, and restaurant are among other riverfront developments in the works. Construction of the \$44 million events center is under way and should be finished by October 2007. The other projects are scheduled to break ground throughout next year.



The Wenatchee World Online - <http://www.wenworld.com>  
 14 N Mission St., Wenatchee, WA 98801 \* Phone: 509-663-5161, Fax: 509-662-5413

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**DAILY JOURNAL OF COMMERCE**  
WWW.DJC.COM

## Construction

November 21, 2006

### **\$83M for sidewalks, road construction**

By JOURNAL STAFF

FEDERAL WAY — The Washington State Transportation Improvement Board awarded \$83.3 million in road and sidewalk grants to 72 local projects last week at its meeting in Federal Way.

The funding comes from three cents of the statewide gas tax dedicated by the Legislature.

The largest grants provided \$5 million for Klickitat Drive and Southcenter Parkway in Tukwila; \$4.4 million for Harrison Avenue in Olympia; \$4.1 million for Jovita Blvd., Emerald St. and 28th Ave. in Edgewood; and \$3.9 million to extend transit lanes into downtown Bothell on Bothell Way.

© Seattle Daily Journal and djc.com.



PRINTER-FE

Tacoma, WA - Wednesday, November 29, 2006

< Back to F

## **FEDERAL WAY: State grants \$2.7 million to extend South 348th Street car-pool lanes**

THE NEWS TRIBUNE

Last updated: November 29th, 2006 01:25 AM (PST)

The City of Federal Way has received a state grant of \$2.7 million to extend car-pool lanes on South 348th Street from Ninth Avenue South to Highway 99.

Car-pool lanes already run from Highway 99 to Interstate 5 along South 348th Street, a busy east-west corridor. The extension means they will go from the Metro Park & Ride lot at Ninth Avenue South to I-5.

The total cost of the project is nearly \$4.9 million. Besides the grant from state gas tax funds, other money will come from the city and from fees paid by developers.

Construction could start in June and finish in November.

Steve Maynard, The News Tribune

Originally published: November 29th, 2006 01:00 AM (PST)

## Garfield, Lamont, Palouse get okay for transportation grant money

The Washington State Transportation Improvement Board (TIB) Friday awarded \$1.1 million in grants for street and sidewalk construction to the towns of Garfield, Lamont and Palouse.

The towns competed with others east of the Cascade Mountains for \$4.8 million for the Small City Arterial Program and nearly \$1 million for the Small City Sidewalk Program.

"I'm really tickled with how well our county did," said Whitman County Commissioner Greg Partch, who sits on the TIB.

There were ten grants awarded out of 58 eligible Eastern Region applicants for

the arterial program, and six awarded to the 31 eligible for the sidewalk program. Funds will be available for the 2008 fiscal year.

The city of Palouse received \$455,000 for the reconstruction of Whitman Street from Bridge Street to North Hall Street. Along with a repaved road, the project is slated to include new sidewalks, lighting, landscaping and a new railroad rail line.

The city projected a \$700,000 price tag for the whole project. The grant will cover 65 percent of that cost.

Mayor Michael Echanove said the city has already dedicated \$35,000 in a local match, and is pursuing additional rev-

enues from the Washington State Department of Transportation for upgrades to the rail line.

Lamont received \$486,000 for work on 4th, 8th and Spokane streets. The streets, currently graveled, will be paved with asphalt, and concrete sidewalks installed.

Garfield was awarded \$184,349 to replace the sidewalk on 2nd Street with a wide walkway. Safety was a key factor in getting the grant, as that route is used by children walking to school.

Applications are scored on three criteria. Safety makes up 40 percent, the pavement's condition makes up 30 percent, and local support accounts for the remaining 30 percent.

Colfax's Mill Street project ranked 11 on the list, just below the cut. The city applied for \$570,000 in TIB funds for rebuilding Mill Street from Island to the Palouse Highway intersection.

Partch said he felt strongly the project would receive funding for 2009.

THE CHRONICLE, Nov. 22, 2006 - P. A-1

## Napavine, Morton, Toledo awarded road grants

**ALMOST \$1 MILLION:**  
*Money to help  
improve transportation*

*By The Chronicle*

Visitors to Napavine will soon have more room to roam downtown, and walkers in Morton and Toledo will have new sidewalks to traverse, thanks to state transportation grants announced recently.

The Washington State Transportation Improvement Board announced the awarding of 72 local agency projects totaling \$83.3 million at its Nov. 17 meeting in Federal Way. Napavine, Morton and Toledo were among the areas to receive grants.

The city of Napavine will receive \$650,000 to

widen Second Avenue Northeast, which winds through the center of town. The money will help revitalize the city's central business district, according to a news release from the transportation board.

In Morton, a new sidewalk will be built on Second Street, or state Route 7, which will provide pedestrian access to the business district and a safer walking route for schools.

Finally, the city of Toledo will receive \$111,000 to replace deteriorated sidewalks on Cowlitz, Second and Third streets.

"TIB grants provide vital facilities that many small towns cannot afford," said Leo Bowman, chair of the Transportation Improvement Board.

## Dayton awarded state transportation grant

The Washington State Transportation Improvement Board (T.I.B.) awarded road and sidewalk improvement grants to 72 local agency projects totaling \$83.3 million at its November 17 meeting in Federal Way. The grant funding comes from the revenue generated by three cents of the statewide gas tax dedicated by the Legislature.

The Board awarded a \$585,820 grant to the city of Dayton to reconstruct South Third Street. The existing road is in deteriorated condition and has no ADA facilities. "The project represents the T.I.B.'s efforts to help small cities meet their expensive road and sidewalk improvement needs, putting gas tax dollars at work and giving back to the community," said Transportation Improvement Board Chair, Benton County Commissioner Leo Bowman.

*continued on page 2*

## Dayton grant continued from front

The Legislature created the T.I.B. to foster state investment in quality local transportation projects. Project funding is awarded on a competitive basis using rating criteria established by the Board and usually requires local financial participation. During 2006, local gov-

ernments across the state completed or are currently building about 400 projects funded in part by T.I.B. grants.

See [www.tib.wa.gov](http://www.tib.wa.gov) to view project details and other grants awarded statewide.



# Washington State Transportation Improvement Board Project Activity Report

Reporting Period  
From 11/01/2006 to 12/31/2006

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
<b>SCAP Program</b>							
6-E-934(102)-1	BINGEN	SR 14	Audit	CC FV AD	701,691	62,691	Director
6-E-848(N05)-1	CHELAN	Woodin and Chelan Avenues	Audit	CC AD	207,613	-101,574	Director
6-W-827(106)-1	COUPEVILLE	Broadway Pedestrian Path	Audit	CC FV AD	12,312	-3,283	Director
6-E-870(008)-1	DAVENPORT	Fifth Street	Audit	CC FV AD	437,276	1,852	Director
6-P-811(005)-1	EATONVILLE	Carter Street	Construction	CN	492,100	0	Director
6-E-895(N04)-1	FAIRFIELD	Citywide Chip Seal	Audit	CC FV AD	36,740	8,840	Director
6-W-825(004)-1	FORKS	Bogachiel Way	Design	DE	85,863	0	Director
6-P-819(B01)-1	GOLD BAR	May Creek Bridge / 1st Street	Construction	CN	117,930	66,930	Director
6-E-913(001)-1	LAMONT	Eighth/Spokane/Fourth Streets	Design	DE	38,920	0	Director
6-E-843(004)-1	LIND	SR 21	Audit	CC FV AD	596,164	66,766	Director
6-W-961(N02)-1	MORTON	Adams Street	Audit	CC FV AD	71,450	0	Director
6-E-915(N02)-1	OAKESDALE	Citywide Chip Seal	Audit	CC FV AD	106,355	27,155	Director
6-W-959(B03)-1	OCEAN SHORES	Bass Avenue Bridge	Audit	FV AD	36,537	0	Director
6-E-872(B05)-1	ODESSA	Dobson Bridge	Audit	CC FV AD	13,648	-352	Director
6-E-872(102)-1	ODESSA	Alder Street Railroad Crossing	Audit	CC AD	5,336	-414	Director
6-E-916(003)-1	PALOUSE	Whitman Street	Design	DE	70,000	0	Director
6-E-863(002)-1	QUINCY	Central Ave N	Audit	CC FV AD	522,974	6,672	Director
6-E-873(003)-1	REARDAN	Cedar Street/Spokane Street/Aspen Street	Audit	CC FV AD	519,957	23,931	Director
6-E-898(N02)-1	ROCKFORD	Citywide Chip Seal	Audit	CC FV AD	20,578	6,078	Director
6-W-972(005)-1	SOUTH BEND	First Street	Design	DE	24,242	0	Director
6-E-906(003)-1	SPRINGDALE	W Shaffer/N 2nd/Main St (SR 231)	Bid Award	BA	192,665	-32,102	Director
6-E-919(N03)-1	TEKOA	Citywide Chip Seal	Audit	CC FV AD	38,118	7,718	Director
6-E-875(004)-1	WILBUR	Pope Avenue	Audit	CC FV AD	549,239	4,596	Director
<b>Total SCAP Change</b>					<b>145,504</b>		



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Reporting Period  
From 11/01/2006 to 12/31/2006

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
<b>SCPP Program</b>							
2-E-845(001)-1	ADAMS COUNTY	Seal Coat Project	Audit	CC FV AD	34,488	-3,853	Director
2-E-846(001)-1	ADAMS COUNTY	Seal Coat Project	Construction	DE CN	25,000	0	Director
2-E-924(001)-1	COLUMBIA COUNTY	Seal Coat Project	Audit	CC FV AD	44,492	-4,965	Director
2-W-827(001)-1	COUPEVILLE	Overlay Project	Construction	DE CN	57,000	0	Director
2-E-851(001)-1	DOUGLAS COUNTY	Overlay Project	Audit	CC FV AD	40,484	-27,902	Director
2-E-852(001)-1	DOUGLAS COUNTY	Overlay Project	Audit	CC FV AD	29,754	-44,672	Director
2-E-858(001)-1	GRANT COUNTY	Seal Coat Project	Construction	DE CN	38,000	0	Director
2-E-861(001)-1	GRANT COUNTY	Seal Coat Project	Audit	CC AD	21,443	-53,607	Director
2-W-953(001)-1	KALAMA	Overlay Project	Construction	DE CN	56,000	0	Director
2-E-943(001)-1	MOXEE	Overlay Project	Audit	CC FV AD	81,305	-5,517	Director
2-E-881(001)-1	OKANOGAN COUNTY	Seal Coat Project	Audit	CC FV AD	66,509	-5,395	Director
2-E-885(001)-1	OKANOGAN COUNTY	Seal Coat Project	Audit	CC FV AD	10,001	-30,127	Director
2-P-819(001)-1	SNOHOMISH COUNTY	Overlay Project	Audit	CC AD	69,918	-14,631	Director
2-E-874(001)-1	SPRAGUE	Seal Coat Project	Withdrawn	WD	0	-7,557	Director
2-W-965(001)-1	TOLEDO	Seal Coat Project	Construction	DE CN	91,000	0	Director
2-W-967(001)-1	VADER	Seal Coat Project	Construction	DE CN	27,000	0	Director
2-W-979(001)-1	WAHIAKUM COUNTY	Seal Coat Project	Construction	DE CN	42,000	0	Director
<b>Total SCPP Change</b>						<b>-198,226</b>	

## SP Program

P-E-848(P02)-1	CHELAN	Park Avenue (SR 150)	Design	DE	28,641	0	Director
P-E-911(P01)-1	GARFIELD	Central Business District Sidewalks	Contract Completion	CC	160,144	49,713	Director
P-E-911(P02)-1	GARFIELD	2nd Street	Design	DE	13,776	0	Director
P-E-889(P01)-1	IONE	2nd Avenue (SR 31)	Audit	CC FV AD	116,653	0	Director
P-E-942(P01)-1	MABTON	5th Street/B Street/6th Street	Audit	CC FV AD	100,026	13,877	Director



# Washington State Transportation Improvement Board Project Activity Report

Reporting Period  
From 11/01/2006 to 12/31/2006

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
P-W-956(P05)-1	MCCLEARY	Third Street	Withdrawn	WD	0	-10,725	Director
P-W-961(P03)-1	MORTON	Adams Avenue	Audit	CC FV AD	124,796	-893	Director
P-W-964(P01)-1	PE ELL	Main Street (SR 6)	Audit	CC AD	126,224	-18,794	Director
P-E-171(P04)-1	RICHLAND	Leslie Road	Bid Award	BA	78,074	-9,726	Director
P-P-133(P01)-1	STELACOOM	Steilacoom Blvd	Construction	DE CN	163,940	0	Director
P-P-128(P03)-1	TACOMA	Business District Hazardous Sidewalk Rep	Audit	CC FV AD	59,451	0	Director
P-W-184(P05)-1	VANCOUVER	Andresen Road	Construction	DE CN	150,000	0	Director
P-E-875(P03)-1	WILBUR	Main Street	Audit	CC FV AD	102,332	7,222	Director
P-E-180(P01)-1	YAKIMA	Lincoln Ave	Bid Award	BA	49,636	-30,224	Director
<b>Total SP Change</b>					<b>450</b>		
<b>UAP Program</b>							
8-1-105(030)-1	AUBURN	3rd St SE/Cross St	Audit	CC FV AD	1,336,000	0	Director
8-1-110(003)-1	DES MOINES	16th Avenue South (Phase I - Design and right of Way Only)	Bid Award	BA	369,575	0	Director
8-1-110(005)-1	DES MOINES	16th Avenue S	Bid Award	BA	2,722,189	125,000	Director
8-1-134(011)-1	FIFE	Pacific Highway East	Contract Completion	CC	1,540,586	0	Director
8-2-155(008)-2	MOUNT VERNON	Cameron Way/Freeway Drive (Construction Only)	Audit	CC FV AD	45,541	-37,658	Director
8-1-102(032)-1	RENTON	Rainier Avenue S	Design	DE	489,400	0	Director
8-3-165(078)-1	SPOKANE	Regal Street	Audit	CC FV AD	209,701	-27,056	Director
8-1-128(071)-1	TACOMA	River Road/Pioneer Way	Audit	CC FV AD	497,600	0	Director
8-1-128(083)-1	TACOMA	South Alaska Street	Audit	FV AD	2,744,058	0	Director
8-1-128(085)-1	TACOMA	Narrows Dr/North 26th St	Construction	CN	1,545,000	0	Director
<b>Total UAP Change</b>					<b>60,286</b>		



