



**Transportation Improvement Board**  
**July 26-27, 2007 – Port Angeles, Washington**  
**Location: Red Lion Hotel**  
**221 N. Lincoln Street**  
**Port Angeles, WA 98362**  
**(360) 452-9215**

July 27, 2007 – 2:00 PM  
WORK SESSION AGENDA

WORK SESSION		Page
	<i>Increase Requests</i>	
2:00 PM A.	City of Newcastle: Coal Creek Parkway	Greg Armstrong 78
	<i>Route Jurisdiction Transfer Request</i>	
2:45 PM B.	Skamania County: USFS Road 90 – Final Finding	Jeanne Burbidge 80
	<i>General Matters</i>	
3:30 PM C.	2008 Meeting Schedule	Steve Gorcester 83
3:45 PM D.	SWOT Update	Rhonda Reinke 1

Dinner (*on your own*)



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July 27, 2007 – 9:00 AM  
BOARD AGENDA

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**SWOT Analysis**  
July 26, 2007

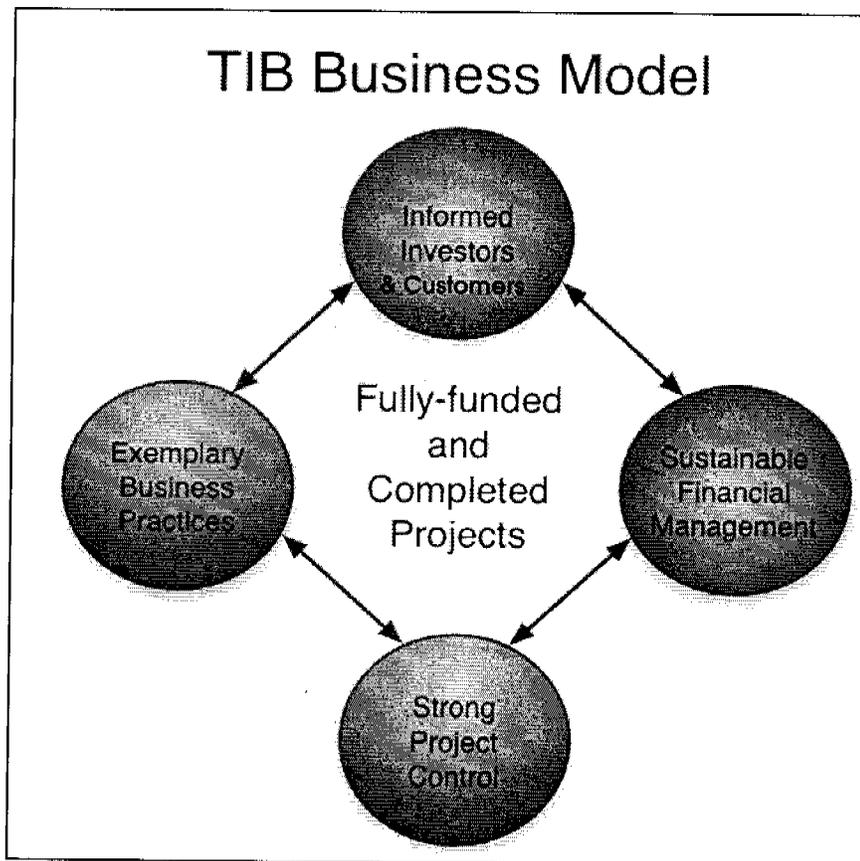
**BACKGROUND**

The Balanced Scorecard (BSC) is a management system that enables organizations to clarify their vision and strategy which, in turn, translates to actions. The Kaplan & Norton BSC suggests that the organization is viewed from four perspectives as follows:

- Learning and Growth – To achieve our vision, how will we sustain our ability to change and improve?
- Business Process – To satisfy our investors and customers, what business process must we excel at or improve?
- Customer – To achieve our vision, how should we appear to our customers?
- Financial – To succeed financially, how should we appear to our investors?

Adapted from: [www.balancedscorecard.org](http://www.balancedscorecard.org)

In the staff retreat in early 2006, the following TIB Business Model was accepted:



The Performance Management Team has adopted this to be the revised balanced scorecard for the agency. The Team is in the process of writing key performance indicators for each perspective.

**STATUS**

In 2005, the Board updated the Strengths, Weaknesses, Opportunities, Threat (SWOT) Analysis. Since there are many changes in the environment that TIB operates in, the SWOT analysis should be updated in response.

**Strength, Weakness, Opportunity, and Threats Analysis (developed in 2002, revised 2005):**

<b>Strength</b>	<ul style="list-style-type: none"> <li>• Technical staff</li> <li>• <b>Customer service</b></li> <li>• Administrative staff</li> <li>• Low overhead</li> <li>• <b>Quality projects</b></li> <li>• <b>Small city program</b></li> <li>• Open, independent decision making</li> <li>• <b>Competitive process</b></li> <li>• Targeting growth needs</li> </ul>	<ul style="list-style-type: none"> <li>• Continuous criteria improvement</li> <li>• Support economical development</li> <li>• Grant makers, not owners</li> <li>• Minimal red tape</li> <li>• Accept increases for projects</li> <li>• <b>Make up of board, staff, transportation expertise</b></li> <li>• Consistent annual awards</li> <li>• Regional distribution by programs</li> <li>• Dedicated, stable revenue source</li> </ul>
<b>Weakness</b>	<ul style="list-style-type: none"> <li>• <b>Not well understood</b></li> <li>• <b>Inadequate funding</b></li> <li>• Reality of politics</li> <li>• <b>Vulnerable due to small agency</b></li> <li>• Do not control project delivery</li> </ul>	<ul style="list-style-type: none"> <li>• Soft touch</li> <li>• No control over regulatory barriers</li> <li>• Linking performance measures to related program goals</li> </ul>
<b>Opportunity</b>	<ul style="list-style-type: none"> <li>• <b>More revenues from gas tax</b></li> <li>• Leveraging TIB money to get other money</li> <li>• Expand scope and type of projects</li> <li>• <b>Partnering with other agencies</b></li> <li>• Tell our story</li> <li>• Recommend ways to streamline process</li> <li>• Rewards for meeting timelines</li> <li>• <b>Creating public image and educating public</b></li> </ul>	<ul style="list-style-type: none"> <li>• <b>Build on our relationships with legislators</b></li> <li>• Board members' relationship with legislators</li> <li>• Regain multimodal</li> <li>• Larger investment per project</li> <li>• <b>Catalyst for project completion</b></li> <li>• Create a positive community impact</li> <li>• Customer relationship with legislators</li> </ul>

<b>Threats</b>	<ul style="list-style-type: none"> <li>• Consolidation (elimination)</li> <li>• <b>Loss of funding</b></li> <li>• Project inflation takes away purchasing power</li> <li>• Regulatory burden increases</li> <li>• No match from local communities due to current economic situation</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Being ignored</b></li> <li>• Budget cuts</li> <li>• Program cuts</li> <li>• <b>Pressure for increases</b></li> <li>• Aging/delayed projects</li> <li>• Unable to keep up with need</li> <li>• Funding with subsets of all money-related matters</li> </ul>
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Recommendation

Update the SWOT analysis for 2007 in the following format:

		Positive	Negative
Controller	Internal Factors	<p>Strengths</p> <ul style="list-style-type: none"> <li>•</li> </ul>	<p>Weaknesses</p> <ul style="list-style-type: none"> <li>•</li> </ul>
Influencer	External Factors	<p>Opportunities</p> <ul style="list-style-type: none"> <li>•</li> </ul>	<p>Threats</p> <ul style="list-style-type: none"> <li>•</li> </ul>

AMENDATORY SECTION (Amending WSR 03-16-077, filed 8/4/03, effective 9/4/03)

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

AMENDATORY SECTION (Amending WSR 99-24-038, filed 11/23/99, effective 12/24/99)

**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 (~~public~~) meetings (~~of the board shall be~~) are held on the fourth Friday of the month (~~or the third Friday if~~), unless the week of the fourth Friday (~~is~~) includes a holiday, wherein the board will determine the date of the meeting. Each (~~such~~) regular meeting (~~shall be~~) is held at the (~~offices of the board in Olympia, Washington, and begin at the hour of 9:00 a.m. or at such other~~) time and place as designated by the board. The meeting schedule, for the following calendar year, will be approved at least three months before the beginning of the year.

A special meeting of the board may be called by the chairperson or by a majority of the members of the board (~~, by delivering personally or by mail~~). A written notice to all other board members (~~of the board~~) is required at least twenty-four hours before the time of (~~such~~) the meeting (~~as specified in the notice~~). The notice calling a special meeting (~~shall state~~) will include:

- The purpose for (~~which~~) the meeting (~~is called and~~);
- The date (~~, hour, and~~);
- The time;
- The place (~~of such meeting and~~);

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

AMENDATORY SECTION (Amending WSR 95-04-072, filed 1/30/95, effective 3/2/95)

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

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

AMENDATORY SECTION (Amending WSR 99-24-038, filed 11/23/99, effective 12/24/99)

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

(1) TIB - the transportation improvement board.

(2) Board - the transportation improvement board refers to the group of board members defined in RCW 47.26.121 and does not include the executive director or staff.

((2) TIB -- the transportation improvement board.))

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

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

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

((5)) (6) Local agency official - refers to a local agency elected official or staff who is authorized to sign contracts on the city, town, county, or transportation benefit district's behalf.

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

(8) Six-year transportation plan - refers to the city or county six-year transportation plan for coordinated transportation program expenditures per RCW 35.77.010 and 36.81.121.

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

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

(11) Population - is defined as office of financial management official published population at the time of application.

(12) Highway urban area population - as published by the office of financial management.

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

(14) RJT - route jurisdiction transfer.

(15) RTP - road transfer program (also known as the City Hardship Assistance Program or CHAP).

(16) UATA - urban arterial trust account.

(17) TIA - transportation improvement account.

(18) Matching funds - all funds contributed to a project other than TIB funds.

AMENDATORY SECTION (Amending WSR 03-16-077, filed 8/4/03, effective 9/4/03)

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

NEW SECTION

**WAC 479-01-060 Executive director--Powers and duties.** The board appoints an executive director who will serve at its pleasure to carry out the board priorities and the mission of the agency including the following administrative duties:

(1) The executive director will direct and supervise all day-to-day activities of the staff.

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

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

(4) The executive director has sidewalk deviation authority as described in WAC 479-12-500 and 479-14-200.

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

(a) Urban corridor program - fifteen percent of project costs or seven hundred fifty thousand dollars whichever is less.

(b) Urban arterial program - fifteen percent of project costs or seven hundred fifty thousand dollars whichever is less.

(c) Small city arterial program - up to one hundred twenty-

five thousand dollars.

(d) Road transfer program - up to seventy-five thousand dollars.

(e) Sidewalk program - up to fifty thousand dollars.

(f) Small city preservation program - up to two hundred thousand dollars within available funding limitations.

AMENDATORY SECTION (Amending WSR 99-24-038, filed 11/23/99, effective 12/24/99)

**WAC 479-02-010 Purpose.** The purpose of this chapter shall be to ensure compliance by the (~~Washington~~) transportation improvement board with the provisions of chapter 42.56 RCW (~~42.17.250 through 42.17.340~~) dealing with public records.

AMENDATORY SECTION (Amending WSR 99-24-038, filed 11/23/99, effective 12/24/99)

**WAC 479-02-050 Public records officer.** (~~The transportation improvement board public records shall be in the charge of the executive secretary who shall be the public records officer for the board. The person so designated shall be officed in the Transportation Improvement Boards office in Olympia, Washington. The public records officer shall be responsible for implementation of the board's rules and regulations regarding release of public records, coordinating staff efforts of the board in this regard and generally ensuring compliance of the staff with the public records disclosure requirements of chapter 1, Laws of 1973.~~) The executive secretary is the public records officer for the transportation improvement board. The public records officer is responsible for implementation of the board's rules and regulations regarding release of public records and ensuring compliance with the public records disclosure requirements of chapter 42.56 RCW.