# Washington State Transportation Improvement Board Project Activity Report

Reporting Period  
From 11/01/2006 to 12/31/2006

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
<b>UCP Program</b>							
9-E-173(011)-1	KENNEWICK	Creekstone Drive and Kellogg Street	Contract Completion	CC	922,690	-145,735	Director
9-E-167(004)-1	PULLMAN	North Fairway Drive	Contract Completion	CC	1,370,110	0	Director
9-P-031(004)-4	SNOHOMISH COUNTY	Airport Rd/128th St/132nd St (SR 96)	Audit	CC AD	362,000	0	Director
9-W-184(012)-1	VANCOUVER	Mill Plain Boulevard	Audit	FV AD	1,723,666	0	Director
9-W-184(013)-1	VANCOUVER	Burton Road (2)	Audit	CC FV AD	3,649,273	0	Director
9-W-184(014)-1	VANCOUVER	NE 28th Street (Burton Road 3)	Audit	CC FV AD	2,707,901	0	Director
9-E-160(005)-1	WENATCHEE	Riverside Dr/Piere St/Worthen St	Withdrawn	WD	0	0	Director
<b>Total UCP Change</b>					<b>-145,735</b>		

**Total Change -137,721**

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

## Scope Change Request Staff Review Urban Arterial Program (UAP)

**Board Meeting Date:** January 26, 2007

REGION	Southwest	FUNDING YEAR	FY 2002
LEAD AGENCY	City of Lacey	PROPOSED BID AWARD	Aug 2007
PROJECT NUMBER	8-5-197(021)-1	PROJECT LENGTH	0.09 miles
PROJECT NAME	Sleater Kinney Road SE Sleater Kinney Rd to 450' east on 6th Ave	AADT	27,334
CURRENT PHASE	<b>Design Phase approved on September 25, 2001</b>	FUNCT CLASS	Principal
		VE STUDY	Not Required

Phase	TIB Funds	Local Funds	Total Cost	
DESIGN	Funds approved for Design	113,400	67,600	189,000
	Funds approved for Right of Way	195,000	130,000	325,000
CONSTRUCTION	Funds estimated for Construction	831,600	554,400	1,386,000
	<b>TOTAL</b>	1,140,000	760,000	1,900,000

NONELIGIBLE COST	0	TIB REIMBURSEMENT RATIO	60.0%
------------------	---	-------------------------	-------

LOCAL MATCH	Lacey \$760,000
EXISTING FACILITIES	The existing intersection of Sleater Kinney Road and 6th Avenue SE is currently signalized with a 100 foot offset between the east and the west legs. The offset reduces the operation of the intersection to a level of service F.
PROJECT BENEFITS	<ul style="list-style-type: none"> <li>• Reduces congestion</li> <li>• Improves safety</li> </ul>
PROPOSED WORK	The original project proposal realigned the east leg of 6th Avenue SE 100 feet to the south to align with the west leg and installed a new signal. The project also included sidewalks, curbs and gutter, illumination, landscaping and resurfacing.
DISCUSSION	The scope change results in a decrease of \$323,189 in UAP Funds as shown in the table below.

Phase	TIB Funds	Local Funds	Total Eligible Cost
Project Selection	1,140,000 60.0%	760,000 40.0%	1,900,000
Scope Change	816,811 46.1%	955,541 53.9%	1,772,352
Change	-323,189 28.3% Decrease	195,541 25.7% Increase	-127,648 6.7% Decrease

PROJECT RATING	Original Scope Rating	<b>62</b>	Revised Scope Rating	<b>62</b>
	Revised Scope Rating within Priority Array Funding Level			<b>Yes</b>

- PROJECT HISTORY** A chronology of the project is detailed below:
- The project was selected in the January 2001
  - The project was delayed by right-of-way acquisition challenges
  - The project was added to the "Delayed Project List" in August 2005
  - A new construction date of June 2006 was established in September 2005
  - A court decision in May 2006 denied the use of eminent domain to acquire the property
  - The city proposed a scope change and a new construction date of August 2007

**DISCUSSION** The city requests a change in project scope to eliminate the realignment of 6th Avenue and instead reconfigure the roadway adding an exclusive left turn lane, dual optional center turn lane, and exclusive right turn lane from westbound 6th Avenue onto Sleater Kinney Road.

The project has been delayed for several years, while the city has been working to acquire the right-of-way necessary to realign this intersection, first through negotiations and then, through condemnation proceedings. Recently, the Courts ruled against the City, declaring that there was not a necessity for public use for the realignment of the intersection through the parking lot, and eminent domain could not be used. This essentially made the original project not economically feasible.

The City of Lacey developed a new preferred option that will not impact the parking lot per the court's ruling, yet still achieves the same intersection level of service and safety improvements as the original proposal. Construction cost savings for the new preferred option have been mostly offset by the increased cost of the legal proceedings for the attempted condemnation of right-of-way. The city is not asking for additional TIB funds for right of way, but is asking that TIB maintain the original 60% match for the construction phase.

TIB Staff met with the city several times to discuss alternatives. Realignment of the intersection was a high priority for TIB. The city explained the realignment solution was very expensive. As a compromise, the city offered to change the project scope, which offered some improvement to level of service, but less safety improvement.

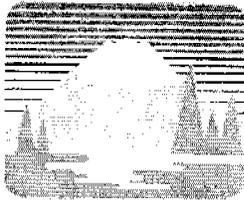
- Justification for the change in project scope is detailed below:
  - Completion of the original scope is not economically feasible
  - The proposed changes provide equivalent improvements in level of service
  - The proposed changes provide equivalent benefit cost ratio for safety improvements

**STAFF  
RECOMMENDATION**

Staff recommends approval of the scope change as presented.

**BOARD ACTION**

- Motion to approve a scope change to eliminate the realignment of 6th Avenue and instead reconfigure it to add an exclusive left turn lane, dual optional center turn lane, and exclusive right turn lane from westbound 6th Avenue onto Sleater Kinney Road.



Shaping  
our community  
together

CITY OF **LACEY**

POST OFFICE BOX 3400  
LACEY, WA 98509-3400

CITY COUNCIL

- VIRGIL S. CLARKSON  
*Mayor*
- NANCY J. PETERSON  
*Deputy Mayor*
- ANN BURGMAN
- JOHN DARBY
- MARY DEAN
- THOMAS L. NELSON
- GRAEME SACKRISON

CITY MANAGER  
GREG J. CUIOIO

January 9, 2007

Mr. Mike Polodna, P.E.  
Transportation Improvement Board  
P.O. Box 40901  
Olympia, WA 98504-0901

SUBJECT: 6<sup>th</sup> Avenue and Sleater Kinney Roadway Realignment

Dear Mike:

The 6<sup>th</sup> Avenue and Sleater Kinney Roadway Realignment project was selected in the FY 2002 Arterial Improvement Program. Since that time the City has been actively working to acquire the right-of-way necessary to realign this intersection, first through negotiations and when that was unsuccessful, through condemnation proceedings. Recently, the Courts ruled against the City, declaring that there was not a necessity for public use for the realignment in the parking lot, and eminent domain could not be used. This essentially made the original project description economically unfeasible.

The original grant identified that safety and signal efficiency are the primary needs of this project. The City of Lacey developed a new preferred option that will not impact the Office Depot parking lot per the court's ruling, yet still achieves the same intersection level of service and safety improvements as the original proposal.

The revised project reconfigures 6<sup>th</sup> Avenue to add an exclusive left turn lane, dual optional center turn lane, and exclusive right turn lane from westbound 6<sup>th</sup> Avenue onto Sleater Kinney Road. This requires extensive signal modifications at this intersection. Access management on Sleater Kinney is a major component of the revised project with a raised curb/median from I-5 to 7<sup>th</sup> Avenue. See attached exhibit.

Analysis of the LOS at the intersection compares the original realignment project to the proposed project in the table below:

LEVEL OF SERVICE	EXISTING	PROPOSED@ PROJECT OPENING (2007)
Original Project	E (1999)	D (41 sec)
Proposed Project	F (2006)	D (52 sec)



TDD Relay  
1-800-833-6388

City Council  
(360) 491-3214

City Manager  
(360) 491-3214

City Attorney  
(360) 491-1802

Community Development  
(360) 491-5112

Finance  
(360) 491-2212

Park & Recreation  
(360) 491-0857

Police  
(360) 459-4333

Public Work  
(360) 491-5600

Fax #  
(360) 438-2669



Safety is also still addressed, as access management is an integral part of the proposed project. The project also includes the ancillary features identified in the original proposal like street trees, sidewalks, illumination, etc.

The proposed modifications will also reduce the construction cost of the intersection improvements. A comparison of the project costs are shown in the table below.

PROJECT	DESIGN	RIGHT-OF-WAY	CONSTRUCTION
Original	145,000	369,000	1,386,000
Proposed	175,000	**750,000	*924,729
Reduction	(30,000)	(381,000)	461,271

\* \$77,377.19 of these funds is ineligible costs

\*\* Estimated based on requested attorney fees

Despite the increase in design phase costs incurred by the city, we are not requesting design phase funds from TIB. We are requesting the TIB maintain the original 60% matching ratio for the construction phase of this project and. This would be \$508,411 of TIB funds applied to construction. Construction authorization would be anticipated by August 2007 with final closeout by the end of 2008.

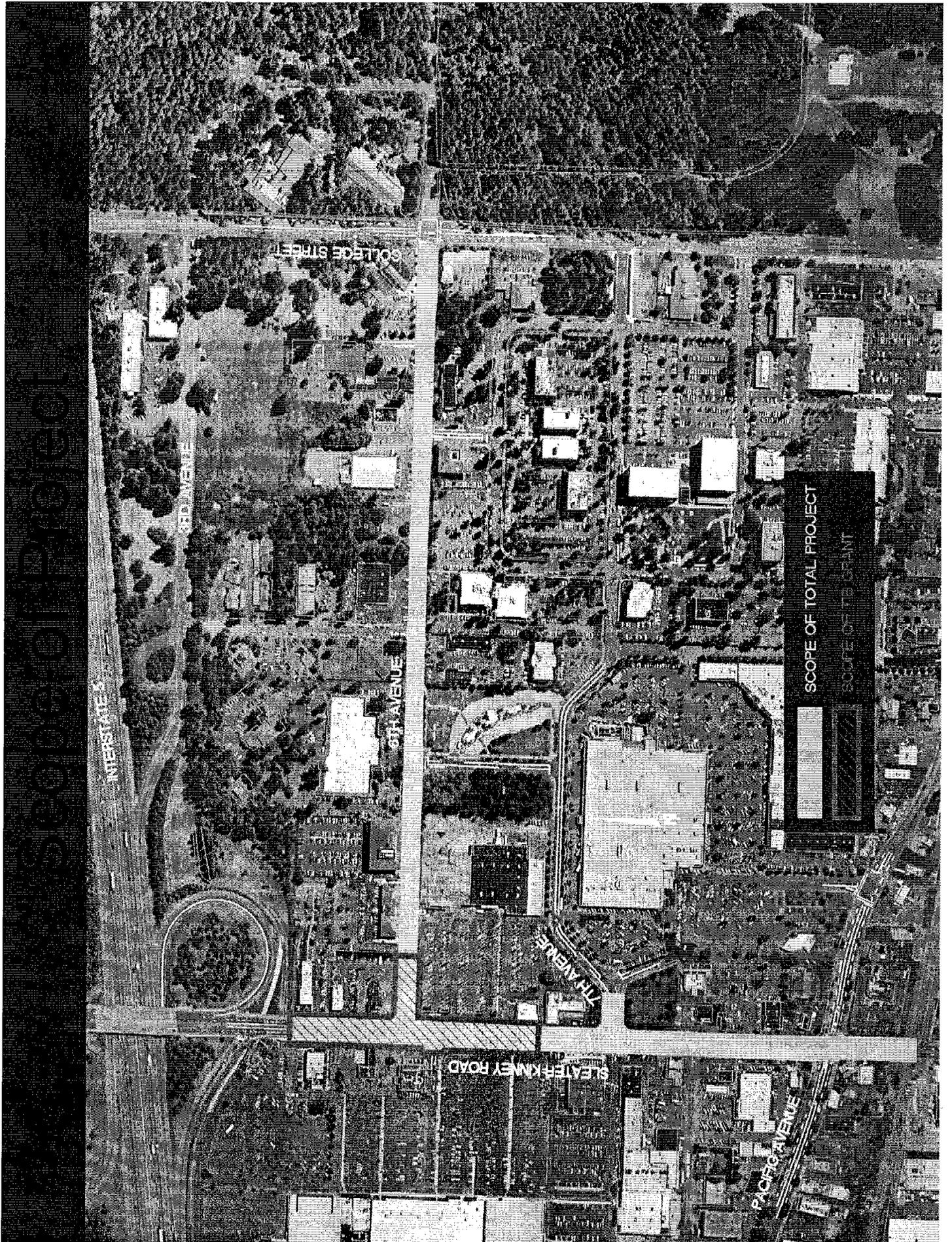
Since the proposed project revisions will achieve the benefits described in the grant application, it is our hope that the TIB will continue to support this project and authorize the proposed design modifications. If you have any questions, please contact Roger Schoessel, Martin Hoppe, or Angelea Miller at (360) 491-5600.

Sincerely,

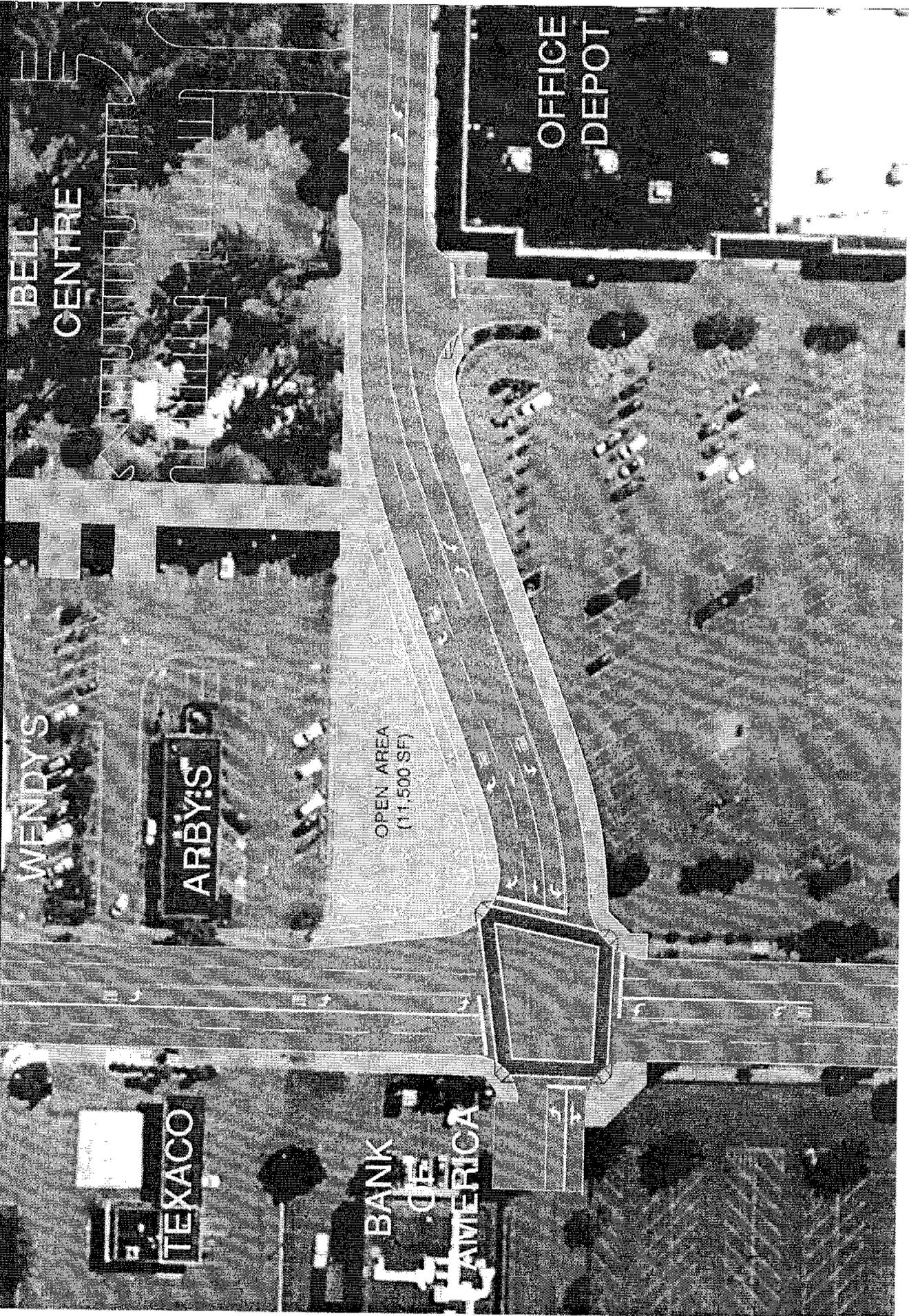


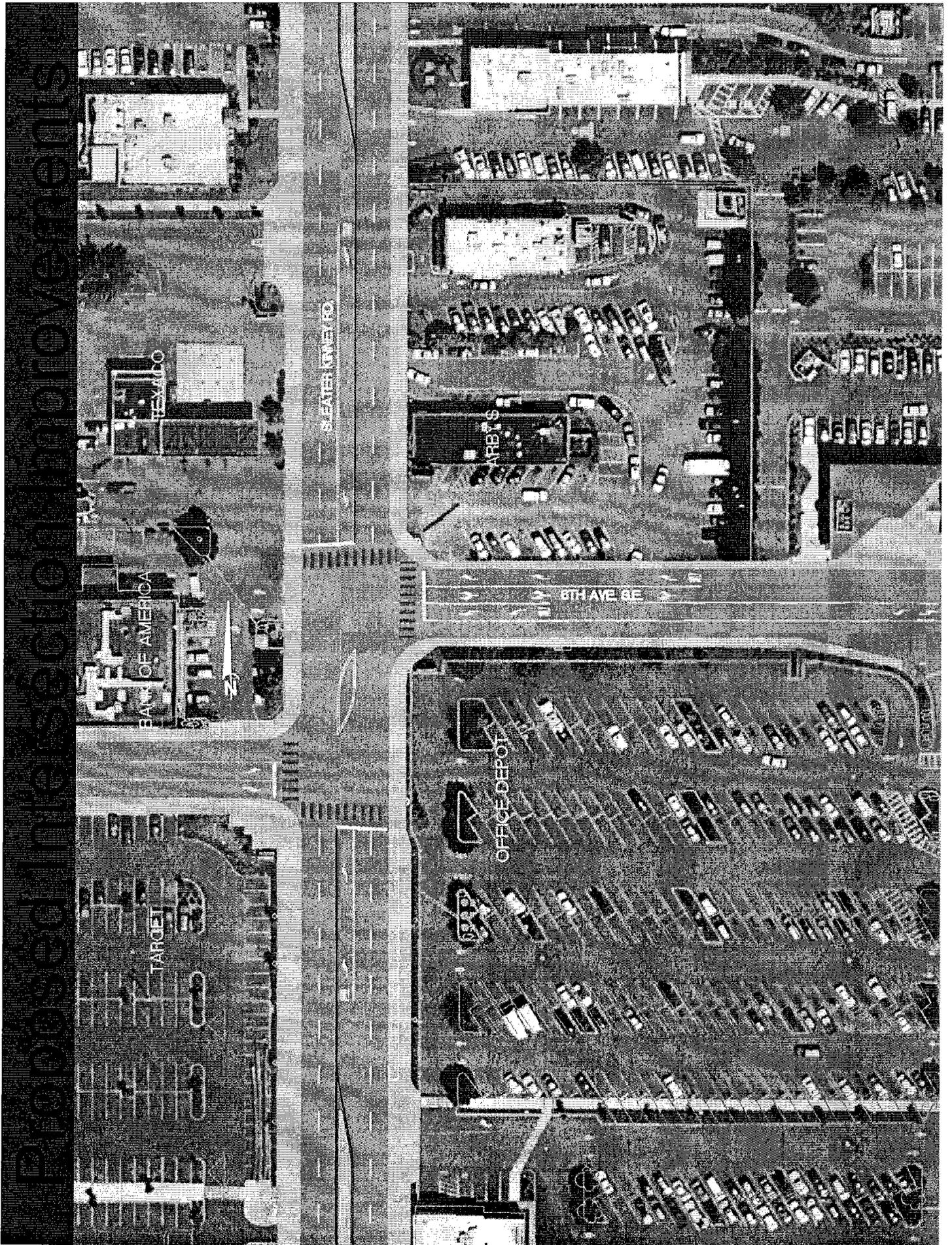
Dennis Ritter, PE  
Director of Public Works

Project File  
Roger Schoessel, City Engineer  
Martin Hoppe, Transportation Manager  
Angelea Miller, Project Administrator



# Regulation Proposed in Grant





# Sidewalk Deviation Request Staff Review Urban Corridor Program (UCP)

**Board Meeting Date:** January 26, 2007

<b>REGION</b>	Puget Sound	<b>FUNDING YEAR</b>	FY 1993
<b>LEAD AGENCY</b>	City of Fife	<b>PROPOSED BID AWARD</b>	July 2007
<b>PROJECT NUMBER</b>	9-P-027(003)-1	<b>PROJECT LENGTH</b>	1.00 miles
<b>PROJECT NAME</b>	Valley Avenue East	<b>AADT</b>	15,325
	70th Ave East to Freeman Rd	<b>FUNCT CLASS</b>	Principal
		<b>VE STUDY</b>	Completed
<b>CURRENT PHASE</b>	<b>Design Phase approved on April 28, 1995</b>		

Phase	TIB Funds	Local Funds	Total Cost
<b>DESIGN</b>	Funds approved for Design	351,763	1,501,413
	Funds approved for Right of Way	647,653	732,347
<b>CONSTRUCTION</b>	Funds estimated for Construction	425,724	8,348,812
<b>TOTAL</b>		<b>1,425,140</b>	<b>10,582,572</b>

<b>NONELIGIBLE COST</b>	0	<b>TIB REIMBURSEMENT RATIO</b>	11.9%
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<b>LOCAL MATCH</b>	Fife \$4,859,870; Port of Tacoma \$180,478; Developer \$856,904; Pierce County \$541,695; Federal Funds \$4,143,625 for a total of \$10,582,572
<b>EXISTING FACILITIES</b>	Valley Avenue is a narrow two-lane concrete roadway with no drainage system or non-motorized facilities. The roadway is a link between the Port of Tacoma, the Puyallup Valley, and State Routes 161 and 167. The surfacing is in very poor condition.
<b>PROJECT BENEFITS</b>	<ul style="list-style-type: none"> <li>• Improves safety</li> <li>• Reduces congestion</li> <li>• Provides a key link between the Port of Tacoma and the state highway system</li> </ul>
<b>PROPOSED WORK</b>	The project will widen and improve Valley Avenue East from two to four lanes with sidewalks and bike lanes on both sides, and an enclosed drainage system. The traffic signal at 70th Ave East will be upgraded to include dedicated turn lanes.
<b>DISCUSSION</b>	<p>The city requests a sidewalk deviation to eliminate sidewalks on both sides of the roadway for approximately 1,000 feet where the project passes through Puyallup Tribal Trust Lands.</p> <p>The existing 60-foot wide right-of-way is not wide enough to construct the full roadway section, and additional right-of-way is required along the entire length of the project. The city's negotiations with the Puyallup Tribe to obtain the required right-of-way have not been successful. The project must stay within the existing right of way through the tribal trust lands. In order to do that, the roadway cross section requires modification in the affected area.</p> <p>The city studied several options including: building four lanes and eliminating the bike lanes; building four lanes and eliminating the</p>

sidewalk; building three lanes instead of four. The city's original proposal was to build a three lane facility, but this proposal was rejected by TIB and FMSIB because it did not adequately address current and future capacity. A meeting with the city, county, consultant, FMSIB, and TIB was held to discuss the city's options. After that meeting, the city council decided to build four travel lanes with bike lanes on both sides and no sidewalks.

The three lane option was eliminated because of large traffic volumes and the high percentage of trucks expected to use the roadway. Elimination of the sidewalks instead of the bike lanes was selected because it allows for the addition of sidewalks at a later date with minimal disturbance to the newly constructed roadway. If the sidewalks were constructed in place of bike lanes, any future expansion would require removal of the sidewalks.

The city also considered that it would be safer for pedestrians and bicyclists to share a paved shoulder than it would be to share a raised sidewalk. They also considered that pedestrians could transition from a raised sidewalk to a paved shoulder more safely than bicyclists could transition from a bike lane onto a raised sidewalk, or be forced into the travel lane on a roadway with high volume, speed, and truck traffic.

Constructing the project without sidewalks on 1,000 feet allows the project to proceed, while keeping open the option to add sidewalks as part of any future development of the area. The city expects to construct the project in two stages, with the environmental site work beginning in Summer 2007, and the roadway work in Spring 2008. This project is on the "Delayed Projects List" and the city has been advised by TIB that they are required to begin construction no later than June 2007.

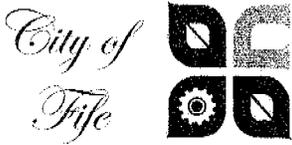
Total project costs have increased to \$17,000,000 since the 2003 estimate shown in the above table.

**STAFF  
RECOMMENDATION**

Staff recommends approval of a sidewalk deviation to eliminate sidewalks on both sides of the roadway for approximately 1,000 feet where the project passes through Puyallup Tribal Trust Lands.

**BOARD ACTION**

- Motion to approve deviation to eliminate sidewalks on both sides of the roadway for approximately 1,000 feet where the project passes through Puyallup Tribal Trust Lands.



www.cityoffife.org

RECEIVED  
DEC 21 2006

TIE

12/20/2006

*Council*  
Richard Godwin  
Barry Johnson  
Kory Edwards  
*Mayor* Mike Kelley, Sr.  
Rob Cerqui  
Nancy de Booy  
Kim Roscoe

Transportation Improvement Board  
Attn: Mike Polodna  
P.O. Box 40901  
Olympia, WA 98504-0901

*City Manager*  
Steve Worthington

*Assistant City Manager*  
Jim Reinbold

RE: Resolution # 1079-06/Transportation Improvement Board Project  
#9-P027(003)-1

*City Attorney*  
Loren Combs

Dear Mr. Polodna:

*Community Development Director*  
Carl Smith

This letter is to formally notify you that Council voted to approve Resolution # 1079-06 on December 12, 2006. Copies of the resolution and exhibits are enclosed.

*City Clerk/Treasurer & Finance Director*  
Marlyn Campbell

We therefore request the Transportation Improvement Board's approval of this change. I understand that such approval will require formal Board action. We will be please to present our request at the earliest available opportunity.

*Parks, Recreation & Community Services Director*  
Kurt Reuter

If you have any questions or comments please feel free to email me at [rblount@cityoffife.org](mailto:rblount@cityoffife.org) or you can reach me at 253-896-8677.