AMENDATORY SECTION (Amending WSR 99-24-038, filed 11/23/99, effective 12/24/99)

**WAC 479-02-060 Public records available.** All public records (~~of the board as~~) defined in (~~chapter 42.17~~) RCW 42.17.020 are (~~deemed~~) available for public inspection and copying (~~pursuant to these rules,~~) unless the record falls within the specific exemptions of chapter 42.56 RCW (~~42.17.310~~) or other specific statute (~~that exempts or prohibits disclosure of specific information or records~~).

AMENDATORY SECTION (Amending WSR 95-04-072, filed 1/30/95, effective 3/2/95)

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

~~(1) A request shall be addressed to the public records officer. Such request shall include the following:)) Public records requests should be sent to the public records officer at the office location using the following procedures:~~

~~(1) To ensure accuracy, any requests for public records should be made in writing and may be mailed, e-mailed, faxed, or delivered to the office during business hours.~~

~~(2) For prompt response, the following information should be provided in the request:~~

~~(a) The name of the person requesting the record((-));~~

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

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

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

~~(e)) A specific description of the material requested;~~

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

~~(2) The public records officer shall inform the member of the public making the request whether the requested record is available for inspection or copying at the Transportation Improvement Boards office in Olympia, Washington.~~

~~(3) When it appears that a request for a record is made by or on behalf of a party to a lawsuit or a controversy to which the board is also a party or when such a request is made by or on behalf of an attorney for such a party the request shall be referred to the assistant attorney general assigned to the board for appropriate response)) gain;~~

~~(e) Instructions as to whether the requestor wants to view the document at the TIB offices, receive a copy by mail, or receive an electronic copy if available.~~

~~(3) TIB's public records request form is available on the web site.~~

NEW SECTION

**WAC 479-02-075 Response to requests.** Upon receiving a request, the public records officer will respond within five business days in writing or by e-mail acknowledging receipt of the request and with one or more of the following:

- (1) The requested record;
- (2) An estimate of the time it will take to provide the record or a schedule for providing the records in installments, including:
  - (a) An estimate of the copying and shipping costs of the record; and
  - (b) A request for advanced partial payment of the copy and shipping costs;
- (3) A request for further information or identification of the desired public records;
- (4) A request for verification that the records requested will not be used to compile a sales list, or that the records will not be sold for commercial gain; or
- (5) A denial of the request pursuant to WAC 479-02-110.

AMENDATORY SECTION (Amending WSR 91-13-056, filed 6/17/91, effective 7/18/91)

**WAC 479-02-080 Availability** (~~((for public inspection and copying of public records—Office hours))~~). Public records (~~((shall))~~) will be available for inspection and copying during the normal business hours of the board. (~~((For the purposes of this chapter, the))~~) Normal office hours (~~((shall be))~~) are from 8:00 a.m. to 5:00 p.m., Monday through Friday, (~~((excluding legal))~~) except state holidays.

AMENDATORY SECTION (Amending WSR 91-13-056, filed 6/17/91, effective 7/18/91)

**WAC 479-02-090 Inspection and copying cost.** (1) No fee (~~((shall be))~~) is charged for inspection of public records.  
(2) The board (~~((shall impose))~~) will charge a reasonable (~~((charge))~~) fee for providing copies of public records (~~((and for the use by any person of agency equipment to copy records; such charges shall not exceed the amount necessary to reimburse the board for its actual costs incident to such copying. Actual costs shall include the labor costs of staff, machine cost and paper cost necessary to provide copies of requested records))~~) as provided in RCW 42.56.120.

AMENDATORY SECTION (Amending WSR 95-04-072, filed 1/30/95, effective 3/2/95)

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

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

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

~~(3) When a member of the public requests to examine an entire file or group of documents, as distinguished from a request to examine certain individual documents which can be identified and supplied by themselves, the board shall be allowed a reasonable time to inspect the file to determine whether information protected from disclosure by RCW 42.17.310, is contained therein, and the board shall not be deemed in violation of its obligation to reply promptly to requests for public documents by reason of causing such an inspection to be performed)~~ Public documents will not be removed by the requestor.

(3) Inspection of documents will be monitored by staff.

(4) If a request is submitted to examine or copy an entire file or group of documents, the public records officer will review the file and identify any protected records under RCW 42.17.310. A reasonable time to do the review will be given to the public records officer without being in violation of the obligation to reply promptly.

AMENDATORY SECTION (Amending WSR 99-24-038, filed 11/23/99, effective 12/24/99)

**WAC 479-02-110 Denial of request.** (~~(1) The executive director shall determine which public records requested in accordance with these rules are exempt under the provisions of RCW 42.17.310 or other statute.~~

~~(2) Each denial of a request for a public record shall be accompanied by a written statement to the person requesting the record clearly specifying the reasons for denial, including a statement of the specific exemption authorizing the withholding of~~

~~the record and a brief explanation of how the exemption applies to the record withheld.)) Whenever the record requested clearly falls within the statutory exemptions of chapter 42.56 RCW, or when the exempt status of the record is unclear:~~

~~(1) The public records officer will consult with the assistant attorney general to determine if a requested public record is exempt; and~~

~~(2) Any denial of a request based upon an exemption will be made by a written statement to the requestor together with specific explanation of the reasons for and how to request a review of the exemption.~~

AMENDATORY SECTION (Amending WSR 95-04-072, filed 1/30/95, effective 3/2/95)

**WAC 479-02-120 Review of agency denial.** ~~((Whenever a person objects to a conclusion that)) Denial of a public records ((is exempt from disclosure, the person may)) request ((the attorney general to review the matter)) will be in accordance with RCW ((42.17.325)) 42.56.530.~~

AMENDATORY SECTION (Amending WSR 95-04-072, filed 1/30/95, effective 3/2/95)

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

~~(a) State legislation and proposed rules and regulations pertaining to board standards.~~

~~(b) Those statements of policy and interpretations of policy, statute and bylaws which have been adopted by the board;)) The public records officer will maintain a current index of board records.~~

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

(a) Legislation, rules, and regulations of the board;

(b) Bylaws adopted by the board;

(c) Minutes of board meetings;

(d) Resolutions approved by the board;

(e) ~~((TIB))~~ Program guidelines;

(f) Program reports and publications ~~((7~~

~~(g) Budgets and expenditures;~~

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

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

~~(a) The indexing system will be administered by the board's~~

~~public record officer.~~

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

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

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

NEW SECTION

**WAC 479-05-011 Submission of proposed projects.** A call for projects may be made as the board deems appropriate. Subsequent to a call, a priority array may be adopted. The array will be published and will list all approved applications.

Special funding programs or a special call for projects may be made by the board as funds allow.

NEW SECTION

**WAC 479-05-012 Emergent nature project submission and limitations.** An eligible agency may request the transportation improvement board consider a project for funding outside of the normal call for projects. To be considered as emergent nature, a project must demonstrate the following:

(1) There has been a significant change in the location or development of traffic generators in the area of the project.

(2) The work proposed is necessary to avoid or reduce serious traffic congestion in the area of the project in the near future.

(3) A partially funded project that, if completed, would enable a community to secure an unanticipated economic development opportunity.

(4) Other funding sources the local agency has applied for or secured for the project.

(5) The funding of the project would not adversely impact currently funded projects.

The agency may be asked to make a presentation to the board on the project.

NEW SECTION

**WAC 479-05-013 Urban project transfer for completion.** If an urban project meets the criteria of both the urban arterial trust account (UATA) and transportation improvement account (TIA), the funding source for the project may be transferred from one account to the other as the board deems necessary to ensure project completion.

AMENDATORY SECTION (Amending WSR 99-24-038, filed 11/23/99, effective 12/24/99)

**WAC 479-05-020 Six-year transportation (~~(programs for urban areas)~~) plan.** ~~((The))~~ Projects selected in the priority array must be included in the local agency's six-year transportation (~~(programs of agencies required, respectively, by RCW 35.77.010, 36.81.121 and 35.58.2795 must have proposed transportation improvement board projects included)~~) plan prior to ~~((board approval of funds))~~ receiving authorization to proceed on the project.

~~((A copy of the six-year transportation program including the proposed projects to be approved shall be submitted to the board along with a copy of the resolution of the city or county adopting such program.))~~

AMENDATORY SECTION (Amending WSR 99-24-038, filed 11/23/99, effective 12/24/99)

**WAC 479-05-030 (~~(Six-year financial plan.)~~) A registered professional engineer must be in charge.** ~~((At the beginning of each fiscal year the board shall update its six-year financial plan to determine the amount of estimated revenue to be available for new project starts in the ensuing biennium. The estimate of funds for new project starts shall take into consideration projects approved by the board for the design phase where construction funding approval is pending.))~~ All projects using UATA or TIA funds will be supervised by a professional engineer registered in the state of Washington.

AMENDATORY SECTION (Amending WSR 99-24-038, filed 11/23/99, effective 12/24/99)

**WAC 479-05-040 Value engineering study requirements.** A value engineering (~~(studies shall be)~~) study is required (~~(in accordance with the policy adopted by the board)~~) for urban projects with total cost exceeding two and one-half million dollars or when determined by the executive director to be in the best interest of the project.

NEW SECTION

**WAC 479-05-041 When a value engineering study may be waived.**

If the project meets one of the following criteria, the study is automatically waived:

- (1) Project receives less than twenty percent in TIB funds; or
- (2) Project is construction only.

The executive director has the discretion to waive the value engineering study requirement if the total project cost is less than five million dollars.

The board has the discretion to waive the value engineering study requirement on any project.

NEW SECTION

**WAC 479-05-051 Project phases.** Projects authorized by the board are divided into the following phases:

(1) Design phase - documents that must be received prior to phase approval include:

- (a) Signed funding status form confirming that the funding partners are fully committed;
- (b) Page from the adopted six-year transportation plan which lists the project;
- (c) Signed fuel tax agreement; and if applicable
- (d) Consultant agreement (small city arterial and small city sidewalk programs only).

(2) Bid phase - documents that must be received prior to phase approval include:

- (a) Signed bid authorization form that contains:
  - (i) Plans and specification package;
  - (ii) Written confirmation of funding partners; and
  - (iii) Confirmation that full funding is available for the project;
- (b) Signed confirmation that right of way is acquired or possession and use agreement is in place;
- (c) Engineer's estimate is in final format; and if applicable:
  - (i) Consultant agreement (small city arterial and small city sidewalk programs only);
  - (ii) Certification that a cultural resource assessment was completed;
  - (iii) Traffic signal warrants.

(3) Construction phase - documents that must be received prior to phase approval include:

- (a) Updated cost estimate form signed by a local agency official and the project engineer;
- (b) Bid tabulations; and
- (c) Description of cost changes.

(4) Project closeout phase - documents that must be received

prior to phase approval include:

- (a) Updated cost estimate form signed by a local agency official and the project engineer;
- (b) Final summary of quantities; and
- (c) Accounting history signed by a local agency official or the financial manager.

NEW SECTION

**WAC 479-05-052 Project modification and scope change.** The executive director may approve scope changes except the following which require the board's approval:

- (1) A change in the project limits with a request for an increase in funding beyond the executive director's administrative authority in WAC 479-01-060;
- (2) Adding or decreasing through lanes;
- (3) Adding or eliminating grade separations;
- (4) Reducing limits greater than one hundred lineal feet;
- (5) Inclusion or exclusion of major project element that may be considered a scope change by the executive director; or
- (6) Changes to project components that were used to rate the project.

AMENDATORY SECTION (Amending WSR 99-24-038, filed 11/23/99, effective 12/24/99)

**WAC 479-05-060 Methods of construction.** All construction ~~((by agencies))~~ using ~~((board))~~ UATA or TIA funds shall be advertised, competitively bid and contracted, except:

- (1) Utility and railroad relocations and adjustments; ~~((and))~~
- (2) ~~((Installation of traffic control devices, if accomplished by the personnel of the agency.~~

~~A competitive bid is not required for projects which meet the requirements of))~~ Government force work;

- (3) Work eligible from the small works roster; and
- (4) Local agencies may be otherwise exempt from bidding requirements if so authorized by an applicable statute contained in chapter((s)) 36.77, 35.22, 35.23, ((and)) or 35.27 RCW.

AMENDATORY SECTION (Amending WSR 99-24-038, filed 11/23/99, effective 12/24/99)

**WAC 479-05-080 Standard specifications.** The current edition of the *Standard Specifications for Road, Bridge, and Municipal Construction* or equivalent, (~~shall be included in any contract entered into by an agency using~~) will be used as the standard for construction of board (~~funds~~) funded projects.

AMENDATORY SECTION (Amending WSR 99-24-038, filed 11/23/99, effective 12/24/99)

**WAC 479-05-100 Utility (~~and railroad~~) adjustments (~~and~~) or relocations.** Utility (~~and railroad~~) adjustments (~~and~~) or relocations may be (~~performed by negotiated contract with the owner of those facilities. The administering agency shall review and approve a written statement that includes the items of work and an estimate of cost prepared by the utility or railroad for the work required as a result of the improvement. Updated statements of items of work and estimates of cost may be reviewed and approved by the administering agency. All costs of utility and railroad adjustments, as finally approved by the administering agency, shall be subject to audit. If federal aid highway funds are included in the project, the negotiated contract shall include the applicable provisions of federal Highway Administration policies and procedures prescribed in 23 C.F.R. 140, 23 C.F.R. 645 and 23 C.F.R. 646, Federal Aid Policy Guide~~) reimbursed using the following criteria:

(1) If it is a direct cost for utility adjustments that are owned by the local government;

(2) If the utility provider owns the property in fee title; or

(3) If the utility franchise agreement requires the local agency to pay for those utility adjustments or relocations required by state or local government.

Upgrading of utilities is not eligible for reimbursement by UATA or TIA funds.

If the proposed work will cause a significant change in scope, the agency must seek board approval.

NEW SECTION

**WAC 479-05-101 Railroad adjustments or relocation.** Railroad adjustments or relocations may be reimbursed using the following criteria:

(1) TIB will reimburse the local agency for reasonable and necessary costs.

(2) There is a direct impact within the project limits.

Improvements beyond the necessary replacement costs to mitigate the impacts of the project will not be reimbursed.

AMENDATORY SECTION (Amending WSR 99-24-038, filed 11/23/99, effective 12/24/99)

**WAC 479-05-120 Street illumination and traffic control devices.** ~~Traffic control devices ((included in a participating)) for an approved project may be purchased and installed ((by the employees and with the equipment and materials of the local governmental units subject to the limits of)) under RCW 35.22.620(3), 35.23.352(1), and 36.77.065(3) by: ((Provided, That the basis for payment of board funds is reimbursement of the appropriate portion of actual cost of such work, subject to audit.))~~

(1) The contractor for the construction phase of the project;  
or

(2) Local agency employees.

UATA or TIA funds may be used in the costs to underground service connections for street illumination and traffic signal services within the approved project scope.

AMENDATORY SECTION (Amending WSR 99-24-038, filed 11/23/99, effective 12/24/99)

**WAC 479-05-130 Project landscaping and aesthetic improvements.** ~~((Board funds may be used at the appropriate matching ratio in the cost of landscaping and the use of other plantings and supporting materials within the project right of way to a maximum of three percent of the total authorized project costs: Provided, That requests for increases in the authorized amount of board funds to cover landscaping and related costs shall be considered jointly with other cost increases and approval of all such requests shall be limited to the amount authorized by WAC 479-05-250 to be approved by the director. Erosion control treatment shall not be considered a part of landscaping costs.~~

~~The three percent limitation for landscaping and related costs shall not affect the agency's authority to include landscaping and the use of other plantings or supporting materials in the project in amounts that exceed the three percent limit provided they are paid for solely with funds other than board supplied funds.)) Cost~~

of landscaping and aesthetic improvements is limited to three percent of the total eligible authorized project costs.

(1) Landscaping includes:

(a) Cost of trees, shrubs, sod, and other plant material.

(b) Top soil and bark.

(c) Irrigation and tree grates.

(d) Labor for installation.

(2) Aesthetic improvement includes:

(a) Ornamental lighting.

(b) The local agency share of the cost of undergrounding of utilities.

(c) Public art.

(d) Special surfacing treatments (stamped concrete, pavers).

(e) Labor for installation.

(3) Items not considered landscaping or aesthetic improvements are:

(a) Erosion control treatments.

(b) Wetland mitigation (plantings) required by federal or state regulations.

(c) Property restoration.

Requests for increases in landscaping and related costs are subject to WAC 479-05-201, 479-05-202, and 479-05-203. Landscaping costs in excess of the three percent limit may be paid for by funding sources other than TIB funds.

#### NEW SECTION

**WAC 479-05-131 Mitigation costs and limitations.** Mitigation costs may include:

(1) Sound walls/berms: Unless required by specific regulations, TIB will not participate in this cost.

(2) Superfund sites: TIB funds will not participate in the cost of cleanup.

(3) Bridges: Bridge designs exceeding the most cost effective are not eligible for participation.

(4) Wetlands: Mitigation in excess of what is required by federal or state requirements is not eligible to be reimbursed.

UATA or TIA funds may not be used for excessive design, mitigation beyond federal or state requirements, or other unusual project features.

AMENDATORY SECTION (Amending WSR 99-24-038, filed 11/23/99, effective 12/24/99)

**WAC 479-05-140 Acquisition of rights of way.** Right of way for board funded projects shall be acquired in accordance with chapters 8.26 RCW and 468-100 WAC. Reimbursement of right of way acquisition costs are eligible within the design phase of the project.

At bid phase, right of way acquisitions should be completed and certified. If all right of way cannot be certified, the local agency must have possession and use agreements for the remaining parcels.

NEW SECTION

**WAC 479-05-141 What is eligible for reimbursement of right of way costs.** Only the square footage needed for the roadway is eligible to be reimbursed, unless:

- (1) It is deemed by TIB to be in the best interest of the project to purchase the entire parcel;
- (2) An entire parcel take is required by local resolution; or
- (3) An uneconomic remnant will remain.

If after the completion of the project, the uneconomic remnant is sold, transferred, or rezoned to make it an economic remnant, the proceeds of any sale will be placed back in the local agency's motor vehicle fund to be used for road improvement purposes only.

In the event the project is not built, TIB funds expended for right of way may be requested to be refunded to the board.

AMENDATORY SECTION (Amending WSR 99-24-038, filed 11/23/99, effective 12/24/99)

**WAC 479-05-170 ((Reimbursable costs for)) Reimbursement of engineering costs.** Design and construction engineering costs eligible for reimbursement ((shall be)) are limited to twenty-five percent of the approved contract bid amount ((including adjustments for change orders and actual quantity amounts during construction and agency force construction)), excluding special studies or right of way costs.

Surveying and materials testing costs, even if they are part of the contract costs, are considered part of construction engineering and are subject to the twenty-five percent limit. Exceptions to the twenty-five percent engineering limit may be considered ((by the board)) for small city projects when an

~~unforeseen issue arises that is beyond the control of the local agency. The local agency may request an increase through WAC 479-05-202 processes. ((Agency costs for value engineering and other special studies and right of way appraisals and acquisition costs will not be used to determine the amount subject to the limit.))~~

NEW SECTION

**WAC 479-05-171 Reimbursement of cultural resource assessment costs for TIB funded projects.** If a cultural resource assessment is required by the state department of archaeology and historical preservation, TIB will reimburse the normal costs required for the assessment. The assessment is considered part of design engineering, is not a special study, and not included in the twenty-five percent limitation in WAC 479-05-170.

NEW SECTION

**WAC 479-05-201 When an agency may request an increase in TIB funds.** Local agencies may request an increase in funds at the bid, construction, and project closeout phases.

NEW SECTION

**WAC 479-05-202 How an agency requests an increase in TIB funds.** Increases in TIB funds may be requested by the lead local agency and submitted to TIB staff through the bid authorization form or updated cost estimate form.

The executive director will consider increase requests up to the levels in WAC 479-01-060.

Increase requests above the executive director administrative authority require board action. The local agency may be asked to prepare and make a presentation to the board justifying the increase.

NEW SECTION

**WAC 479-05-203 Criteria the board and the executive director use when reviewing increase requests.** The board and executive director will consider the following when reviewing increase requests:

(1) Whether the granting of the request will obligate funding beyond an acceptable level or will adversely affect authorized funds previously approved by the board.

(2) Whether the request would fund expansion of the scope of work beyond that approved at design phase.

(3) Whether the local agency should have anticipated an increase would be necessary at the outset of the project.

(4) Requests for increases at construction phase will take priority over other phase requests.

(5) Local agency funding partner ability to contribute to the increased costs.

(6) Other criteria on a case-by-case basis.

NEW SECTION

**WAC 479-05-204 If an increase is not approved.** An agency request for an increase in funds may go to either the executive director or the board, as described in WAC 479-05-202, depending on the size of the request:

(1) If the executive director hears the request and does not approve it, the local agency may:

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

(b) Withdraw the request for participation;

(c) Request a formal review of the executive director's decision by the board; or

(d) Submit a request to the executive director to reduce the scope of the project as provided in WAC 479-05-052.

(2) If the board hears the request and does not approve it, the local agency may:

(a) Proceed with the project, paying for additional costs;

(b) Withdraw the request for participation; or

(c) Request a scope modification or reduction as provided in WAC 479-05-052.

In either case, the project will need to retain a usable and functional improvement to be granted a scope reduction.

NEW SECTION

**WAC 479-05-211 When a project is considered delayed.** Projects are considered delayed when one of the following occurs:

(1) Urban corridor program projects do not reach construction phase within five years and six months.

(2) Urban arterial program projects do not reach construction phase within four years and six months.

(3) All other programs must reach construction phase within two years and six months.

The date funding is made available to the local agency by TIB is the starting point in calculating the delay date.

NEW SECTION

**WAC 479-05-212 The stages of delayed projects.** For TIB funded projects, there are three stages of delay:

(1) Stage 1 delay - if the project does not meet the project target date per WAC 479-05-211.

(2) Stage 2 delay - if the project does not meet the revised bid date as agreed in Stage 1 delay under WAC 479-05-213(1), or one year after Stage 1 delay.

(3) Stage 3 delay - if the project does not meet the revised bid date as agreed to under Stage 2 delay under WAC 479-05-213(2), or one year after Stage 2 delay.

The executive director has discretion when moving projects from one stage of delay to the next and may consider pending bid dates or other indications or impending progress.

NEW SECTION

**WAC 479-05-213 Review and consequences of delay.** Delayed projects will be reviewed as follows:

(1) Stage 1 - agency plan letter. The TIB staff report the delayed project to the board at a regularly scheduled board meeting. The executive director requests a letter from the local agency to respond with a progress plan to get back on schedule.

(2) Stage 2 - explanation and commitment. The local agency provides TIB staff with an explanation of why the project continues to be delayed and a commitment date which is acceptable to the executive director or board.

(3) Stage 3 - hearing. If the agency misses the agreed upon date(s) or deadlines set in the Stage 2 review, the agency will be provided a hearing in front of the board at the next regularly

scheduled meeting. The result of the hearing will include an absolute date for resolution which is agreed to by the board.