*Police Chief*  
Brad Blackburn

Sincerely,

*Public Works Director & City Engineer*  
Russ Blount

Russ Blount, P.E.  
Public Works Director

*Public Works*  
3725 Pacific Hwy. E  
Fife, WA 98424-1135  
(253) 922-9315

*James M. Paulson Criminal Justice Center*  
3737 Pacific Hwy. E  
Fife, WA 98424-1135  
(253) 922-6633

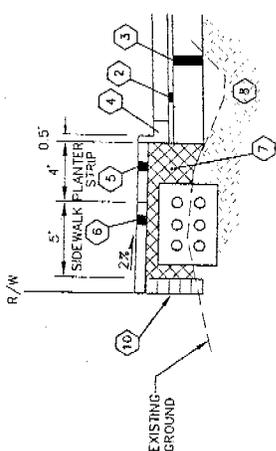
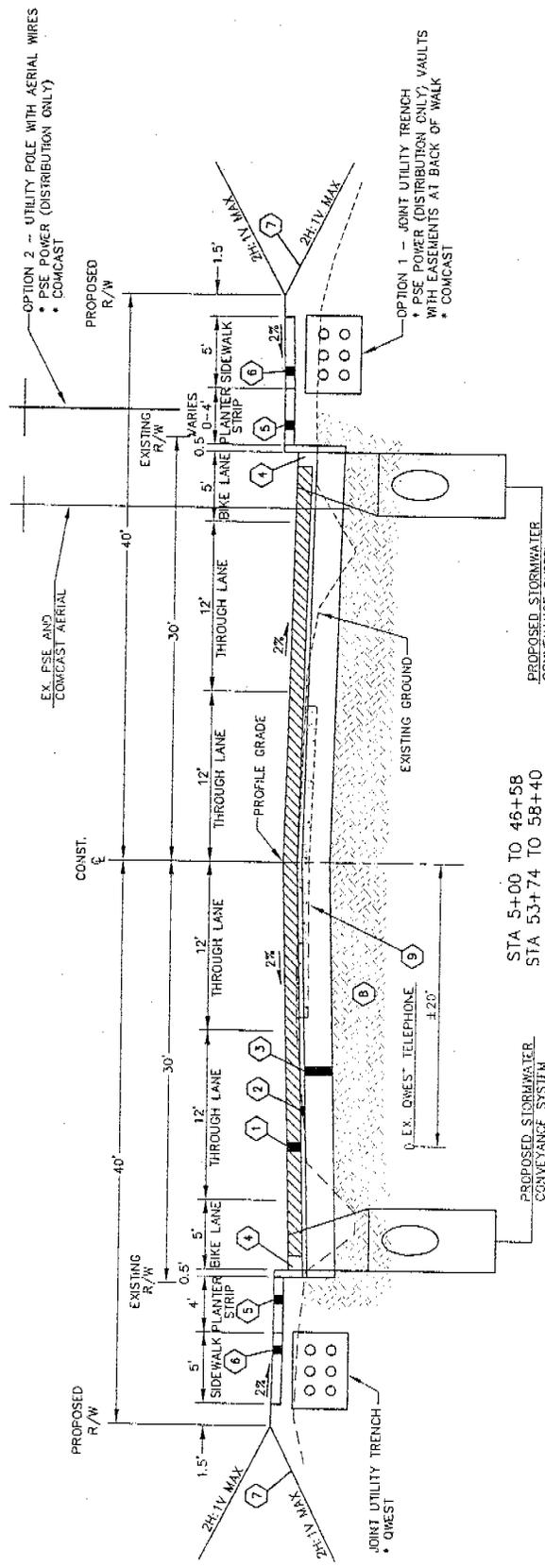
*Fife Community Center*  
2111 - 54th Avenue E  
Fife, WA 98424-2061  
(253) 922-0900

Enc: Resolution 1079-06  
Exhibits  
Puyallup Tribe Letter dated 9/6/06

*Fife Swim Center*  
5410 - 20th Street E  
Fife, WA 98424-2061  
(253) 922-7665

*Fife City Hall*  
5411 - 23rd Street E.  
Fife, WA 98424-2061  
(253) 922-2489  
Fax: (253) 922-5355





- LEGEND**
- ① HMA CLASS 1/2" PG 58-22, 4" COMPACTED DEPTH (INO 3-IN LF'S) - DEPTH TO BE DETERMINED
  - ② 2" CRUSHED SURFACING TOP COURSE - DEPTH TO BE DETERMINED
  - ③ GRAVEL BASE - DEPTH TO BE DETERMINED
  - ④ CEMENT CONCRETE BARRIER CURB AND GUTTER
  - ⑤ 4" DEPTH TYPE A TOPSOIL
  - ⑥ 4" CEMENT CONCRETE SIDEWALK
  - ⑦ EMBANKMENT COMPACTION
  - ⑧ COMPACTED SUBGRADE AS PER SECTION 2-03.3(14)D
  - ⑨ EXISTING CEMENT CONCRETE TO BE REBUILT
  - ⑩ MODULAR BLOCK WALL

**VALLEY AVENUE EAST**  
**Typical Roadway Section**  
 Not to Scale

STA 5+00 TO 46+58  
 STA 53+74 TO 58+40

FILL RETAINING WALL  
 WALL B-1: STA 46+58 TO 53+74 (L1)

PROJECT ENGINEER: J. SEDMAN DESIGNER: G. NELSON CHECKED BY: R. ANDERSON DATE PLOTTED: MAY 2005 FILE: XS-2 Valley Ave.dwg	REVISIONS DATE BY	APPROVED DATE BY	 <b>City of Seattle</b> Department of Public Works 5411 23rd Street East Seattle, Washington 98148	PLANS PREPARED BY:  <b>DAVID EVANS AND ASSOCIATES INC.</b> 3700 Pacific Hwy East Suite 200 Seattle, WA 98148 Phone: 206.522.8700	<b>70th AVENUE EAST</b> <b>VALLEY AVENUE EAST</b> <b>CORRIDOR STUDY</b> FIGURE 4
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RESOLUTION NO. 1079-06

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FIFE, PIERCE COUNTY, WASHINGTON AUTHORIZING USE OF A REDUCED STREET SECTION FOR THAT PORTION OF THE RECONSTRUCTION OF VALLEY AVENUE BOUNDED BY LANDS HELD IN TRUST BY THE UNITED STATES OF AMERICA FOR MEMBERS OF THE PUYALLUP TRIBE OF INDIANS

WHEREAS, the reconstruction of Valley Avenue East between 70<sup>th</sup> Avenue East and Freeman Road East is the #2 priority on Fife's Transportation Improvement Program, and includes widening the street from 2 to 4 lanes, with standard-section improvements to include bike lanes, planter strips, and sidewalks on each side of the road, which improvements will require acquiring additional right-of-way to increase the total right-of-way width from 60 to 80 feet; and

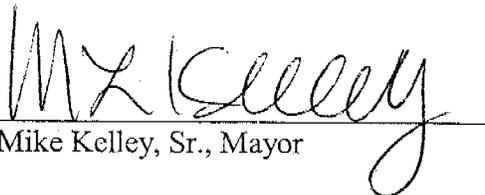
WHEREAS, Approximately 1,000 feet of the project's 5,000-foot length is bounded on both sides by lands held in trust by the United States of America for Members of the Puyallup Tribe of Indians and the Puyallup Tribe of Indians has stated that the Tribe was unwilling to give up the requested Trust land for purposes of increased right-of-way; and

WHEREAS, City staff has discussed the Tribe's position with funding partners including the Federal Highway Administration, Washington State Department of Transportation, Freight Mobility Strategic Investment Board, Pierce County, and Transportation Improvement Board (TIB); and

WHEREAS, funding partner staff members have expressed willingness to provide funding for the project as a whole, even with a reduced street section through lands bounded by Trust lands, and all funding partners except the TIB have indicated that they have authority to proceed administratively, without action by their governing bodies; now, therefore

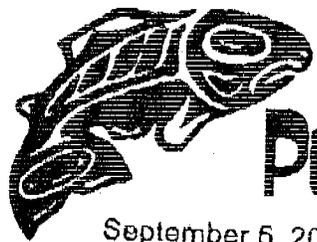
BE IT RESOLVED that the City Council hereby authorizes the City Manager to proceed with design of improvements to Valley Avenue, between 70<sup>th</sup> Avenue East and Freeman Road East; to include a reduced section consisting of four 12-foot travel lanes centered in the existing right-of-way, retaining walls, curbs, and fence at the edges of the existing right-of-way, and the maximum width of paved shoulder as can be provided between the travel lanes and retaining wall; through that portion of the existing right-of-way bounded by lands held in trust by the United States of America for Members of the Puyallup Tribe of Indians; and to make a formal application to the Transportation Improvement Board to approve said reduction in street section in that portion of the existing right-of-way bounded by Trust lands.

ADOPTED by the City Council at an open public meeting held on the 12th day of December, 2006.

  
Mike Kelley, Sr., Mayor

Attest:

  
Marlyn Campbell, City Clerk



# Puyallup Tribe of Indians



September 6, 2006

Highways & Local Programs  
**RECEIVED**

SEP 11 2006

OLYMPIA, WA

Mr. Trevin Taylor  
Environmental Engineer  
Highways & Local Programs Division  
Washington Department of Transportation  
PO Box 47390  
310 Maple Park Avenue  
Olympia, WA 98504-7390

Re: Right-of-Way Efile is requesting for the 70<sup>th</sup> Avenue East & Valley Avenue East Widening Project ("Project")

Dear Mr. Taylor:

The Puyallup Tribe of Indians is responding to your request of July 18, 2006 for a letter informing you, as the steward for the Federal Highway Administration, of the Tribe's position with regard to the road right-of-way that the 70<sup>th</sup> Avenue East and Valley Avenue East Widening Project would require.

The Tribe does not give up Trust land. As a courtesy, the Tribe did review the aspects of this particular Project, including but not limited to, impacts on traffic congestion, sidewalks, and sewer access. However, the Tribal properties that would be affected are all held by the United States in Trust for the Tribe and the Tribe takes the position the owners of the land will not agree to any condemnation process nor make their land available for sale. The Tribe opposes the Project and will not participate in a plan that further diminishes Trust holdings.

Kindly do not hesitate to call on me should you want to discuss this matter.

Yours truly,

Herman Dillon, Sr., Chair  
Puyallup Tribal Council

- cc: Maria Cantwell
- Patty Murray
- Adam Smith
- Norm Dicks
- Christine Gregoire
- Sandra Manning (ACOE)

3009 E. Portland Avenue

Tacoma, Washington 98404

253/573-7800

Project Award Staff Review  
**Small City Preservation Program (SCPP)**  
 Board Meeting Date: January 26, 2007

REGION	East	FUNDING YEAR	FY 2008
LEAD AGENCY	Oakesdale	PROJECT LENGTH	1000 feet
PROJECT NUMBER	2-E-915(001)-1	FUNCT CLASS	TIB Arterial
PROJECT NAME	First Street Walkway Pearl Ave to Steptoe Ave	AA DT	200
		VE STUDY	Not Required
		BID AWARD TARGET	Spring 2008
Phase		TIB Funds	Total Cost
DESIGN	Funds requested for Design	31,450	31,450
CONSTRUCTION	Funds requested for Construction	<u>296,150</u>	<u>296,150</u>
		TOTALS	327,600
NONELIGIBLE COST	\$0	TIB REIMBURSEMENT RATIO	100.0%
LOCAL MATCH	Oakesdale \$0		
EXISTING FACILITIES	The existing stairway that connects downtown and the school is in very poor condition with severe cracking and a broken handrail.		
PROJECT BENEFITS	<ul style="list-style-type: none"> <li>• Provides an ADA accessible walkway between downtown and the school</li> <li>• Eliminates hazardous stairway and dangerous handrail</li> <li>• Replaces deteriorated sidewalk with a safe facility</li> </ul>		
			

ARL



**PROPOSED WORK**

This project replaces the existing facility with a new ADA compliant sidewalk. Other work includes retaining walls and handrails.

**DISCUSSION**

In January 2006, the Board made the initial selection of projects from the Small City Preservation Program (SCPP), selecting 31 projects plus an additional 9 provisional projects. In November 2006, based on the surpluses on the original 31 projects, the executive director exercised the option to award the 9 provisional projects. Currently, additional surpluses on closed projects have resulted in \$175,000 cash balance in the SCPP account and we anticipate additional surpluses will cover the entire cost of this project. The awards of Small City Preservation Program projects are different from normal programs due to the method used to disperse funds into the account. As additional funds are identified, awards to new projects can be made.

Oakesdale is a small town with a population of 420 located in Whitman County. State gas tax generates \$60,000/year in revenues for street maintenance. The city would be unable to fund these improvements without the assistance of TIB.

This facility is on the main walking route between downtown and the school complex. There is no existing ADA access.

This project is consistent with TIB's core values of

- Being a Catalyst to Project Completion and
- Dollars in the Ground, not in the Bank

**STAFF  
RECOMMENDATION**

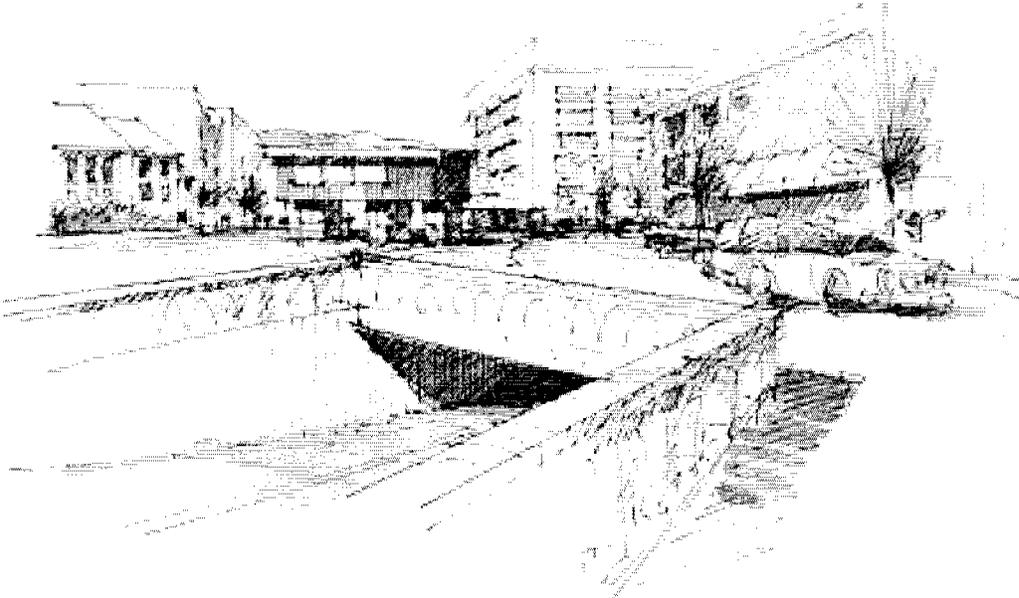
Staff recommends approval of \$31,450 in SCPP funds for the design of this project. In addition, staff recommends the board authorize the executive director to commit \$296,150 for the construction phase as soon as surpluses in the SCPP fund are realized.