If the local agency does not meet the absolute date for resolution as agreed to by the board in the Stage 3 hearing, the project may be suspended or the agency may be requested to withdraw the project and reapply for funding in a later application cycle.

#### REPEALER

The following sections of the Washington Administrative Code are repealed:

WAC 479-05-010	Time and place for submission of proposed transportation improvement board projects.
WAC 479-05-050	Procedures for project approval.
WAC 479-05-070	Registered engineer in charge.
WAC 479-05-090	Design standards for transportation improvement board projects.
WAC 479-05-110	Undergrounding utilities.
WAC 479-05-150	Inclusion of bicycle facilities in transportation improvement board projects.
WAC 479-05-160	Reimbursable costs.
WAC 479-05-180	Direct costs.
WAC 479-05-190	Indirect costs.
WAC 479-05-200	Partial or progress payments for project costs.
WAC 479-05-210	Record requirements.
WAC 479-05-220	Audits of project records.
WAC 479-05-230	Expenditure schedule of board funds.
WAC 479-05-240	Procedure to request increase in board funds.
WAC 479-05-250	Review of delayed projects.
WAC 479-05-260	Recovery of board funds on canceled projects.
WAC 479-05-270	Identification and consideration of surplus funds on authorized board projects.
WAC 479-05-280	Funding shortfall.
WAC 479-05-290	Over-programming of funds.

## Chapter 479-06 WAC

### FINANCIAL REQUIREMENTS

#### NEW SECTION

**WAC 479-06-010 Transportation improvement board sixteen-year financial plan.** The board will update its sixteen-year financial plan at the beginning of each fiscal year. The financial plan will include estimated revenue to be available for new project starts in the ensuing biennium based on forecast council's revenue forecast. Other factors included are fund balance, bond debt, interest revenue, legislative appropriation, projected expenditures by program, and any other issues that may impact new project starts.

#### NEW SECTION

**WAC 479-06-020 Reimbursable costs.** Costs must be reasonable and chargeable to the project to be eligible for reimbursement. Project costs eligible for reimbursement are defined as direct and indirect.

#### NEW SECTION

**WAC 479-06-030 Direct costs.** Direct costs eligible for reimbursement are costs that are directly charged to the project and may include:

- (1) Agency direct labor and employee benefits:
  - (a) Salaries and wages of agency nonadministrative employees working directly on the project as documented by payroll records.
  - (b) Employee benefits are calculated as a percentage of direct labor dollars as set by the board and include:
    - (i) F.I.C.A. (Social Security) - employer's share;
    - (ii) Retirement benefits (employer's share of actual cost);

- (iii) Hospital, health, dental and other welfare insurance;
  - (iv) Life insurance;
  - (v) Industrial and medical insurance.
- (c) Employee leave:
- (i) Vacation;
  - (ii) Sick leave;
  - (iii) Holiday pay;
  - (iv) Civil leave.
- (2) Contract engineering services as specified by a consultant agreement.
- (3) Permit fees.
- (4) Right of way acquired for the project includes the following costs:
- (a) Purchase cost of all property and property rights needed for specific projects in accordance with chapter 8.26 RCW including access rights, easements, losses in property value or damages (if any);
  - (b) Salaries, expenses, or fees of appraisers, negotiators and attorneys.
- (5) Contract construction work.
- (6) Project specific capital equipment acquisition approved by the board.
- (7) Project specific vehicle and equipment charges will be reimbursed based on the actual rental cost paid for the equipment. If agency owned equipment is used, rental rates established by the agency's "equipment rental and revolving fund" will be reimbursed. All vehicle and equipment costs will be charged the agency standard rate for all projects regardless of the source of funding. Agencies without an equipment revolving fund will be reimbursed based on rates published by department of transportation for similar equipment.
- (8) Project specific direct materials, supplies, and services used for projects will be reimbursed based on actual cost.

#### NEW SECTION

**WAC 479-06-040 Indirect/overhead costs.** Indirect or overhead costs are common administrative cost objectives that cannot be easily charged to the project. Indirect costs incurred by an agency for administrative costs will be reimbursed up to a maximum of ten percent of the direct labor costs.

NEW SECTION

**WAC 479-06-050 Progress payments.** Payments of funds are governed by the following:

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

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

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

(a) The agency has not billed for six months or longer;

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

(c) Cash balance of the account is below fifty percent of the minimum operating reserve.

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

NEW SECTION

**WAC 479-06-060 Financial records requirement.** (1) Agencies must maintain documents that support project costs incurred. The supporting documentation may be required by the board for first project payment and at other times during the project life.

(2) Records must be maintained in accordance with the *Records Retention Schedule* as published by the secretary of state's office.

NEW SECTION

**WAC 479-06-070 Project record review.** Project records may be reviewed by the board to ensure that project costs are eligible for reimbursement. The records may be requested at any time during the project.

NEW SECTION

**WAC 479-06-080 Final settlement.** Up to five percent of total transportation improvement board funds may be retained until the agency submits final, complete, and accurate closeout documentation

for a project.

A unilateral closeout of a project may be initiated by the board when an agency has not responded to requests for final documentation and all funds are expended.

#### NEW SECTION

##### **WAC 479-06-090 Recovery of board funds on canceled projects.**

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

#### NEW SECTION

**WAC 479-06-100 Programming of funds.** The transportation improvement board selects projects based on an estimate of fund balance, projected revenues, current project expenditures, and future program obligations. The amount allocated per program will not exceed projected cash needs for a six-year period.

Chapter 479-12 WAC

~~((SUBMISSION OF PROPOSED))~~ URBAN ARTERIAL TRUST ACCOUNT PROJECTS  
~~((TO TRANSPORTATION IMPROVEMENT BOARD))~~

AMENDATORY SECTION (Amending WSR 99-24-038, filed 11/23/99, effective 12/24/99)

**WAC 479-12-005 Purpose and authority.** ~~((RCW 47.26.160 provides that))~~ The transportation improvement board ~~((shall))~~ adopts reasonable rules necessary to implement the urban arterial trust account.

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 phases or stages is not considered a previously funded project.

AMENDATORY SECTION (Amending WSR 99-24-038, filed 11/23/99, effective 12/24/99)

**WAC 479-12-011 Programs funded from the urban arterial trust account.** ~~((Funds from))~~ The urban arterial trust account ~~((shall))~~ funds the ~~((arterial improvement program, the small city program, the city hardship assistance program, and the pedestrian safety and mobility program))~~ following programs:

- (1) The urban arterial program;
- (2) The small city arterial program; and
- (3) The sidewalk programs:
  - (a) Urban sidewalk program;
  - (b) Small city sidewalk program.

NEW SECTION

**WAC 479-12-111 Who is eligible to receive urban arterial program funding.** Agencies eligible to receive urban arterial program funds are:

(1) Incorporated cities with a population of five thousand or greater.

(2) Incorporated cities with a population less than five thousand which are located in a federal urban area.

(3) Counties with a federally designated urban area.

Generally, the eligible agency will be designated as the project lead. However, the executive director may designate another agency as lead in the best interest of project completion or for convenience to both parties.

NEW SECTION

**WAC 479-12-121 What projects are eligible for urban arterial program funding.** Eligible projects are improvements located on a route with an urban federal functional classification.

Any urban street that is not functionally classified at the time of award must obtain functional classification prior to approval to expend board funds.

For the urban arterial program, sidewalks are required on both sides of the roadway unless a sidewalk deviation is granted by the executive director or board through WAC 479-12-500.

NEW SECTION

**WAC 479-12-131 Award criteria for the urban arterial program.** The board establishes the following criteria for use in evaluating urban arterial program grant applications:

(1) Safety improvements - addresses accident reduction, eliminates roadway hazards, and corrects roadway deficiencies.

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

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

(4) Mode accessibility - provides additional high occupancy vehicle lanes, bus volume, or nonmotorized facilities.

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

NEW SECTION

**WAC 479-12-141 Regions of the urban arterial program.** The board allocates urban arterial program funding across five regions to ensure statewide distribution of funds. The five regions are as follows:

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

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

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

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

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

NEW SECTION

**WAC 479-12-151 Funding distribution formula for the urban arterial program.** The statewide distribution of urban arterial program funds is allocated between regions according to the following formula:

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

The equation is as follows:

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

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

NEW SECTION

**WAC 479-12-161 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 ten percent of total project costs.

(b) If the city valuation is \$1.0 billion to \$2.5 billion, the rate is fifteen percent of total project costs.

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

(2) For counties:

(a) If the road levy valuation is under \$3.0 billion, the rate is ten percent of total project costs.

(b) If the road levy valuation is between \$3.0 billion to \$10.0 billion, the rate is fifteen percent of total project costs.

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

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

NEW SECTION

**WAC 479-12-211 Who is eligible to receive small city arterial program funding.** An eligible agency is an incorporated city or town that has a population of less than five thousand.

NEW SECTION

**WAC 479-12-221 What projects are eligible for small city arterial program funding.** To be eligible for funding, a proposed project must improve an arterial that meets at least one of the following standards:

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

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

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

(a) Schools;

(b) Medical facilities;

(c) Social centers;

(d) Recreational areas;

- (e) Commercial centers;
- (f) Industrial sites.

Sidewalks are required on one side of the roadway unless a deviation is granted under WAC 479-12-500.

#### NEW SECTION

**WAC 479-12-231 Award criteria for the small city arterial program.** The board establishes the following criteria for use in evaluating small city arterial program grant applications:

- (1) Safety improvement - projects that address accident reduction, hazard elimination, and roadway deficiencies.
- (2) Pavement condition - replaces or rehabilitates street surfaces and structural deficiencies.
- (3) Local support - projects that improve network development and address community needs.

#### NEW SECTION

**WAC 479-12-241 Regions of the small city arterial program.** The board allocates small city arterial program funding across three regions to ensure statewide distribution of funds. The three regions are as follows:

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

#### NEW SECTION

**WAC 479-12-251 Funding distribution formula for the small city arterial program.** The statewide distribution of small city arterial program funds is allocated between regions according to

the following formula:

Region small city population divided by statewide small city population.

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

#### NEW SECTION

**WAC 479-12-261 Matching requirement for the small city arterial program.** There is no match requirement for cities with a population of five hundred or less. Cities with a population over five hundred must provide a minimum match of five percent of the total project cost.

#### NEW SECTION

**WAC 479-12-402 Sidewalk program subprograms.** In order to provide equity for project grant funding, the sidewalk program is divided into the urban sidewalk program and the small city sidewalk program.

#### NEW SECTION

**WAC 479-12-411 Who is eligible to receive sidewalk program funding.** Each of the subprograms has separate criteria for agency eligibility as follows:

- (1) Urban sidewalk program agency eligibility:
  - (a) Incorporated cities with a population of five thousand and over.
  - (b) Incorporated cities with a population less than five thousand which are located within a federally designated urban area.
  - (c) Counties with a federally designated urban area.
- (2) Small city sidewalk program agency eligibility:  
Incorporated cities with a population under five thousand.

NEW SECTION

**WAC 479-12-421 What projects are eligible for sidewalk program funding.** Minimum project requirements for each subprogram are as follows:

(1) Urban sidewalk program project eligibility:

(a) Must be on or related to a functionally classified route;  
and

(b) Primary purpose of the project is transportation and not recreation.

(2) Small city sidewalk program project eligibility:

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

(b) Primary purpose of the project is transportation and not recreation.

For both of the subprograms, TIB does not participate in the cost for right of way acquisitions.

For the urban sidewalk program, TIB does not provide funding increases.

NEW SECTION

**WAC 479-12-431 Award criteria for the sidewalk program.** The board establishes the following criteria for use in evaluating sidewalk program grant applications for both urban and small city sidewalk projects:

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

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

(a) Schools;

(b) Public buildings;

(c) Central business districts;

(d) Medical facilities;

(e) Activity centers;

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

(g) Transit facilities;

(h) Completes or extends existing sidewalks.

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

NEW SECTION

**WAC 479-12-441 Regions of the sidewalk program.** The board allocates sidewalk program funding across three regions to ensure statewide distribution of funds. The three regions are as follows:

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

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

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

NEW SECTION

**WAC 479-12-451 Distribution formula for the sidewalk program.** For the purpose of allocating funds, the sidewalk program is divided into two subprograms, the urban sidewalk program and the small city sidewalk program. The distribution formulas are as follows:

(1) Urban sidewalk program - the average of the ratios of region urban area population (RUP) divided by statewide urban population (SUP) plus region functionally classified lane miles within the urban area (RFC) divided by statewide functionally classified lane miles within urban areas (SFC).

The equation is as follows:

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

(2) Small city sidewalk program - region small city population divided by statewide small city population.

For either program, the board may adjust regional allocations by plus or minus five percent to fully fund the approved list of regional projects. When requested by the board, staff will update the regional allocations to ensure equitable distribution of funds.

NEW SECTION

**WAC 479-12-461 Matching requirement for the sidewalk program.**

The sidewalk program provides funding which will be matched by other funds as follows:

(1) The urban sidewalk program requires a match of at least twenty percent of total project costs.

(2) Small city sidewalk program matching rates are dependent on the city population as follows:

(a) Cities with a population of five hundred and below are not required to provide matching funds.

(b) Cities with a population over five hundred but less than five thousand, require a match of at least five percent of the total project costs.

NEW SECTION

**WAC 479-12-500 Sidewalk deviation authority for urban arterial program and small city arterial program.**

The transportation improvement board recognizes the need for pedestrian facilities on arterial roadways and has required that sidewalks be provided under the urban arterial program and small city arterial program. A sidewalk deviation may be requested by the lead agency and may be granted under the following authorities:

(1) The executive director has administrative authority to grant sidewalk deviations as follows:

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

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

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

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

(i) Route is signed to prohibit pedestrians; or

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

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

REPEALER

The following sections of the Washington Administrative Code are repealed:

WAC 479-12-008

Definitions.

WAC 479-12-100	Intent of the arterial improvement program.
WAC 479-12-110	Priority criteria for arterial improvement program projects.
WAC 479-12-120	Establishing regions for arterial improvement program.
WAC 479-12-130	Apportionment of funds to arterial improvement program regions.
WAC 479-12-140	Eligible arterial improvement program projects.
WAC 479-12-150	Matching ratios for arterial improvement program projects.
WAC 479-12-200	Intent of the small city program.
WAC 479-12-210	Priority criteria for small city program projects.
WAC 479-12-220	Establishing regions for small city program.
WAC 479-12-230	Apportionment of funds to small city program regions.
WAC 479-12-240	Eligible small city program projects.
WAC 479-12-250	Matching requirements for small city program projects.
WAC 479-12-300	Intent of the city hardship assistance program.
WAC 479-12-310	Priority criteria for city hardship assistance program projects.
WAC 479-12-340	Eligible city hardship assistance program agencies or streets.
WAC 479-12-350	Matching ratios for city hardship assistance program projects.
WAC 479-12-360	Allowable city hardship assistance program activities.
WAC 479-12-370	City hardship assistance program participation with other funds.
WAC 479-12-400	Intent of pedestrian safety and mobility program.
WAC 479-12-410	Priority criteria for pedestrian safety and mobility projects.
WAC 479-12-420	Establishing regions for the pedestrian safety and mobility program.
WAC 479-12-430	Apportionment of funds to pedestrian safety and mobility program regions.
WAC 479-12-440	Eligible pedestrian safety and mobility projects.

Chapter 479-14 WAC

~~((SUBMISSION OF PROPOSED))~~ TRANSPORTATION IMPROVEMENT ACCOUNT  
PROJECTS ~~((TO TRANSPORTATION IMPROVEMENT BOARD))~~

AMENDATORY SECTION (Amending WSR 99-24-038, filed 11/23/99,  
effective 12/24/99)

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

NEW SECTION

**WAC 479-14-006 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 phases is not  
considered a previously funded project.

NEW SECTION

**WAC 479-14-011 Program funded from the transportation  
improvement account.** The transportation improvement account funds  
the urban corridor program.

NEW SECTION

**WAC 479-14-111 Who is eligible to receive urban corridor program funding.** Eligible agencies are:

- (1) Counties that have an urban area;
- (2) Incorporated cities with a population of five thousand or more; and
- (3) Transportation benefit districts.

Generally, the eligible agency will be designated as the project lead. However, the executive director may designate another agency as lead in the best interest of project completion or for convenience to both parties.

NEW SECTION

**WAC 479-14-121 What projects are eligible for urban corridor program funding.** Eligible projects are:

- (1) Improvements on federally classified arterials; or
- (2) Within the urban growth area in counties which are in full compliance with Washington state's Growth Management Act.

Any urban street that is not functionally classified at the time of award must obtain functional classification prior to approval to expend board funds.

Sidewalks are required on both sides of the arterial unless a deviation is granted under WAC 479-14-200.

NEW SECTION

**WAC 479-14-131 Award criteria for the urban corridor program.**

The board establishes the following criteria for use in evaluating urban corridor program grant applications:

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

(2) Local support - demonstrates initiative to achieve full funding and project completion.

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

(4) Safety improvements - addresses accident reduction, elimination of roadway hazards, corrects roadway deficiencies, and eliminates railroad at-grade crossing.

(5) Mode accessibility - additions to or enhancements of high occupancy vehicle and nonmotorized transportation modes.

NEW SECTION

**WAC 479-14-141 Regions of the urban corridor program.** The board allocates urban corridor program funding across three regions to ensure statewide distribution of funds. The three regions are as follows:

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

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

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

NEW SECTION

**WAC 479-14-151 Funding distribution formula for the urban corridor program.** The statewide distribution of urban corridor program funds is allocated between regions according to the following formula:

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

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

2

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

NEW SECTION

**WAC 479-14-161 Matching requirement for the urban corridor program.** The urban corridor 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 ten percent of total project costs.

(b) If the city valuation is \$1.0 billion to \$2.5 billion, the rate is fifteen percent of total project costs.

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

(2) For counties:

(a) If the road levy valuation is under \$3.0 billion, the rate is ten percent of total project costs.

(b) If the road levy valuation is between \$3.0 billion to \$10.0 billion, the rate is fifteen percent of total project costs.

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

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

NEW SECTION

**WAC 479-14-200 Sidewalk deviation authorities for urban corridor program.** The board recognizes the need for pedestrian facilities on arterial roadways and has required that sidewalks be provided under the urban corridor program. A sidewalk deviation may be requested by the lead agency and may be granted under the following authorities:

(1) The executive director has administrative authority to grant sidewalk deviations as follows:

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

(b) On both sides of a designated limited access facility if:

(i) Route is signed to prohibit pedestrians; or

(ii) Pedestrian facilities are provided on an adjacent parallel route;

(c) On one side if the roadway is a frontage road immediately adjacent to a limited access route; or

(d) On one side if the roadway is immediately adjacent to a railroad or other facility considered dangerous to pedestrians.

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

REPEALER

The following sections of the Washington Administrative Code are repealed:

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

REPEALER

The following chapter of the Washington Administrative Code is repealed:

WAC 479-15-005	Purpose and authority.
WAC 479-15-008	Definitions.
WAC 479-15-010	Programs funded from the public transportation systems account.
WAC 479-15-100	Intent of the public transportation systems program.
WAC 479-15-110	Priority criteria for public transportation systems program.
WAC 479-15-120	Establishing regions for public transportation systems program.
WAC 479-15-130	Apportionment of funds to public transportation systems program regions.
WAC 479-15-140	Eligible public transportation systems program projects.

REPEALER

The following chapter of the Washington Administrative Code is repealed:

- |                |   |
|----------------|---|
| WAC 479-17-100 | Transportation Equity Act for the 21st Century or its successor acts, surface transportation program, statewide competitive program account--Eligibility. |
| WAC 479-17-200 | Transportation Equity Act for the 21st Century or its successor acts, statewide competitive program account--Criteria.                                    |
| WAC 479-17-300 | Transportation Equity Act for the 21st Century or its successor acts, enhancement program account--Eligibility.   |
| WAC 479-17-400 | Transportation Equity Act for the 21st Century or its successor acts, enhancement program account--Criteria.  |

REPEALER

The following chapter of the Washington Administrative Code is repealed:

WAC 479-510-450	Transportation Equity Act for the 21st Century or its successor acts, enhancement program account-- Eligibility.
WAC 479-510-460	Transportation Equity Act for the 21st Century or its successor acts, enhancement program account-- Criteria.

**Transportation Improvement Board**  
**May 18, 2007**  
**Port of Walla Walla/Regional Airport Terminal Building**  
**Walla Walla, Washington**

**MINUTES**

**TIB BOARD MEMBERS PRESENT**

Commissioner Leo Bowman, Chair  
Councilmember Jeanne Burbidge, Vice Chair  
Mr. Todd Coleman  
Mr. Mark Freiberger  
Councilmember Bill Ganley  
Ms. Doreen Marchione  
Mr. Dick McKinley

Mr. Dave Nelson  
Commissioner Greg Partch  
Ms. Robin Rettew  
Mr. Harold Taniguchi  
Mr. Jay Weber  
Mr. Ralph Wessels

**TIB STAFF**

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

**TIB BOARD MEMBERS NOT PRESENT**

Ms. Kathleen Davis\*                      Councilmember Neil McClure\*  
Councilmember Calvin Goings              Ms. Heidi Stamm\*  
Ms. Paula Hammond\*                      Mr. Steve Thomsen

\* Member was present at the Thursday, May 17 meeting.

**CALL TO ORDER**

Chair Bowman called the meeting to order at 8:31 AM.

**GENERAL MATTERS**

**A. Approval of March 23, 2007 Minutes**

**MOTION:** It was moved by Mr. Coleman with a second from Mr. Freiberger to approve the minutes of the May 18, 2007 Board meeting as printed. Motion carried unanimously.

**B. Communications** – Steve Gorcester referred the Board to the newspaper articles in the board packet. He specifically noted three articles regarding the bid approval for the Ferndale roundabout. He also distributed a copy of an article in *The Columbian* about development in the Swift area and the route jurisdiction transfer request from Skamania County. Additionally, Steve stated his appreciation to the community of Walla Walla for their funding efforts toward Myra Road and mentioned an article in yesterday's *Walla Walla Union Bulletin* about that project.

**NON-ACTION ITEMS**

**A. Chair's Report** – Chair Bowman thanked the Board for giving him the opportunity to chair this Board and noted that it is one of the better Boards in which to participate. His term as chair ends on June 30, 2007.

**B. Executive Director's Report**

Steve Gorcester reported on the following:

- The CHAP retention bill passed through the Legislature under SSB 5483 and provides about \$4.5 million in appropriation for the 2007-09 biennia for the Small City Preservation Program.
- A sentence was added to WAC 479-12-121 stating, "*Any urban street that is not functionally classified at the time of award must obtain functional classification prior to approval to expend board funds.*" The Board agreed to this addition.
- Funding workshops are scheduled for June, with dates and locations posted on TIB's website.
- TIB and FMSIB coordinated efforts to schedule local agencies with BNSF at the APWA Conference in April. Fourteen agencies took advantage of this, and due to its success, BNSF is now scheduling consultations every two months; the next consultations meeting is on June 14. TIB and FMSIB will continue to hold meetings with local agencies and BNSF in conjunction with the APWA conferences.

- Much of the potential increase demand is not coming to fruition. At this time, only \$1.7 million has been brought forward in administrative authority increase requests. This is due to local agencies taking greater responsibility as in the case of Myra Rd. in Walla Walla. Because of this, the bonding authority will not be needed for this fiscal year.