**BOARD ACTION**

- Motion to approve \$31,450 in SCPP funds for the design phase of this project.
- Motion to authorize the executive director to fund \$296,150 for construction as soon as surpluses in the SCPP fund allows.

# Emergent Nature Staff Review Urban Arterial Program (UAP)

**Board Meeting Date:** January 26, 2007

<b>REGION</b>	West	<b>FUNDING YEAR</b>	FY 2008
<b>LEAD AGENCY</b>	Bremerton	<b>PROJECT LENGTH</b>	950 feet
<b>PROJECT NUMBER</b>	8-2-152(025)-1	<b>FUNCT CLASS</b>	Principal
<b>PROJECT NAME</b>	BTC Access Improvements (SR-304) Bremerton Transit Center to Burwell Street	<b>AADT</b>	9,900
		<b>VE STUDY</b>	Not Required
		<b>BID AWARD TARGET</b>	Spring 2007
<b>Phase</b>		<b>TIB Funds</b>	<b>Total Cost</b>
<b>CONSTRUCTION</b>	Funds requested for Construction	5,900,000	\$33,215,000
		<b>TOTALS</b>	5,900,000      33,215,000
<b>NONELIGIBLE COST</b>	\$0	<b>TIB REIMBURSEMENT RATIO</b>	17.8%
<b>LOCAL MATCH</b>	Federal Funds \$27,315,000		
<b>EXISTING FACILITIES</b>	An at-grade roadway currently provides access to the Bremerton Transportation Center. Periodic surges from off-loading of ferry traffic interferes with pedestrian and local traffic, causing congestion and safety issues.		
<b>PROJECT BENEFITS</b>	<ul style="list-style-type: none"> <li>• Reduces congestion by removing 65% of ferry traffic from local streets</li> <li>• Improves safety by separating ferry traffic from pedestrian traffic</li> <li>• Improves ferry traffic management</li> </ul>		
<b>PROPOSED WORK</b>			
	<p>This project will construct a tunnel that connects the Bremerton Transportation Center to Burwell Street, removing 65% of the off-loading ferry traffic from the downtown street grid.</p>		

**DISCUSSION**

US Representative Norm Dicks has requested that TIB funds be used to allow the advertisement and award for this project. These funds are not available in the 2007 federal appropriation since Congress has delayed all earmarks until 2008 appropriation bill, which would be not available until after October 1, 2007. The project is ready to bid and delay in bidding may result in significantly higher costs.

TIB funds would come from a corridor completion project, which is not ready for construction, with the understanding that a Congressional earmark will replace TIB funds before they are needed. WSDOT has agreed to spend TIB funds last. In the event federal funds become available quickly, no TIB funds would be expended. The Board was polled on December 18, 2006 regarding this issue. A majority of the Board indicated support for this request.

It currently requires up to 10 minutes to off-load ferry traffic. During this time, pedestrian traffic is restricted and a number of near miss accidents have resulted from pedestrians darting across traffic. In addition, the significant increase in pedestrian traffic, due to recent redevelopment in downtown, has added to the problem.

The design of the project is complete, right-of-way has been acquired, and the project is ready to advertise as soon as funds are secured.

The project meets the intent of the emergent nature policy and is consistent with TIB's core values of

- Being a Catalyst to Project Completion; and
- Dollars in the Ground, Not in the Bank

**STAFF  
RECOMMENDATION**

Staff recommends approval of \$5,900,000 in UAP funds for the construction of this project.

**BOARD ACTION**

Motion to approve \$5,900,000 in UAP funds through the emergent nature process for the construction phase of the BTC Access Improvements.

**NORM DICKS**

6th DISTRICT, WASHINGTON

2467 RAYBURN HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515-4706  
(202) 225-5016

<http://www.house.gov/dicks/>

COMMITTEES:

APPROPRIATIONS

SUBCOMMITTEES:

INTERIOR AND ENVIRONMENT

Foreign Relations, Military

DEFENSE

HOMELAND SECURITY



**Congress of the United States  
House of Representatives**

December 18, 2006

DISTRICT OFFICES:

SUITE 806  
1015 PACIFIC AVENUE  
TACOMA, WA 98402  
(253) 583-8836

NORM DICKS GOVERNMENT CENTER

SUITE 500  
345 SIXTH STREET  
BREMERTON, WA 98307  
(360) 479-4011

352 E. FIFTH STREET  
PORT ANGELES, WA 98302  
(360) 462-3370

RECYCLED PAPER

Mr. Leo Bowman, Chair  
Transportation Improvement Board  
P.O. Box 40901  
Olympia, WA 98504-0901

Dear Mr. Bowman:

I am writing to you at this time to urge the Board to take prompt action to allow a vital transportation project in Kitsap County to proceed without delay. Because of an expected delay of federal transportation appropriations in the current fiscal year, I am requesting the Board to consider allocating \$5.9 million in interim funding for the SR 304 Downtown Bremerton Pedestrian/Bremerton Transportation Access Improvement Project so that it can proceed as currently scheduled.

This is a highly unusual situation, Mr. Chairman, which has resulted from the changeover of congressional leadership at the end of the 109<sup>th</sup> Congress. At this point, it does not appear that funds previously approved and slated for inclusion in the FY2007 Transportation Appropriations Bill will be available until the following fiscal year. It is my desire and expectation, working with Senator Patty Murray, that the full amount needed for this project will be available in the Transportation Appropriations bill for FY2008, which begins on Oct. 1, 2007.

This is a critical transportation improvement that should not be delayed, in my judgment. Accordingly, it is my hope that the Transportation Improvement Board can address this dilemma so that contractual arrangements that are currently being finalized are not adversely affected.

I appreciate your attention to this priority project, Mr. Chairman.

Sincerely,

NORM DICKS  
Member of Congress

## **WAC 479-01 Changes from November Board Meeting**

### 479-01-040-- Definitions and acronyms

- Changed wording of board definition
- Renumbered 1 through 10 of the definitions and acronyms
- Added acronyms for programs
- Added definition for Matching funds
- Added definition for emergent nature project

### 479-01-060 – Executive Director – powers and duty.

- Minor wording change for grammar
- Changed (2) to appointing authority of the staff which includes all authorities of hiring, firing, discipline, reduction in force, etc.

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	The time and place of board meetings.
479-01-030	The address of the board.
479-01-040	Definitions and acronyms.
479-01-050	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 the provisions of RCW 47.26.121. The board administers the urban arterial trust account, the transportation improvement account, and the small city pavement and sidewalk account.

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

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

Regular public meetings of the board are held 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, unless the week of the fourth Friday includes a holiday, wherein the board will determine the date of the meeting. Each regular meeting is held at the time and place as designated by the board. The meeting schedule, for the following calendar year, will be approved at least 3 months before the beginning of the year. A special meeting of the board may be called by the chairperson or by a majority of the members of the board. A written notice to all other board members is required at least twenty-four hours before the time of the meeting. The notice calling a special meeting includes:

- the purpose for the meeting
- the date
- 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.

WAC (~~1/17/07 11/3/06 3/28/06~~ 4:01 PM 2:21 PM 3:48 PM) [ 1 ]

1  
2 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
3 § 479-01-020, filed 11/23/99, effective 12/24/99. Statutory  
4 Authority: Chapter 47.26 RCW. 95-04-072, § 479-01-020, filed  
5 1/30/95, effective 3/2/95; 92-12-014, § 479-01-020, filed  
6 5/26/92, effective 6/26/92; 90-11-035, § 479-01-020, filed  
7 5/10/90, effective 6/10/90; 83-22-021 (Order 83-01, Resolution  
8 Nos. 770, 771 and 772), § 479-01-020, filed 10/26/83; Order 279,  
9 § 479-01-020, filed 4/17/73; Order 31 (part), § 479-01-020,  
10 filed 11/8/67.]  
11  
12

13 **WAC 479-01-030 The address of the board.** The official  
14 mailing address of the board is:  
15

16 Transportation Improvement Board  
17 Post Office Box 40901  
18 Olympia, Washington 98504-0901.  
19

20 [Statutory Authority: Chapter 47.26 RCW. 95-04-072, § 479-01-  
21 030, filed 1/30/95, effective 3/2/95; 90-11-035, § 479-01-030,  
22 filed 5/10/90, effective 6/10/90; 83-22-021 (Order 83-01,  
23 Resolution Nos. 770, 771 and 772), § 479-01-030, filed 10/26/83;  
24 Order 281, § 479-01-030, filed 5/21/73; Order 31 (part), § 479-  
25 01-030, filed 11/8/67.]  
26  
27

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

30 ~~(21)~~ TIB - the transportation improvement board.  
31 ~~(12)~~ Board - the transportation improvement board refers to  
32 the group of board members defined in RCW 47.26.121 and does not  
33 include the executive director or staff-

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

36 ~~(104)~~ Staff - refers to the employees of the transportation  
37 improvement board excluding the executive director.

38 (45) Agency - all cities, towns, counties, and  
39 transportation benefit districts eligible to receive board  
40 funding.

41 (56) Urban area - refers to the portion of a county within  
42 the federal urban area boundary as designated by Federal Highway  
43 Administration and/or Washington State's Growth Management Act.

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

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

48 (89) Population - is defined as Office of Financial  
49 Management official published population at the time of  
50 application.

WAC (1/17/07 11/3/06 3/28/05 4:01 PM 2:21 PM 3:45 PM) [ 54 ]

1 | (910) Highway urban area population - as published by the  
2 Office of Financial Management.

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

5 | (12) RJT - Route jurisdiction transfer.

6 | (13) RTP - Road Transfer Program (formerly named City  
7 Hardship Assistance Program or CHAP).

8 | (14) UATA - Urban arterial trust account

9 | (15) TIA - Transportation improvement account

10 | (16) SCPP - Small city pavement program

11 | (17) UCP - Urban corridor program

12 | (18) UAP - Urban arterial program

13 | (19) SCAP - Small city arterial program

14 | (20) Matching funds - All funds contributed to a project  
15 other than TIB funds.

16 | (21) Emergent nature project - eligible work necessitated  
17 by sudden and unanticipated development, growth, or economic  
18 factors which cannot be delayed until the regular cycle of  
19 project funding.

20  
21 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
22 § 479-01-040, filed 11/23/99, effective 12/24/99. Statutory  
23 Authority: Chapter 47.26 RCW. 95-04-072, § 479-01-040, filed  
24 1/30/95, effective 3/2/95; 90-11-035, § 479-01-040, filed  
25 5/10/90, effective 6/10/90.]

26  
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28 **WAC 479-01-050 Administrative costs.** The costs for board  
29 activities, staff services, and facilities will be paid out of  
30 the transportation improvement account and the urban arterial  
31 trust account as determined by the biennial appropriation.

32  
33 [Statutory Authority: Chapter 47.26 RCW. 03-16-077, § 479-01-  
34 050, filed 8/4/03, effective 9/4/03. Statutory Authority:  
35 Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-01-050, filed  
36 11/23/99, effective 12/24/99. Statutory Authority: 1995 c 269  
37 § 2601. 95-22-056, § 479-01-050, filed 10/30/95, effective  
38 11/30/95.]

39  
40 **NEW SECTION**

41 **WAC 479-01-060 Executive Director-powers and duty.** The  
42 board appoints an executive director who will serve at its the  
43 board's pleasure to carry out the board priorities and the  
44 mission of the agency including the following administrative  
45 duties:

46 (1) The executive director will direct and supervise all  
47 day to day activities of the staff;

48 (2) The executive director is the appointing authority of  
49 the staff and may authorize subordinates to act in the executive  
50 director's place to carry out administrative duties.

WAC (1/17/0711/3/063/08/06 4:01 PM2:21 PM3:40 PM) [ 55 ]

1           (3) The executive director has waiver authority for  
2 value engineering studies as described in WAC 479-05-040;

3           (4) The executive director has sidewalk deviation  
4 | authority as described in WAC 479-12-400 and 479-14-400.

5           (5) The executive director has administrative increase  
6 authority for projects up to the following levels:

7           (a) Urban corridor program - 15% of project costs or  
8           \$750,000 whichever is less.

9           (b) Urban arterial program - 15% of project costs or  
10           \$750,000 whichever is less.

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

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

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

14 |           (f) Small city ~~pavement~~-preservation program - up to  
15           \$200,000 within available funding limitations.  
16

17 [Statutory Authority: Chapter 47.26 RCW.]

1  
2  
3 **Chapter 479-01 WAC**

4 **DESCRIPTION OF ORGANIZATION** Last Update: 8/4/03 WAC  
5

6 479-01-010	Organization of the transportation improvement board.
7 479-01-020	The time and place of board meetings.
8 479-01-030	The address of the board.
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20 [Statutory Authority: Chapter 47.26 RCW. 03-16-077, § 479-01-  
21 010, filed 8/4/03, effective 9/4/03. Statutory Authority:  
22 Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-01-010, filed  
23 11/23/99, effective 12/24/99. Statutory Authority: 1995 c 269  
24 § 2601. 95-22-056, § 479-01-010, filed 10/30/95, effective  
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26 § 479-01-010, filed 1/30/95, effective 3/2/95; 90-11-035, § 479-  
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- 47 • the date
- 48 • the time
- 49 • the place

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WAC (1/17/07 4:03 PM) [ 1 ]

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42 Administration and/or Washington State's Growth Management Act.

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48 Management official published population at the time of  
49 application.

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17 factors which cannot be delayed until the regular cycle of  
18 project funding.

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20 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
21 § 479-01-040, filed 11/23/99, effective 12/24/99. Statutory  
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33 050, filed 8/4/03, effective 9/4/03. Statutory Authority:  
34 Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-01-050, filed  
35 11/23/99, effective 12/24/99. Statutory Authority: 1995 c 269  
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38

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45 day to day activities of the staff;

46 (2) The executive director is the appointing authority of  
47 the staff and may authorize subordinates to act in the executive  
48 director's place to carry out administrative duties.

49 (3) The executive director has waiver authority for  
50 value engineering studies as described in WAC 479-05-040;

WAC (1/17/07 4:03 PM) [ 59 ]

- 1           (4) The executive director has sidewalk deviation  
2 authority as described in WAC 479-12-400 and 479-14-400.
- 3           (5) The executive director has administrative increase  
4 authority for projects up to the following levels:
- 5           (a) Urban corridor program - 15% of project costs or  
6           \$750,000 whichever is less.
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- 9           (c) Small city arterial program - up to \$125,000.
- 10          (d) Road transfer program - up to \$75,000.
- 11          (e) Sidewalk program - up to \$50,000.
- 12          (f) Small city preservation program - up to \$200,000  
13           within available funding limitations.
- 14
- 15 [Statutory Authority: Chapter 47.26 RCW.]

## WAC 479-12 Changes from November Board Meeting

479-12-006 – Previously funded projects

- Added wording regarding multi phase projects not considered previously funded

479-12-110 – Who is eligible for Urban Arterial Program Funding.

- Numbered list
- Changed wording of agencies to **incorporated cities**
- Added **counties** with a federally designated urban area

479-12-120 – What projects are eligible for Urban Arterial Program funds.

- Added wording - **sidewalk deviation is granted by the executive director or board**

479-12-150 – Funding distribution formula for the Urban Arterial Program.

- Removed word generally
- Reworded the formula
- Added equation for visual understanding
- Changed wording to sub-divide between board and staff

479-12-220 – What projects are eligible for the Small City Arterial Program.

- Subset 4 – removed only
- Subset 4 - changed requested to **granted under**

479-12-250 – Distribution formula for the Small City Arterial Program funds.

- Added wording on updating regional allocation

479-12-260 – Matching requirements for Small City Arterial Program projects.

- Changed agencies to **cities**
- Changed award amount to **project cost**

479-12-320 – What projects are eligible for the Sidewalk Programs.

- Changed (1)(a) from a pedestrian route with linkages to **or related to**
- Changed (1)(c) from both sides to **one side**
- Removed unless a sidewalk deviation is granted
- Changed (2)(c) from will not to **does not**
- Removed wording in (2)(d) except where there is more pedestrian traffic
- Removed wording regarding existing sidewalks

479-12-350 – Distribution formula for the Sidewalk Program.

- Added lead in sentence for formulas
- Reworded the formula
- Added equation for visual understanding
- Added wording on updating regional allocation

479-12-360 – Matching requirement for the Sidewalk Program.

- Added wording **of total project costs**.

479-12-400 – Sidewalk deviation requests for Urban Arterial Program and Small City Arterial Program.

- Deleted wording in addition to the sidewalk program
- Deleted wording under certain circumstances
- Changed wording so deviation is requested and may be granted

Chapter 479-12 WAC

URBAN ARTERIAL TRUST ACCOUNT PROJECTS Last Update: 2/4/05WAC

- 479-12-005 Purpose and authority.
- 479-12-006 Previously funded projects
- 479-12-011 Programs funded from the urban arterial trust account.
- 479-12-110 Who is eligible for urban arterial program funding
- 479-12-120 What projects are eligible for urban arterial program funding
- 479-12-130 Award criteria for the urban arterial program
- 479-12-140 Regions of the urban arterial program
- 479-12-150 Funding distribution formula for the urban arterial program
- 479-12-160 Matching requirement for the urban arterial program
- 479-12-210 Who is eligible for the small city arterial program
- 479-12-220 What projects are eligible for small city arterial program
- 479-12-230 Award criteria for the small city arterial program
- 479-12-240 Regions of the small city arterial program
- 479-12-250 Funding distribution formula for the small city arterial program
- 479-12-260 Matching requirements for small city arterial program projects
- 479-12-310 Who is eligible for the sidewalk program
- 479-12-320 What projects are eligible for the sidewalk program
- 479-12-330 Award criteria for the sidewalk program
- 479-12-340 Establishing regions for the sidewalk program
- 479-12-350 Distribution formula for the sidewalk program
- 479-12-360 Matching requirements for the sidewalk program
- 479-12-400 Sidewalk deviation requests for urban arterial program and small city arterial program

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, 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 11/23/99, effective 12/24/99. Statutory Authority: Chapters 47.26 and 47.66 RCW.
- 479-12-260 Increases in small city program projects. [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-260, filed 11/23/99, effective 12/24/99.] Repealed by 03-16-077, filed 8/4/03, effective 9/4/03. Statutory Authority: Chapter 47.26 RCW.

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

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

**NEW SECTION**

**WAC 479-12-006 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

1 | phases or stages is not considered a previously funded project.

2 |  
3 |  
4 |       **WAC 479-12-011 Programs funded from the urban arterial**  
5 | **trust account.** The urban arterial trust account funds the  
6 | following programs:

- 7 |       • the Urban Arterial Program;  
8 |       • the Small City Arterial Program; and  
9 |       • the Sidewalk Program.

10 | Route jurisdiction transfer is funded from UATA but has separate  
11 | rules under WAC 479-210 and WAC 479-215.

12 |  
13 | [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
14 | § 479-12-011, filed 11/23/99, effective 12/24/99.]

15 |  
16 |  
17 | **NEW SECTION**

18 |       **WAC 479-12-110 Who is eligible for Urban Arterial Program**  
19 | **Funding.** Agencies eligible to receive Urban Arterial Program  
20 | funding are:

21 |       (1) Incorporated cities with a population of five thousand  
22 | or greater;

23 |       (2) agencies—Incorporated cities with a population less  
24 | than five thousand which are located in a federal urban area;  
25 | and —and

26 |       (3) Counties with a federally designated urban area.

27 | Generally, the eligible agency will be the project lead.  
28 | However, the director may designate another eligible agency as  
29 | lead in the best interest of project completion or for  
30 | convenience to both parties.

31 |  
32 |  
33 | **NEW SECTION**

34 |       **WAC 479-12-120 What projects are eligible for Urban**  
35 | **Arterial Program funds.** Eligible projects are improvements  
36 | located on a route with an urban federal functional  
37 | classification.

38 | For the urban arterial program, sidewalks are required on both  
39 | sides of the roadway unless a sidewalk deviation is ~~requested~~  
40 | granted by the executive director or board through WAC 479-12-  
41 | 400.

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

45 |  
46 |  
47 |       **WAC 479-12-130 Award criteria for the Urban Arterial**  
48 | **Program.** The board establishes the following criteria for use  
49 | in evaluating Urban Arterial Program grant applications:

| WAC (1/17/07 11/3/06 5/8/06 4:14 PM 4:24 PM 10:31 AM) [ 63 ]

1 | (1) Safety improvement- addresses accident reduction, and  
2 | elimination of roadway hazards, and corrects roadway  
3 | deficiencies.

4 | (2) Mobility improvement- ~~increases~~ improves level of  
5 | service, improves access to generators, and connects urban  
6 | street networks.

7 | (3) Pavement condition- replaces or rehabilitates street  
8 | surfaces and structural deficiencies.

9 | (4) Mode accessibility - provides additional high occupancy  
10 | vehicle lanes, bus volume, ~~and or~~ non-motorized facilities. as  
11 | ~~part of the adopted bicycle plan.~~

12 | (5) Local support - demonstrates initiative to achieve full  
13 | funding and project completion.

14 |  
15 | [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
16 | § 479-12-110, filed 11/23/99, effective 12/24/99.]  
17 |  
18 |

19 | **WAC 479-12-140 Regions of the Urban Arterial Program.**

20 | The board allocates Urban Arterial Program funding across five  
21 | regions to ensure statewide distribution of funds. The five  
22 | regions are as follows:

23 | (1) Puget Sound region includes eligible agencies within  
24 | King, Pierce, and Snohomish counties.

25 | (2) Northwest region includes eligible agencies within  
26 | Clallam, Island, Jefferson, Kitsap, San Juan, Skagit, and  
27 | Whatcom counties.

28 | (3) Northeast region includes eligible agencies within  
29 | Adams, Chelan, Douglas, Ferry, Grant, Lincoln, Okanogan, Pend  
30 | Oreille, Spokane, Stevens, and Whitman counties.

31 | (4) Southeast region includes eligible agencies within  
32 | Asotin, Benton, Columbia, Franklin, Garfield, Kittitas,  
33 | Klickitat, Walla Walla, and Yakima counties.

34 | (5) Southwest region includes eligible agencies within  
35 | Clark, Cowlitz, Grays Harbor, Lewis, Mason, Pacific, Skamania,  
36 | Thurston, and Wahkiakum counties.  
37 |

38 | [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
39 | § 479-12-120, filed 11/23/99, effective 12/24/99.]  
40 |  
41 |

42 | **WAC 479-12-150 Funding distribution formula for the Urban**  
43 | **Arterial Program.** The statewide distribution of Urban Arterial  
44 | Program funds is allocated between regions ~~generally~~ according  
45 | to the following formula:

46 | The average of the region urban area population (RUP)  
47 | divided by statewide urban population (SUP) plus region  
48 | functionally classified lane miles within the urban area  
49 | (RFC) divided by statewide functionally classified lane  
50 | miles within urban areas (SFC).

WAC (1/17/07 11/3/06 5/8/06 4:14 PM 4:24 PM 10:31 AM) [ 64 ]

1 The equation is as follows:

$$\frac{(RUP/SUP) + (RFC/SFC)}{2}$$

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

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

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

21 (1) For cities:

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

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

26 (c) If the city valuation is over \$2.5 billion, the rate is  
27 20% of total project costs.

28 (2) For counties:

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

31 (b) If the road levy valuation is between \$3.0 through  
32 \$10.0 billion, the rate is 15% of total project costs; or

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

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

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

44 **NEW SECTION**

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

49 **NEW SECTION**

50 **WAC 479-12-220 What projects are eligible for the Small**

WAC (1/17/07 11/3/06 4:14 PM 4:24 PM 10:31 AM) [ 65 ]

1 **City Arterial Program.** To be eligible for funding, a proposed  
2 project must improve an arterial that meets at least one of the  
3 following standards:

4 (1) Serves as a logical extension of a county arterial or  
5 state highway through the city; or

6 (2) Acts as a bypass or truck route to relieve the central  
7 core area; or

8 (3) Serves as a route providing access to local facilities  
9 such as:

10 (a) schools

11 (b) medical facilities

12 (c) social centers

13 (d) recreational areas

14 (e) commercial centers

15 (f) industrial sites

16 (4) Sidewalks are required on ~~only one~~ side of the roadway  
17 unless a deviation is ~~requested-granted per~~ under 479-12-400.

18  
19 **WAC 479-12-230 Award criteria for the Small City Arterial**  
20 **Program.** The board will use the following criteria to  
21 prioritize proposed projects:

22 (1) Safety improvement- projects that address accident  
23 reduction, hazard elimination, and roadway deficiencies;

24 (2) Pavement condition- replaces or rehabilitates street  
25 surfaces and structural deficiencies. ~~projects that correct or~~  
26 ~~preserve existing infrastructure investments;~~

27 (3) Local support- projects that improve access and address  
28 community needs.

29  
30 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
31 § 479-12-210, filed 11/23/99, effective 12/24/99.]

32  
33 **WAC 479-12-240 Regions of the Small City Arterial Program.** For  
34 the purpose of allocating funds, the state is grouped into three  
35 regions as follows:

36 (1) Puget Sound region includes eligible agencies within  
37 the counties of King, Pierce, and Snohomish.

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

43 (3) West region includes eligible agencies within the  
44 counties of Clallam, Clark, Cowlitz, Grays Harbor, Island,  
45 Jefferson, Kitsap, Lewis, Mason, Pacific, San Juan, Skagit,  
46 Skamania, Thurston, Wahkiakum, and Whatcom.

47  
48 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
49 § 479-12-220, filed 11/23/99, effective 12/24/99.]

50  
WAC (1/17/07 11/3/06 4:14 PM 4:24 PM 10:31 AM) [ 66 ]

1  
2           **WAC 479-12-250 Distribution formula for the Small City**  
3 **Arterial Program funds.** The distribution of funds will be based  
4 | on the following formula:  
5 Region small city population divided by statewide small city  
6 population.  
7 The board may adjust the regional allocation by plus or minus  
8 | five percent to fully fund selected projects. When requested by  
9 the board, staff will update the regional allocations to ensure  
10 equitable distribution of funds.

11  
12 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
13 § 479-12-230, filed 11/23/99, effective 12/24/99.]  
14

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

21  
22 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
23 § 479-12-250, filed 11/23/99, effective 12/24/99.]  
24  
25

26 **NEW SECTION**

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

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

40 **NEW SECTION**

41           **WAC 479-12-320 What projects are eligible for the Sidewalk**  
42 **Programs.** Minimum project requirements for each sub-program  
43 are:

- 44           (1) Urban sidewalk program project eligibility:  
45               (a) Must be on or related to a ~~pedestrian route with~~  
46 ~~linkages to a~~ functionally classified route;  
47               (b) Primary purpose of the project is transportation  
48 and not recreation;  
49               (c) Sidewalks are required on ~~both one~~ one side of the  
50 roadway;

WAC (1/17/0711/3/065/8/06 4:14 PM~~4:24 PM~~~~10:31 AM~~) [ 67 ]

1 (d) The program does not participate in cost of right  
2 of way acquisition; and

3 (e) There are no funding increases allowed in this  
4 sub-program.

5 (2) Small city sidewalk program project eligibility:

6 (a) The project must be located on or related to a  
7 street within the TIB designated arterial system;

8 (b) Primary purpose of the project is transportation  
9 and not recreation;

10 (c) This program ~~will~~ does not participate in the cost  
11 of right of way acquisition; and

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

14  
15  
16 **WAC 479-12-330 Award criteria for the Sidewalk Program.**

17 The board will use the following criteria to prioritize proposed  
18 Sidewalk Program projects including both urban and small city  
19 sidewalk projects:

20 (1) Safety improvement- projects that address hazard  
21 mitigation and accident reduction.

22 (2) Pedestrian access - projects that improve or provide  
23 access to facilities including:

24 (a) Schools

25 (b) Public building

26 (c) Central business districts

27 (d) Medical facilities

28 (e) Activity centers

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

30 (g) Transit facilities

31 (h) Completes or extends existing sidewalks

32 (3) Local support - addresses local needs and is supported  
33 by the local community.

34  
35 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
36 § 479-12-410, filed 11/23/99, effective 12/24/99.]