**C. Financial Report**

Theresa Anderson reported that there are currently 374 active projects. The remaining commitment totals \$363 million.

The fund balance in the TIA is \$4.4 million, with outstanding payments for that account at \$859,000. In the UATA, the fund balance is at \$14 million, with outstanding payments of \$1.6 million. This is the first time in six years that the dollar amount for the outstanding payments has been this low.

TIB will end the biennium with \$400,000 of remaining operating appropriation. As of April in the UATA, there was \$97 million in expenditures with revenue at \$106 million. The biennium should end with a \$10 million fund balance in this account, which is on target. There is about a \$500,000 difference between expenditures and revenue in the TIA, with revenue at \$90.9 million and expenditures at \$90.4 million. The biennium should end with this account having a fund balance between \$4 million to \$5 million. The SCPP has only expended \$859,000 of the \$2 million revenue.

**D. Project Activity Report**

Greg Armstrong reported that a total of 66 projects had activities during the past two months. Of the 66 projects actions, 25 were bid awards, 13 were going to construction or in design, and 26 were close outs with two withdrawn projects. The SCPP, SP, SCAP, and UAP ended this reporting period with minor increases. There was a significant surplus in the UCP. All of these activities resulted in a net decrease of \$2,688,340 in TIB obligations.

**ACTION ITEMS**

- A. Town of Cusick: 4<sup>th</sup> and Winchester Sidewalk Increase Request** – The Town of Cusick is requesting a \$77,955 increase for the sidewalk project that provides pedestrian access from the school at Monumental and 4<sup>th</sup> West to the grocery store on SR-20. Without the increase, the town would have to eliminate segments of sidewalk along 1<sup>st</sup> and 3<sup>rd</sup> Avenues or re-advertise.

**MOTION:** It was moved by Mr. Freiburger with a second from Commissioner Partch to approve a \$77,955 increase, bringing the total TIB cost to \$177,955 in Sidewalk Program funds. Motion carried unanimously.

- B. City of Omak: Ross Canyon Road Increase Request** – The city is requesting a \$258,802 increase to realign the intersection at Riverside Dr. and Ross Canyon Rd., which would allow future signalization by WSDOT. The intersection did not currently meet traffic signal warrants and the original design did not meet minimum standards for intersection geometry and truck turning movements. Changes to make these adjustments required right-of-way acquisition and additional costs to build the realigned roadway.

**MOTION:** It was moved by Mr. Nelson with a second from Mr. McKinley to approve an increase of \$258,802, bringing the total TIB cost to \$688,802 in SCAP funds. Motion carried unanimously.

- C. City of Colville: Railroad Street Increase Request** – The city is requesting an increase of \$387,187 because of rising costs of asphalt/concrete and skilled labor. Railroad Street provides a bypass for SR-395, removing truck traffic from the central business district, which is critical to the revitalization of downtown Colville. This increase completes the final stage in the SR-395 truck bypass corridor.

**MOTION:** It was moved by Commissioner Partch with a second from Mr. Coleman to approve an increase of \$378,187, bringing the total TIB cost to \$1,617,430 in UAP funds. Motion carried with one abstention from Mr. Freiburger.

**D. Skamania County USFS Road 90: Preliminary Finding** – At the March 23, 2007 meeting, the Board appointed an ad hoc committee to review the route jurisdiction transfer criteria set forth in WACs. The following members were appointed:

- Councilmember Jeanne Burbidge, Federal Way
- Councilmember Bill Ganley, Battle Ground
- Commissioner Leo Bowman, Benton County
- Commissioner Greg Partch, Whitman County
- Paula Hammond, WSDOT
- Todd Coleman, Port of Vancouver

TIB staff prepared an analysis of the criteria and the committee met twice to review the analysis to make their determination in the Preliminary Finding.

**MOTION:** It was moved by Ms. Marchione with a second by Mr. Wessels to release the Preliminary Finding that the jurisdiction of USFS Road 90, Curley Creek Road, and Wind River Highway, between SR 503 and SR 14 remain with Skamania County.

There was a concern expressed that the Preliminary Finding should not be released and should be based on comments received by the public at the public hearing. After lengthy discussion, it was agreed that the Preliminary Finding was an analysis of the criteria set forth in WACs and the Preliminary Finding is what the public would comment on at the public hearing.

There was a question on who was releasing the finding; the Board or the ad hoc committee. Additionally, there was concern that the finding results should not be listed in the motion, but rather the motion only needed to release the finding for public comment. A call for an amended motion was made.

**AMENDED MOTION:** It was moved by Councilmember Ganley with a second by Commissioner Partch to amend the motion to state: Release the Preliminary Finding of the ad hoc committee on the Route Jurisdiction Transfer request of USFS Road 90, Curley Creek Road, and Wind River Highway, between SR 503 and SR 14, for public comment. Motion carried unanimously.

**E. SSCP Supplemental Project Selection** – At the March 23, 2007 meeting, the Board authorized a supplemental call for the Small City Preservation Program (SCPP) for projects that could be constructed during summer 2007, contingent on the passage of SSB 5483. This bill was signed into law on April 20, 2007, and a call was put out immediately following.

Of the 175 small cities, TIB received 26 applications with a recommendation to fund 19 of the agency requests. A list of the 19 funded requests totaling \$866,600 was included in the Board packet. Fifteen percent of the available funding will be held back for potential administrative increases.

**MOTION:** It was moved by Mr. McKinley with a second from Mr. Weber to authorize the SSCP supplemental project selection of \$866,600 to fund 19 projects. Motion carried unanimously.

**F. Preliminary Program Size/Schedule (Nov. Projects Selection)** – Steve Gorcester presented the preliminary program size and schedule for the November 2007 project awards. He noted that this is the 6<sup>th</sup> consecutive year that TIB has been able to offer funding in all of the programs. Additionally, he mentioned incorporating a sustainability plan into future programs, offering between \$500,000 and \$1 million per year.

The following is only a guideline constituting a call for projects, with the actual size approved at the November meeting with the adoption of the Priority Array.

The recommended program schedule is:

Date	Milestone
June 1, 2007	Call for projects announced
June 4 – 21, 2007	Funding workshops scheduled across the state

August 31, 2007	Deadline for applications to be received or postmarked
Sept. – Oct. 2007	Application evaluation and field reviews
Nov. 16, 2007	Board selects projects at meeting in Tacoma

The recommended preliminary program size is:

<b>Transportation Improvement Account</b>	
Urban Corridor Program	\$25 million
<b>Urban Arterial Trust Account</b>	
Urban Arterial Program	\$30 million
Small City Arterial Program	\$ 9 million
Sidewalk Program	\$ 3 million
<b>Total UATA</b>	<b>\$42 million</b>
<b>Small City Pavement and Sidewalk Account</b>	
Small City Pavement Program	\$ 3 million
<b>TOTAL AWARD</b>	<b>\$70 million</b>

**MOTION:** It was moved by Mr. Nelson with a second from Ms. Marchione to approve the call for projects schedule and proposed November 2007 program size as presented. Motion carried unanimously.

- G. Proposed Criteria Approval** – The Board reviewed proposed criteria changes at the March 23, 2007 meeting. These proposed changes were sent out for public comment with the results presented during this meeting and listed in the Board packet.

**MOTION:** It was moved by Mr. McKinley with a second from Mr. Weber to adopt the proposed criteria changes as presented for the November 2007 call for project funding cycle.

- H. Election of Board Chair/Vice Chair** – The Chair and Vice Chair of the TIB are elected every two years by the members of the Board. Both are selected from among the six elected officials serving on the Board, and one is to be a county official and one a city official, as stated in the TIB Bylaws, Article II, Sections 1a and 1c. The Chair traditionally alternates between a county and city representative.

**MOTION:** It was moved by Chair Bowman with a second from Councilmember Ganley to elect Councilmember Jeanne Burbidge as Chair for FY 2007-09. Motion carried unanimously.

**MOTION:** It was moved by Mr. Taniguchi with a second from Mr. Weber to elect Commissioner Greg Partch as Vice Chair for FY 2007-09. Motion carried unanimously.

#### **FUTURE MEETING**

The next TIB meeting will be held on July 26-27, 2007 in Port Angeles. A meeting notice for this will be sent out on July 6, 2007.

#### **ADJOURNMENT**

The meeting adjourned at 10:07 AM.

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## Court Street expansion project starts today

*This story was published Monday, May 14th, 2007*

JOE CHAPMAN HERALD STAFF WRITER

Construction to widen Court Street and install pedestrian walkways between Roads 68 and 84 in Pasco starts today.

During the \$1.3 million project, daytime traffic will be detoured onto Argent Road and Road 100. Area residents will be able to drive to their homes through the construction zone. Court Street will reopen each evening, but the city encourages motorists to use the detour route.

The three-month project is the first phase of a two-year plan to improve Court Street all the way to Road 100. The second part should begin next spring, City Engineer Michael McShane said.

Work will include tearing out and rebuilding the existing roadway. Lanes and shoulders will be widened and a turn lane installed. The project will improve traffic flow, allow easier access from side streets and replace the paving, McShane said.

"Anything that can widen the road out provides for safer driving and an easier thoroughfare," he said. "With the narrower lanes, anyone trying to turn left tends to back traffic up."

New pedestrian pathways on both sides of the street will be paid for with a \$282,000 state Transportation Improvement Board grant.

Area residents already are familiar with traffic delays on West Court Street. In recent weeks, work to install a sewer line required crews to limit traffic to one lane.

Aurora Mendoza, 53, who lives in the 8200 block of West Ruby Street, said she doesn't mind. The road needs work because it bounces her Geo when she drives on it, she said through her daughter, Carina, 12, who translated.

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Article published May 16, 2007

## Traffic issues swirl around Upper Sims Way project in PT

By Jeff Chew

Peninsula Daily News

PORT TOWNSEND - The city's main entrance, Sims Way - accident-prone and reaching its vehicle-handling capacity - is caught in a traffic jam of differing viewpoints.

Such was the case at a City Council workshop at City Hall that lasted until 10 p.m. Monday, in a meeting where some 20 business owners spoke their minds and which Mayor Mark Welch called "long and intense."

The major questions remaining at the forefront of the controversy: Roundabouts or traffic signals at the Sims/Howard and Sims/Thomas Street intersections? **Roundabout test**  
The presentation included a video of a roundabout test conducted by city planners at Fort Worden State Park.

In that test, the city's ladder truck was successfully driven around a pylon-lined traffic circle the same size as those planned on Upper Sims.

Council members Frank Benskin and Laurie Medicott, members of the council's Public Safety Committee, asked why they were not invited to the roundabout test.

City Planning Director Rick Sepler said the test had to be set up too quickly to invite council members. All would have had to be invited under the state open meetings law, he said.

Also shown was a video of large vehicles, including long semi-trucks, successfully using the roundabout at the corner of River Road and West Washington Street in Sequim.

Scott Sawyer, city-contracted traffic consultant with W&H Pacific, discussed aerial photos of Sims between Howard and Thomas with proposed traffic changes boldly shown in yellow.

"Overall, they do a better job of moving traffic," Sawyer said of roundabouts, adding that they created a "free-flowing system."

Vicki Steigner, assistant transportation planning manager with the state Department of Transportation, said the 75 crashes reported from Jan. 1, 2003, to Dec. 31, 2006, on Upper Sims Way were considered to be "higher than average."

Many bicycle and pedestrian advocates, including recently resigned Councilman Scott Walker, said roundabouts were safer than signals because they allowed for an island where pedestrians could stop in the middle of the street to wait for traffic to pass. **Limited turn**

**lanes**

Sawyer also discussed an idea opposed by some Upper Sims business owners: Traffic-blocking medians with left-turn lanes limited to Cliff and McPherson streets.

"These people are struggling to make a living and now they're going to have half their income cut off," Ken Kelly said Tuesday, standing in front of his Upper Sims business at Thomas Street, Vintage Hardware, and gesturing to businesses on the south side of Upper Sims.

Kelly on Monday night told the council he had "several reasons to be angry and upset."

"Everything here is anti-business," Kelly said.

"Everything here is anti-gateway community."

A proposed roundabout will come within about 20 feet of his store's front door.

That is partly why he believes his business is threatened by the roundabout proposed at Thomas Street.

Several Upper Sims business owners weighed in, urging that left-turn lanes remain in the middle of Sims between Howard and McPherson. **Favor traffic signals**  
They widely supported traffic signals over roundabouts.

Saying Sims was already wide enough, some even recommended left turn lanes be placed at McPherson and other busy Sims intersections.

"It's our businesses. It's our livelihood," said Vi Koenig, whose husband, Bob, built P.T. Laundromat and Car Wash at the corner of Upper Sims and McPherson 24 years ago.

Earlier this year, Vi Koenig presented a petition to the city with 1,085 signatures opposing Upper Sims roundabouts and blocking traffic medians.

David McCulloch, Port Townsend Bicycle Association advocate, called roundabouts "pedestrian friendly," saying, "You only look in one direction when you cross the street."

He said traffic signals created wide crossings in the road for pedestrians.

Jim Boyer, a property owner between Sixth and Seventh streets at Thomas, said that as a cyclist, he found roundabouts to be good only for low flows of traffic.

"With the life expectancy of roundabouts being 12 years, so then what?" Boyer asked.

Real estate businesswoman Shirley Rudolph urged the city to complete development of Howard Street to help get cars off Upper Sims Way.

Mary Norwood, a Wilson Street resident who said she has lived off Upper Sims for 50 years, said she believes that roundabouts would increase traffic flow to the point that she would not be able to drive onto Sims.

Le Hornbeck, owner of PT Computers in the Castle Hill Shopping Center off Upper Sims, said he felt the city's approach to Upper Sims was limited and that he was uncertain how pedestrians would be handled.

Planning Director Sepler said one thing was certain, sidewalks and bicycle access would be part of the project.

"There are no plans to transfer truckloads to any other road," Sepler said, responding to business owners' complaints that the city was trying to move commercial truck deliveries off Upper Sims to other roads such as Discovery Road.

The city in November 2006 was awarded a \$2.1 million state Transportation Improvement Board grant for the Upper Sims project.

The project would widen the roadway and provide left turn lanes, bicycle lanes and sidewalks, state officials said.

The grant is intended to go toward Sims traffic improvements between McPherson and Howard streets, but does not include the Howard intersection of Sims, City Manager David Timmons then said.

The council is expected to meet June 18 for a follow-up meeting on Upper Sims. A prior council workshop on the matter is expected to be scheduled before then. \_\_\_\_\_  
Port Townsend/Jefferson County Editor Jeff Chew can be reached at 360-385-2335 or [jeff.chew@peninsuladailynews.com](mailto:jeff.chew@peninsuladailynews.com).

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Article published Jun 18, 2007

## PT to decide traffic options for Sims Way

By Jeff Chew, Peninsula Daily News

PORT TOWNSEND - The City Council is expected to pave the first intersection control policy on Upper Sims Way - roundabouts or traffic lights - when it meets today.

The council will convene a public hearing at 6:30 p.m. at Port Townsend High School Auditorium, 1500 Van Ness St., a move from its City Hall chambers to handle an expected overflow crowd.

The hearing and council deliberations, with action expected to follow, will be after a 5:30 p.m. open house at the same location, where staff and consultants will be on hand to answer public inquiries.

The council is considering three options: Roundabouts at Howard and Thomas streets; traffic signals at Howard and Thomas streets; or a signal or roundabout at Howard and a continuous turn lane down Sims Way.

"It's not absolute, but it's my expectation that the council will make a decision," Mayor Mark Welch said on Friday. **One question**

"We're not talking about specific design elements now, not specific curb cut or medians," he said.

"Those would come in another phase. This is the first step, saying, 'Are we going to roundabouts, or are we going with traffic signals?'"

Welch said tonight's public hearing probably would be the last in a series, with no other public hearing until the fall when the consultants return with a final design based on the council's decision.

"We are not even close to a final design," Welch added.

Deputy Mayor Michelle Sandoval said she was supportive of either roundabouts or traffic signals.

"I certainly feel that it has become way too political," she said.

"It seems to me that traffic design is a little out of the scope of the council's expertise." **Entrance accident-prone**

One thing is clear: The city's main entrance is accident-prone and reaching its vehicle-handling capacity.

Vicki Steigner, assistant transportation planning manager with the state Department of Transportation, has told the City Council that said the 75 crashes reported from Jan. 1, 2003, to Dec. 31, 2006, on Upper Sims Way were considered to be "higher than average."

Another fact: Many business and property owners on Upper Sims are not happy with the roundabout concept, which is new to Port Townsend.

They also fear that a council decision to place elevated medians to prevent left turns on Sims would be devastating for their establishments.

"It doesn't seem like we're gaining any ground. It's almost like they're not listening at all," said PT Laundromat and Car Wash owner Bob Koenig, who has owned the business at Sims Way and McPherson Street for 24 years.

"If we have a roundabout, it won't create breaks that are needed to cause vehicles to go in and out of businesses," said Koenig, who along with his wife, Vi, circulated a petition against roundabouts, gathering more than 1,100 signatures of business owners and residents.

Koenig contends that motorists are not going to be willing to make a U-turn in a roundabout to come back around to his business.

Koenig said, for example, if a motorist is headed out of town and wants to go to his laundromat, the driver can't turn left at McPherson to reach his parking lot.

Instead, he believes motorists will be forced to go out of their way on back-streets to get to his business, which will discourage his trade.

"A stoplight at Hancock and Howard - to us, that would work better than having one at Thomas," he said.

Koenig also predicts traffic backups if a roundabout is built at Howard and Sims.

"You think they are lined up now, wait until they put in that roundabout," he said, saying traffic would be more backed up from the state Highway 20-Mill and Discovery Road traffic light intersection uphill to Howard.

The Koenigs said they will definitely attend Monday's meeting.

Sawyer, city-contracted traffic consultant with W&H Pacific, has said roundabouts move traffic better than other configurations, creating a "free-flowing system."

Welch said a resolution has been prepared which, if approved, would provide policy direction for intersection controls and direct staff on the next steps.

Those steps are to continue with design work, based on policy direction on intersection controls and project objectives, and bring back to council a proposed construction schedule.

The council met for workshops May 14 and June 4 to discuss the options.

The city in November 2006 was awarded a \$2.1 million state Transportation Improvement Board grant for the Upper Sims project.

The project would widen the road and provide left turn lanes, bicycle lanes and sidewalks, state officials said.

The grant is intended for Sims traffic improvements between McPherson and Howard streets, but does not include the Howard intersection of Sims, City Manager David Timmons then said.

Consultant Scott Sawyer has said that the roundabout options and traffic lights could cost about \$5 million each, but these are not final figures.

Because those costs exceed available funding, the resolution directs staff to come up with options for construction phasing.

Port Townsend-Jefferson County Editor Jeff Chew can be reached at 360-385-2335 or [jeff.chew@peninsuladailynews.com](mailto:jeff.chew@peninsuladailynews.com).

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Thursday

May 17, 2007

# WALLA WALLA UNION-BULLETIN

Bringing the valley home to you since 1869.

50 cents

## Myra road project put out for bid

Officials worry bids could be driven higher by construction demand.

By ANDY PORTER  
of the Union-Bulletin

A legal ad published today marks a new milestone in the Myra Road extension project.

The advertisement, calling for bids brings the project one step closer to becoming a reality after decades of discussion as well as meeting a deadline for a major part of its funding.

Proposed as early as 1968, the project will extend Myra Road from Rose Street to U.S. Highway 12 to create a new route between the highway and State Route 125.

Walla Walla Public Works Director Randy Glaeser said the county, which is the lead agency on the project, recently got the go-ahead from state officials to call for bids.

he added.

Because construction season is under way, county and city officials have expressed worries that bids may be too high. But, Glaeser said, "We feel fairly confident bids will come in reasonably close to our estimate."

However, if bids come in significantly over the estimate and funding becomes an issue, the project partners will need to decide if and how to proceed, he said.

There are also concerns that some last-minute crisis could erupt, Glaeser said.

"We've had a number of unanticipated issues pop up over the past few months and I'm almost waiting to see what happens next," he wrote. "I think we'll be fine, but you never know."

Andy Porter can be reached at [aporter@ubnet.com](mailto:aporter@ubnet.com) or 525-3300, ext. 282.

### FUNDING SOURCES

- Transportation Improvement Board—\$7.92 million.
- Freight Mobility Strategic Investment Board—\$4.23 million.
- Cities-County—\$5 million.
- Valley Transit, Port of Walla

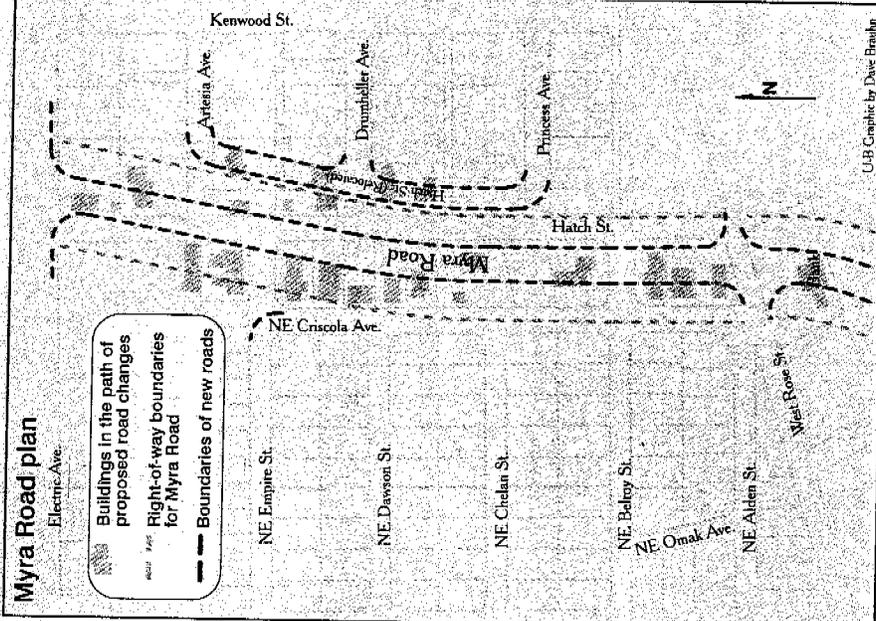
### PROJECT PARTNERS

- Walla Walla County, city of College Place, city of Walla Walla, Valley Transit, Port of Walla Walla and Washington state Department of Transportation.

Walla—\$130,000

Freight mobility board policy requires projects with FMSIB grants to enter the construction phase within 12 months of having the money authorized. The deadline for the Myra Road project is July 1.

"To eliminate any potential hiccups with FMSIB, we need to actually award a contract by the end of June—that will officially move us into the construction phase per (their) requirements," Glaeser said. "I think we're in good shape provided we get no big surprises at the bid opening,



UB Graphic by Dave Braith

# The Seattle Times

seattletimes.com

Monday, May 21, 2007 - 12:00 AM

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## Close-up Federal highway fund could run dry in two years

By Jim Abrams  
The Associated Press

WASHINGTON -- A cash crunch is fast approaching for the government trust fund that pays to build and repair highways and bridges.

The federal tax on a gallon of gas has not risen in 14 years, and Congress is reluctant to increase it. People are demanding more fuel-efficient vehicles -- less gasoline used, fewer dollars for the fund.