37  
38  
39 **WAC 479-12-340 Regions of the Sidewalk Program..** For the

40 purpose of allocating funds for the Sidewalk Program, the state  
41 is grouped into three regions as follows:

42 (1) 2) Puget Sound region includes eligible agencies within  
43 King, Pierce, and Snohomish counties.

44 (2) East region includes eligible agencies within Adams,  
45 Asotin, Benton, Chelan, Columbia, Douglas, Ferry, Franklin,  
46 Garfield, Grant, Kittitas, Klickitat, Lincoln, Okanogan, Pend  
47 Oreille, Spokane, Stevens, Walla Walla, Whitman, and Yakima  
48 counties.

49 (3) West region includes eligible agencies within Clallam,  
50 Clark, Cowlitz, Grays Harbor, Island, Jefferson, Kitsap, Lewis,

WAC (1/17/0711/3/065/3/06 4:14 PM4:24 PM10:31 AM) [ 68 ]

1 Mason, Pacific, San Juan, Skagit, Skamania, Thurston, Wahkiakum,  
2 and Whatcom counties.

3  
4 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
5 § 479-12-420, filed 11/23/99, effective 12/24/99.]  
6  
7

8 **WAC 479-12-350 Distribution formula for the Sidewalk**  
9 **Program.** For the purpose of allocating funds, the Sidewalk  
10 Program is divided into ~~its~~ two sub-programs, the urban area  
11 sidewalk program and the small city sidewalk program. The  
12 formulas are as follows:

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

15 The average of the region urban area population (RUP)  
16 divided by statewide urban population (SUP) plus region  
17 functional classified lane miles within the urban area  
18 (RFC) divided by the statewide functionally classified  
19 lane miles within urban areas (SFC).

20 The equation is as follows:

$$\frac{(RUP/SUP) + (RFC/SFC)}{2}$$

21  
22  
23  
24 (2) The distribution of funds to the small cities sidewalk  
25 program will be based on the following formula:

26 Region small city population divided by statewide small  
27 city population.

28 The board may adjust the regional allocation by plus or minus  
29 five percent to fully fund selected projects. When requested by  
30 the board, staff will update the regional allocations to ensure  
31 equitable distribution of funds.  
32

33 [Statutory Authority: Chapter 47.26 RCW. 04-19-108, § 479-12-  
34 430, filed 9/21/04, effective 10/22/04; 03-16-077, § 479-12-430,  
35 filed 8/4/03, effective 9/4/03. Statutory Authority: Chapters  
36 47.26 and 47.66 RCW. 99-24-038, § 479-12-430, filed 11/23/99,  
37 effective 12/24/99.]  
38

39 **WAC 479-12-360 Matching requirement for the Sidewalk**  
40 **Program.** Matching rates for the Sidewalk Program are divided by  
41 the sub-programs urban area sidewalk program and small city  
42 sidewalk program and are as follows:

43 (1) Urban area sidewalk program matching funds are not less  
44 than twenty-percent of total project costs;

45 (2) Small city sidewalk matching rates:

46 (a) cities with population over five hundred but less  
47 than five thousand will provide a minimum of five percent of the  
48 total project cost.

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

WAC (1/17/07 11/3/06 5/8/06 4:14 PM 4:24 PM 10:31 AM) [ 69 ]

1  
2 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
3 § 479-12-440, filed 11/23/99, effective 12/24/99.]  
4  
5

6 **NEW SECTION**

7 **WAC 479-12-400 Sidewalk deviation requests for Urban**  
8 **Arterial Program and Small City Arterial Program.** The board  
9 recognizes the need for pedestrian facilities on arterial  
10 roadways and has required that sidewalks be provided under the  
11 urban arterial program and small city arterial program ~~in~~  
12 ~~addition to the sidewalk program. Under certain circumstances a~~  
13 A sidewalk deviation may be requested by the lead agency and may  
14 be granted under the following authorities:

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

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

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

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

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

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

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

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

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**Chapter 479-12 WAC**

**URBAN ARTERIAL TRUST ACCOUNT PROJECTS Last Update: 2/4/05WAC**

- 479-12-005 Purpose and authority.
- 479-12-006 Previously funded projects
- 479-12-011 Programs funded from the urban arterial trust account.
- 479-12-110 Who is eligible for urban arterial program funding
- 479-12-120 What projects are eligible for urban arterial program funding
- 479-12-130 Award criteria for the urban arterial program
- 479-12-140 Regions of the urban arterial program
- 479-12-150 Funding distribution formula for the urban arterial program
- 479-12-160 Matching requirement for the urban arterial program
- 479-12-210 Who is eligible for the small city arterial program
- 479-12-220 What projects are eligible for small city arterial program
- 479-12-230 Award criteria for the small city arterial program
- 479-12-240 Regions of the small city arterial program
- 479-12-250 Funding distribution formula for the small city arterial program
- 479-12-260 Matching requirements for small city arterial program projects
- 479-12-310 Who is eligible for the sidewalk program
- 479-12-320 What projects are eligible for the sidewalk program
- 479-12-330 Award criteria for the sidewalk program
- 479-12-340 Establishing regions for the sidewalk program
- 479-12-350 Distribution formula for the sidewalk program
- 479-12-360 Matching requirements for the sidewalk program
- 479-12-400 Sidewalk deviation requests for urban arterial program and small city arterial program

**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, 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 11/23/99, effective 12/24/99. Statutory Authority: Chapters 47.26 and 47.66 RCW.
- 479-12-260 Increases in small city program projects. [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-260, filed 11/23/99, effective 12/24/99.] Repealed by 03-16-077, filed 8/4/03, effective 9/4/03. Statutory Authority: Chapter 47.26 RCW.

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

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

**NEW SECTION**

**WAC 479-12-006 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

WAC (1/17/07 4:16 PM) [ 1 ]

1 phases or stages is not considered a previously funded project.  
2  
3

4 **WAC 479-12-011 Programs funded from the urban arterial**  
5 **trust account.** The urban arterial trust account funds the  
6 following programs:

- 7 • the Urban Arterial Program;
- 8 • the Small City Arterial Program; and
- 9 • the Sidewalk Program.

10 Route jurisdiction transfer is funded from UATA but has separate  
11 rules under WAC 479-210 and WAC 479-215.  
12

13 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
14 § 479-12-011, filed 11/23/99, effective 12/24/99.]  
15  
16

17 **NEW SECTION**

18 **WAC 479-12-110 Who is eligible for Urban Arterial Program**  
19 **Funding.** Agencies eligible to receive Urban Arterial Program  
20 funding are:

21 (1) Incorporated cities with a population of five thousand  
22 or greater;

23 (2) Incorporated cities with a population less than five  
24 thousand which are located in a federal urban area; and

25 (3) Counties with a federally designated urban area.

26 Generally, the eligible agency will be the project lead.

27 However, the director may designate another eligible agency as  
28 lead in the best interest of project completion or for  
29 convenience to both parties.  
30  
31

32 **NEW SECTION**

33 **WAC 479-12-120 What projects are eligible for Urban**  
34 **Arterial Program funds.** Eligible projects are improvements  
35 located on a route with an urban federal functional  
36 classification.

37 For the urban arterial program, sidewalks are required on both  
38 sides of the roadway unless a sidewalk deviation is granted by  
39 the executive director or board through WAC 479-12-400.  
40

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

45 **WAC 479-12-130 Award criteria for the Urban Arterial**  
46 **Program.** The board establishes the following criteria for use  
47 in evaluating Urban Arterial Program grant applications:

48 (1) Safety improvement- addresses accident reduction,  
49 elimination of roadway hazards, and corrects roadway

WAC (1/17/07 4:16 PM) [ 72 ]

1 deficiencies.

2 (2) Mobility improvement- improves level of service,  
3 improves access to generators, and connects urban street  
4 networks.

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

7 (4) Mode accessibility - provides additional high occupancy  
8 vehicle lanes, bus volume, or non-motorized facilities.

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

11  
12 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
13 § 479-12-110, filed 11/23/99, effective 12/24/99.]  
14  
15

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

17 The board allocates Urban Arterial Program funding across five  
18 regions to ensure statewide distribution of funds. The five  
19 regions are as follows:

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

22 (2) Northwest region includes eligible agencies within  
23 Clallam, Island, Jefferson, Kitsap, San Juan, Skagit, and  
24 Whatcom counties.

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

28 (4) Southeast region includes eligible agencies within  
29 Asotin, Benton, Columbia, Franklin, Garfield, Kittitas,  
30 Klickitat, Walla Walla, and Yakima counties.

31 (5) Southwest region includes eligible agencies within  
32 Clark, Cowlitz, Grays Harbor, Lewis, Mason, Pacific, Skamania,  
33 Thurston, and Wahkiakum counties.  
34

35 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
36 § 479-12-120, filed 11/23/99, effective 12/24/99.]  
37  
38

39 **WAC 479-12-150 Funding distribution formula for the Urban  
40 Arterial Program.**

41 The statewide distribution of Urban Arterial  
42 Program funds is allocated between regions according to the  
43 following formula:

44 The average of the region urban area population (RUP)  
45 divided by statewide urban population (SUP) plus region  
46 functionally classified lane miles within the urban area  
47 (RFC) divided by statewide functionally classified lane  
48 miles within urban areas (SFC).

49 The equation is as follows:

50 
$$\frac{(RUP/SUP) + (RFC/SFC)}{2}$$

The board may adjust the regional allocation by plus or minus five percent to fully fund selected projects. When requested by the board, staff will update the regional allocations to ensure equitable distribution of funds.

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

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

(1) For cities:

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

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

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

(2) For counties:

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

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

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

The board uses the current published valuations from the department of revenue.

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

**NEW SECTION**

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

**NEW SECTION**

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

WAC (1/17/07 4:16 PM) [ 74 ]

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

15  
16 **WAC 479-12-230 Award criteria for the Small City Arterial**  
17 **Program.** The board will use the following criteria to  
18 prioritize proposed projects:

- 19 (1) Safety improvement- projects that address accident  
20 reduction, hazard elimination, and roadway deficiencies;  
21 (2) Pavement condition- replaces or rehabilitates street  
22 surfaces and structural deficiencies.;  
23 (3) Local support- projects that improve access and address  
24 community needs.

25  
26 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
27 § 479-12-210, filed 11/23/99, effective 12/24/99.]  
28

29 **WAC 479-12-240 Regions of the Small City Arterial Program.**  
30 For the purpose of allocating funds, the state is grouped into  
31 three regions as follows:

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

43  
44 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
45 § 479-12-220, filed 11/23/99, effective 12/24/99.]  
46  
47

48 **WAC 479-12-250 Distribution formula for the Small City**  
49 **Arterial Program funds.** The distribution of funds will be based  
50 on the following formula: Region small city population divided

WAC (1/17/07 4:16 PM) [ 75 ]

1 by statewide small city population.

2 The board may adjust the regional allocation by plus or minus  
3 five percent to fully fund selected projects. When requested by  
4 the board, staff will update the regional allocations to ensure  
5 equitable distribution of funds.

6  
7 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
8 § 479-12-230, filed 11/23/99, effective 12/24/99.]

9  
10 **WAC 479-12-260 Matching requirements for Small City**  
11 **Arterial Program projects.** There is no local matching  
12 requirement for cities with a population of five hundred or  
13 less. Cities with a population over five hundred must provide  
14 a minimum match of five percent of the total project cost.

15  
16 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
17 § 479-12-250, filed 11/23/99, effective 12/24/99.]

18  
19  
20 **NEW SECTION**

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

- 24 (1) Urban sidewalk program agency eligibility:  
25 (a) Incorporated cities with a population of five  
26 thousand and over.  
27 (b) Incorporated cities within a federally designated  
28 urban area.  
29 (c) Counties with a federally designated urban area.  
30 (2) Small city sidewalk program agency eligibility:  
31 (a) Incorporated cities with population under five  
32 thousand.

33  
34 **NEW SECTION**

35 **WAC 479-12-320 What projects are eligible for the Sidewalk**  
36 **Programs.** Minimum project requirements for each sub-program  
37 are:

- 38 (1) Urban sidewalk program project eligibility:  
39 (a) Must be on or related to a functionally classified  
40 route;  
41 (b) Primary purpose of the project is transportation  
42 and not recreation;  
43 (c) Sidewalks are required on one side of the roadway;  
44 (d) The program does not participate in cost of right  
45 of way acquisition; and  
46 (e) There are no funding increases allowed in this  
47 sub-program.  
48 (2) Small city sidewalk program project eligibility:  
49 (a) The project must be located on or related to a  
50 street within the TIB designated arterial system;

WAC (1/17/07 4:16 PM) [ 76 ]

1 (b) Primary purpose of the project is transportation  
2 and not recreation;

3 (c) This program does not participate in the cost of  
4 right of way acquisition; and

5 (d) Sidewalks are required on one side of the project.  
6  
7

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

9 The board will use the following criteria to prioritize proposed  
10 Sidewalk Program projects including both urban and small city  
11 sidewalk projects:

12 (1) Safety improvement- projects that address hazard  
13 mitigation and accident reduction.

14 (2) Pedestrian access - projects that improve or provide  
15 access to facilities including:

16 (a) Schools

17 (b) Public building

18 (c) Central business districts

19 (d) Medical facilities

20 (e) Activity centers

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

22 (g) Transit facilities

23 (h) Completes or extends existing sidewalks

24 (3) Local support - addresses local needs and is supported  
25 by the local community.  
26

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

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

34 (1) 2) Puget Sound region includes eligible agencies within  
35 King, Pierce, and Snohomish counties.

36 (2) East region includes eligible agencies within Adams,  
37 Asotin, Benton, Chelan, Columbia, Douglas, Ferry, Franklin,  
38 Garfield, Grant, Kittitas, Klickitat, Lincoln, Okanogan, Pend  
39 Oreille, Spokane, Stevens, Walla Walla, Whitman, and Yakima  
40 counties.

41 (3) West region includes eligible agencies within Clallam,  
42 Clark, Cowlitz, Grays Harbor, Island, Jefferson, Kitsap, Lewis,  
43 Mason, Pacific, San Juan, Skagit, Skamania, Thurston, Wahkiakum,  
44 and Whatcom counties.  
45

46 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
47 § 479-12-420, filed 11/23/99, effective 12/24/99.]  
48  
49

50 **WAC 479-12-350 Distribution formula for the Sidewalk**

WAC (1/17/07 4:16 PM) [ 77 ]

1 **Program.** For the purpose of allocating funds, the Sidewalk  
2 Program is divided into two sub-programs, the urban area  
3 sidewalk program and the small city sidewalk program. The  
4 formulas are as follows:

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

7 The average of the region urban area population (RUP)  
8 divided by statewide urban population (SUP) plus region  
9 functional classified lane miles within the urban area  
10 (RFC) divided by the statewide functionally classified  
11 lane miles within urban areas (SFC).

12 The equation is as follows:

$$13 \quad \frac{(RUP/SUP) + (RFC/SFC)}{2}$$

14  
15  
16 (2) The distribution of funds to the small cities sidewalk  
17 program will be based on the following formula:

18 Region small city population divided by statewide small  
19 city population.

20 The board may adjust the regional allocation by plus or minus  
21 five percent to fully fund selected projects. When requested by  
22 the board, staff will update the regional allocations to ensure  
23 equitable distribution of funds.

24  
25 [Statutory Authority: Chapter 47.26 RCW. 04-19-108, § 479-12-  
26 430, filed 9/21/04, effective 10/22/04; 03-16-077, § 479-12-430,  
27 filed 8/4/03, effective 9/4/03. Statutory Authority: Chapters  
28 47.26 and 47.66 RCW. 99-24-038, § 479-12-430, filed 11/23/99,  
29 effective 12/24/99.]

30  
31 **WAC 479-12-360 Matching requirement for the Sidewalk**

32 **Program.** Matching rates for the Sidewalk Program are divided by  
33 the sub-programs urban area sidewalk program and small city  
34 sidewalk program and are as follows: (1) Urban area sidewalk  
35 program matching funds are not less than twenty-percent of total  
36 project costs;

37 (2) Small city sidewalk matching rates:

38 (a) cities with population over five hundred but less  
39 than five thousand will provide a minimum of five percent of the  
40 total project cost.

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

43  
44 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
45 § 479-12-440, filed 11/23/99, effective 12/24/99.]

46  
47  
48 **NEW SECTION**

49 **WAC 479-12-400 Sidewalk deviation requests for Urban**  
50 **Arterial Program and Small City Arterial Program.** The board

WAC (1/17/07 4:16 PM) [ 78 ]

1 recognizes the need for pedestrian facilities on arterial  
2 roadways and has required that sidewalks be provided under the  
3 urban arterial program and small city arterial program A  
4 sidewalk deviation may be requested by the lead agency and may  
5 be granted under the following authorities:

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

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

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

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

15 (d) On both sides of a designated limited access facility  
16 if:

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

18 (ii) Pedestrian facilities are provided on an adjacent  
19 parallel route.

20 (2) All other sidewalk deviation requests require board  
21 action.

## WAC 479-14 Changes from November Board Meeting

479-14-130 – Application evaluation criteria for the urban corridor program

- Changed wording from board to staff
- (1) changed to improve(s)

479-14-140 – Regions for the urban corridor program.

- Removed word shall from each of the three region designations

479-14-150 – Funding distribution formula for the urban corridor program

- Reworded the formula
- Added equation for visual understanding
- Changed wording to sub-divide between board and staff
- Changed wording to add board or legislature for emergent nature projects.

479-14-160 – Matching requirement for urban corridor program.

- Deleted wording on matching funds

479-14-200 – Sidewalk deviation requests for urban corridor program

- Changed requested to granted by:
- **And** to or to meet only one of the conditions.

Chapter 479-14 WAC

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

479-14-005	Purpose and authority.
479-14-010	Program funded from the transportation improvement account.
479-14-012	Previously funded projects.
479-14-110	Who is eligible to receive urban corridor program funds.
479-14-120	What projects are eligible to be funded by the urban corridor program.
479-14-130	Application evaluation criteria for the urban corridor program.
479-14-140	Regions for the urban corridor program.
479-14-150	Funding distribution formula for the urban corridor program.
479-14-160	Matching requirement for urban corridor program.
479-14-200	Sidewalk deviation requests for urban corridor program.

**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.]

**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.

[Statutory Authority: Chapters 47.26 and 47.66 RCW.]

**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.

**RENUMBER SECTION**

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

(1) Improvements on federally classified arterials;

(2) Within the urban growth area in counties which are in

WAC (1/17/076/15/06 4:21 PM1:05-PM) [ 1 ]

1 full compliance with Washington State's Growth Management Act;  
2 (3) Sidewalks are required on both sides of the arterial  
3 unless a deviation is granted under WAC 479-14-200  
4

5 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
6 § 479-14-140, filed 11/23/99, effective 12/24/99.]  
7

8 **RENUMBER SECTION**

9 **WAC 479-14-130 Application evaluation criteria for the**  
10 **urban corridor program.** The ~~board~~staff evaluates the proposed  
11 projects by utilizing the following criteria to prioritize  
12 applications:

13 (1) Mobility - includes freight, system connectivity,  
14 improves flow of vehicles and freight, extends or completes  
15 corridor for network connections.

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

18 (3) Growth and development - provides or improves access to  
19 urban centers, economic development, supports annexation  
20 agreements and increases residential density.

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

23 (5) Mode accessibility - additions and enhancement of high  
24 occupancy vehicle and non-motorized transportation modes.  
25

26 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
27 § 479-14-110, filed 11/23/99, effective 12/24/99.]  
28  
29

30 **WAC 479-14-140 Regions for the urban corridor program.**

31 The board allocates urban corridor program funding across three  
32 regions to ensure statewide distribution. The three regions are  
33 as follows:

34 (1) Puget Sound region ~~shall~~includes eligible agencies  
35 within the counties of King, Pierce, and Snohomish.

36 (2) East region ~~shall~~includes eligible agencies within the  
37 counties of Adams, Asotin, Benton, Chelan, Columbia, Douglas,  
38 Ferry, Franklin, Garfield, Grant, Kittitas, Klickitat, Lincoln,  
39 Okanogan, Pend Oreille, Spokane, Stevens, Walla Walla, Whitman,  
40 and Yakima.

41 (3) West region ~~shall~~includes eligible agencies within the  
42 counties of Clallam, Clark, Cowlitz, Grays Harbor, Island,  
43 Jefferson, Kitsap, Lewis, Mason, Pacific, San Juan, Skagit,  
44 Skamania, Thurston, Wahkiakum, and Whatcom.  
45

46 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
47 § 479-14-120, filed 11/23/99, effective 12/24/99.]  
48  
49

50 **WAC 479-14-150 Funding distribution formula for the urban**

WAC (1/17/076/15/06 4:21 PM1:05 PM) [ 82 ]

1 **corridor program.** The statewide distribution of urban corridor  
2 program funds is allocated between regions generally according  
3 to the following formula:

4  
5 The average region urban area population (RUP) divided by  
6 statewide urban population (SUP) plus region functionally  
7 classified lane miles within the urban area (RFC) divided  
8 by statewide functionally classified lane miles within  
9 urban areas (SFC).

10  
11 The equation is as follows:

$$\frac{(RUP/SUP) + (RFC/SFC)}{2}$$

12  
13  
14  
15  
16 The board may adjust the regional allocation by plus or minus  
17 five percent to fully fund selected projects. When requested by  
18 the board, staff will update the regional allocations to ensure  
19 equitable distribution of funds.

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

24  
25 [Statutory Authority: Chapter 47.26 RCW. 04-19-108, § 479-14-  
26 130, filed 9/21/04, effective 10/22/04; 00-22-001, § 479-14-130,  
27 filed 10/19/00, effective 11/19/00. Statutory Authority:  
28 Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-14-130, filed  
29 11/23/99, effective 12/24/99.]

30  
31  
32 **RENUMBER**

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

36 (1) For cities:

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

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

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

43 (2) For counties:

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

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

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

50 The board uses the current published valuation from the

| WAC (1/17/07 6:15/06 4:21 PM 4:05 PM) [ 83 ]

1 department of revenue.

2 ~~Matching funds will be considered to be all contributions other~~  
3 ~~than those provided by the board.~~ [MSoffice1]

4  
5 [Statutory Authority: Chapter 47.26 RCW. 05-05-004, § 479-14-  
6 180, filed 2/4/05, effective 3/7/05. Statutory Authority:  
7 Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-14-180, filed  
8 11/23/99, effective 12/24/99.]  
9

10 **NEW SECTION**

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

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/or  
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.

1  
2  
3 **Chapter 479-14 WAC**  
4 **TRANSPORTATION IMPROVEMENT ACCOUNT Last Update: 2/4/05WAC**

5	479-14-005	Purpose and authority.
6	479-14-010	Program funded from the transportation improvement account.
7	479-14-012	Previously funded projects.
8	479-14-110	Who is eligible to receive urban corridor program funds.
9	479-14-120	What projects are eligible to be funded by the urban corridor program.
10	479-14-130	Application evaluation criteria for the urban corridor program.
11	479-14-140	Regions for the urban corridor program.
12	479-14-150	Funding distribution formula for the urban corridor program.
13	479-14-160	Matching requirement for urban corridor program.
14	479-14-200	Sidewalk deviation requests for urban corridor program.
15		

16  
17 **WAC 479-14-005 Purpose and authority.** The board adopts  
18 reasonable rules necessary to implement the transportation  
19 improvement account.

20  
21 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
22 § 479-14-005, filed 11/23/99, effective 12/24/99.]  
23

24  
25 **WAC 479-14-010 Program funded from the transportation**  
26 **improvement account.** The transportation improvement account  
27 funds the urban corridor program.

28  
29 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
30 § 479-14-010, filed 11/23/99, effective 12/24/99.]  
31

32 **NEW SECTION**

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

38  
39 [Statutory Authority: Chapters 47.26 and 47.66 RCW.  
40

41 **NEW SECTION**

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

50 **RENUMBER SECTION**

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

53 (1) Improvements on federally classified arterials;

54 (2) Within the urban growth area in counties which are in

WAC (1/17/076/15/06 4:23 PM1:05 PM) [ 1 ]

1 full compliance with Washington State's Growth Management Act;  
2 (3) Sidewalks are required on both sides of the arterial  
3 unless a deviation is granted under WAC 479-14-200  
4

5 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
6 § 479-14-140, filed 11/23/99, effective 12/24/99.]  
7

#### 8 **RENUMBER SECTION**

9 **WAC 479-14-130 Application evaluation criteria for the**  
10 **urban corridor program.** The staff evaluates the proposed  
11 projects by utilizing the following criteria to prioritize  
12 applications:

13 (1) Mobility - includes freight, system connectivity,  
14 improves flow of vehicles and freight, extends or completes  
15 corridor for network connections.

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

18 (3) Growth and development - provides or improves access to  
19 urban centers, economic development, supports annexation  
20 agreements and increases residential density.

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

23 (5) Mode accessibility - additions and enhancement of high  
24 occupancy vehicle and non-motorized transportation modes.  
25

26 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
27 § 479-14-110, filed 11/23/99, effective 12/24/99.]  
28

#### 29 **WAC 479-14-140 Regions for the urban corridor program.**

30 The board allocates urban corridor program funding across three  
31 regions to ensure statewide distribution. The three regions are  
32 as follows:  
33

34 (1) Puget Sound region includes eligible agencies within  
35 the counties of King, Pierce, and Snohomish.

36 (2) East region includes eligible agencies within the  
37 counties of Adams, Asotin, Benton, Chelan, Columbia, Douglas,  
38 Ferry, Franklin, Garfield, Grant, Kittitas, Klickitat, Lincoln,  
39 Okanogan, Pend Oreille, Spokane, Stevens, Walla Walla, Whitman,  
40 and Yakima.

41 (3) West region includes eligible agencies within the  
42 counties of Clallam, Clark, Cowlitz, Grays Harbor, Island,  
43 Jefferson, Kitsap, Lewis, Mason, Pacific, San Juan, Skagit,  
44 Skamania, Thurston, Wahkiakum, and Whatcom.  
45

46 [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038,  
47 § 479-14-120, filed 11/23/99, effective 12/24/99.]  
48

#### 49 **WAC 479-14-150 Funding distribution formula for the urban**

50 WAC (1/17/07 4:23 PM) [ 86 ]

1 **corridor program.** The statewide distribution of urban corridor  
2 program funds is allocated between regions according to the  
3 following formula:

4  
5 The average region urban area population (RUP) divided by  
6 statewide urban population (SUP) plus region functionally  
7 classified lane miles within the urban area (RFC) divided  
8 by statewide functionally classified lane miles within  
9 urban areas (SFC).

10  
11 The equation is as follows:

$$\frac{(RUP/SUP) + (RFC/SFC)}{2}$$

12  
13  
14  
15  
16 The board may adjust the regional allocation by plus or minus  
17 five percent to fully fund selected projects. When requested by  
18 the board, staff will update the regional allocations to ensure  
19 equitable distribution of funds.

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

24  
25 [Statutory Authority: Chapter 47.26 RCW. 04-19-108, § 479-14-  
26 130, filed 9/21/04, effective 10/22/04; 00-22-001, § 479-14-130,  
27 filed 10/19/00, effective 11/19/00. Statutory Authority:  
28 Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-14-130, filed  
29 11/23/99, effective 12/24/99.]

30  
31  
32 **RENUMBER**

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

36 (1) For cities:

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

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

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

43 (2) For counties:

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

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

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

50 The board uses the current published valuation from the

WAC (1/17/07 4:23 PM) [ 87 ]

1 department of revenue.

2  
3 [Statutory Authority: Chapter 47.26 RCW. 05-05-004, § 479-14-  
4 180, filed 2/4/05, effective 3/7/05. Statutory Authority:  
5 Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-14-180, filed  
6 11/23/99, effective 12/24/99.]  
7

8 **NEW SECTION**

9 **WAC 479-14-200 Sidewalk deviation requests for urban**  
10 **corridor program.** The board recognizes the need for pedestrian  
11 facilities on arterial roadways and has required that sidewalks  
12 be provided under the urban corridor program. Under certain  
13 circumstances, a deviation may be granted by:

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

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

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

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

23 (d) On both sides of a designated limited access facility  
24 if:

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

26 (ii) Pedestrian facilities are provided on an adjacent  
27 parallel route.

28 (2) All other sidewalk deviation requests require board  
29 action.