States already are looking for other places for road-building money -- toll-road and consumption-based sales taxes, for example. They worry that the fund's looming shortage could hurt their efforts to address traffic congestion, as well as environmental and safety problems caused by inadequate roads.

The situation can only get worse in 2009, when revenues for the Federal Highway Trust Fund are expected to begin falling short of planned federal spending.

The fund provides the overwhelming bulk of federal dollars spent on highways. It gets its money mainly from the 18.4-cents-a-gallon excise tax that drivers pay at the pump.

With self-service regular now topping \$3 a gallon nationwide, there is concern the price will reach a point at which people will get serious about cutting back on driving -- sending less money into the fund. Fuel-tax receipts dipped last summer when there was a spike in pump prices.

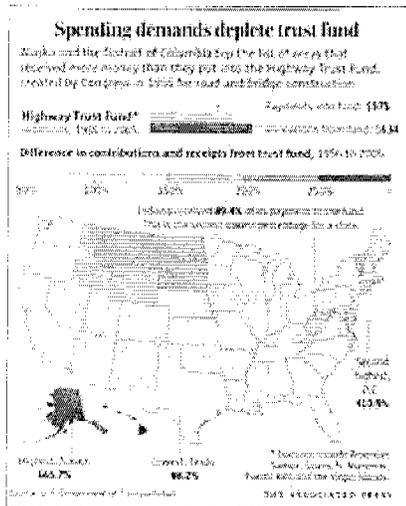
### Turning elsewhere

About 45 percent of all highway spending comes from the trust fund. With less money available from the fund, states must turn elsewhere for money to expand their highways and fill their potholes. That prospect is making lots of people unhappy.



KEVIN M. COX / AP

Robert Smith fills up his boat with gasoline at an Exxon station before a fishing trip with his son Friday in Texas City, Texas. The federal tax on a gallon of gas has not increased in 14 years, which could cause a deficit in the Federal Highway Trust Fund.



- Indiana, facing a \$1.8 billion gap in money needed for road improvements, negotiated a \$3.85 billion deal with an Australian-Spanish consortium to lease and operate the Indiana Turnpike for 75 years. Voters expressed their displeasure, electing Democrats to replace a Republican-run House that signed off on the deal.
- In Florida, with federal aid declining, more than 90 percent of new roads since the early 1990s have been toll roads, state Transportation Department spokesman Dick Kane said.
- Washington state gasoline taxes were raised by 14.5 cents over a five-year period to pay for road projects.
- In California, voters decided to borrow the money, approving bond issues totaling \$19.9 billion to be used for highway and transit projects over the next 10 years.
- Georgia increased its construction program from \$911 million to \$2 billion, largely through a sales tax on gasoline that rises with fuel prices, unlike the frozen federal levy.

The American Association of State Highway and Transportation Officials (AASHTO) says at least six states have adopted variable fuel taxes that are pegged to inflation.

- Oregon is experimenting with a voluntary system where drivers pay a user fee based on miles driven rather than gas consumed. Some environmentalists say this approach negates the benefits of buying fuel-efficient cars.
- Texas, Virginia and Minnesota are among states that have built or are building high-occupancy toll lanes where drivers can pay to have a congestion-free path before them.

With the population of Texas increasing by about 1,000 people a day, "we as a state don't really feel like we have an option to shelve projects or sit on our hands as the problems with the highway trust fund loom larger and come closer on the horizon," said Christopher Lippincott, a Texas Transportation Department spokesman.

Revenues from tolls, bonds, federal loans and local contributions allowed most of a new turnpike around Austin to be completed more than 20 years sooner than if the state had relied solely on state and federal taxes.

The Texas Legislature is trying to satisfy concerns of Gov. Rick Perry over a bill that includes a two-year freeze on most new privately financed toll roads. The freeze reflects opposition to the Trans Texas Corridor, a combined toll road and rail system from Mexico to the Oklahoma line.

### **Tax-averse**

Of the 18.4 cents a gallon in federal excise taxes, about 15.44 cents goes to the highway trust fund, 2.86 cents to mass-transit programs and 0.1 cent to a fund for repairing leaking underground storage tanks. The tax on diesel fuel is slightly higher.

Close to two-thirds of the trust fund's \$40 billion in receipts last year came from the gasoline tax.

When Congress created the highway trust fund in 1956, gasoline cost only 30 cents a gallon and the excise tax on it was just 3 cents. As gasoline prices rose, so did the tax. But a tax-averse Congress has kept it at 18.4 cents a gallon since 1993, when gasoline prices were about \$1.10 a gallon.

Two years ago, lawmakers proposed a 4-cent-per-gallon boost in the fuel tax to finance a \$375 billion highway bill. They backed off when President Bush pledged to veto any road legislation with a tax increase. In the end, the spending plan came to \$286 billion.

At the end of 2000, the highway trust fund had a balance of almost \$23 billion. By the end of 2006, that balance had fallen to \$9 billion.

The Congressional Budget Office predicts the fund will run a deficit of \$1.7 billion at the end of 2009 and \$8.1 billion by the end of 2010, when the current highway program expires and Congress will write a new one.

"This crisis will be thrown in their lap right as they are rewriting the program," said Jeff Shoaf, senior executive director of Associated General Contractors of America.

Because investment in new projects is spread over a number of years, every dollar of shortfall translates into a \$4 drop in highway spending, he said.

Thus in 2010, the government will have only \$20 billion to invest on highways, half the current spending level and less than one-third of the \$70 billion that Shoaf said is needed for real road improvements.

"A drastic cut in federal highway and transit funding will result unless Congress steps in," John Horsley, AASHTO executive director, said in a report.

Horsley's group said the fuel tax would have to be increased by 10 cents per gallon through 2015 to restore the purchasing power of the program.

The Senate Finance Committee is looking into temporary ways to refinance the trust fund, including redirecting some transportation-related taxes that now go into the government's general account and clamping down on gas-tax fraud. A Transportation Department commission also plans to issue recommendations by the end of this year.

By the middle of the next decade, the highway trust fund will be providing \$100 billion to \$150 billion below real needs for building highways and bridges, predicted Rep. Peter DeFazio, chairman of the House Transportation and Infrastructure subcommittee on highways and transit.

"In the long run we've either got to admit we are going to underinvest and accept more gridlock and congestion" or find new revenue sources, said DeFazio, D-Ore.

What is clear to him is that raising taxes of any kind for the highway trust fund is possible only if people are convinced that more spending will mean less congestion, safer roads and a cleaner environment.

The public will not support new taxes "just to throw money in the maw of the federal government," DeFazio said.

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ceremony. The Masonic Grand

as now contemplated, it will  
*WHITMAN CO. GAZETTE, MAY 24, 2007*

## Partch named to number two seat on state transport board

County Commissioner Greg Partch was elected vice chair of the state Transportation Improvement Board (TIB) at its meeting last week in Walla Walla.

Federal Way Councilmember Jeanne Burbridge was named chair of the TIB for 2007 at the Walla Walla meeting.

The TIB awards grants from state funds for local governments to undertake transportation projects. In 2006 the TIB awarded just over \$75.2 million for 130 projects in towns throughout the state.

"Some of these projects, there's no way they could get done without state funding," said Partch. "I know first hand the difference TIB makes in Washington's cities and counties."

Last year, LaCrosse finished an overlay of North Main and A Streets with \$350,000 in TIB funds. The project widened and smoothed the lanes and extended sidewalks and curbs along the street.

The TIB also granted funding for Colfax's Mill Street reconstruction and for Palouse to rehabilitate Whitman Street. Oakesdale also received TIB funds to rebuild sidewalks leading to the school.

"This is one of the few government organizations that works quickly and effectively," said Partch. "TIB works as fast as the money comes in."

Partch's hometown of Garfield was also awarded roughly \$46,000 in supplemental funding to overlay streets in town from the City Hardship Assistance Program at the Walla Walla meeting.

Funding for the TIB comes from 3 cents of the state's gas tax, pulling in approximately \$100 million each year. More than \$1 billion in funding has gone through the TIB since its inception in 1991, \$11.6 million of that dedicated to projects in Whitman County.

Election to the position means Partch will chair the TIB next year. The chair and vice chair slots are appointed biennially, with the vice chair becoming the chair in the second year of the term, and vice versa.

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WEDNESDAY MAY 30, 2007 Last modified: Tuesday, May 29, 2007 2:06 PM PDT

## Federal Way councilmember Jeanne Burbidge elected chair of state Transportation Improvement board

No stranger to traffic, Burbidge will head state organization to improve roads

Federal Way City Councilmember Jeanne Burbidge was elected as chair of the Washington State Transportation Improvement Board at its meeting in Walla Walla last week.



Jeanne Burbidge

The Secretary of Transportation originally appointed Burbidge to the Board in February 2004 after her nomination by the Association of Washington Cities.

The TIB provides grants to transportation projects submitted by local government statewide.

The Washington State Legislature created the TIB to foster state investment in quality local transportation projects.

Funds are awarded on a competitive basis, and usually require local financial participation. Typical projects address congestion, safety and the impacts of economic development.

TIB is funded by 3 cents of the state's gas tax representing more than \$100 million annually.

Since 1991, the Legislature has provided more than \$1 billion through the TIB program for urban highways and arterials, access to commercial areas, and small city street projects.

The 14-mile segment of Pacific Highway South from Tukwila to Federal Way is TIB's largest single corridor investment since its inception in 1965. TIB recently funded the final segment of the corridor in Federal Way.

"TIB encourages multi-jurisdictional cooperation, providing a competitive process to local governments through rating projects on the basis of sound technical criteria," said Burbidge.

"Many local projects across the state, including several in Federal Way, would not have happened without TIB."

Burbidge has been a Federal Way City Councilmember since 1997, and served as mayor from January 2002 through December 2003.

Locally and regionally, she is a member of the South County Area Transportation Board, the King County Metro Regional Transit Committee, the Joint Recommendations Committee of King County, and an alternate member of the Puget Sound Regional Council Transportation Policy Board. She also chairs the City's Parks, Recreation, Human Services and Public Safety Committee, and is a member of the Finance, Economic Development, and Regional Affairs Committee.

"I am humbled and honored to accept this position," noted Burbidge.

-- CLOSE WINDOW--

# JOURNAL OF BUSINESS

Serving Spokane & Kootenai Counties



Serving Spokane and Kootenai counties

Friday, June 1, 2007

Journal Of Business From Page One

The issue dated May 31, 2007

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## District goes well beyond Kendall Yards

[Printer-Friendly Version](#)

Tax-increment financing also will be available for neighborhood projects

By [Mike McLean](#)

The tax-increment financing district spawned by the planned Kendall Yards urban village could be the catalyst that helps fuel up to 18 city and county projects with an estimated cost of \$21 million that reach as far north as Cora Avenue.

While the Kendall Yards project is expected to receive the lion's share of tax-increment funds raised within the district over the 25 years it will be in effect, about \$2.5 million is anticipated for city and county projects outside of Kendall Yards, says Cody George, the city's economic development adviser.

That's just a fraction of the estimated total cost of the projects eligible to receive the funding, but George says the goal is to tie the \$2.5 million tax-increment dollars to grants or other funding.

"Tax-increment financing provides seed money for us to look at moving projects forward and leveraging other dollars," he says.

Rich Hadley, president and CEO of Greater Spokane Incorporated, says the tax-increment financing district will spur economic development that might not otherwise occur.

"The end result is the city will own the public improvements that stimulate economic development," he says. "That's what tax increment financing is for."

The city says other potential funding sources include community development block grants, state recreation grants from nonprofit organizations that support development of bike and walking trails, state Transportation Improvement Board funds, Spokane Transit Authority funds, and other money. The City Council precluded the use of community development funds in the Kendall Yards part of the district and also said that all property-tax increases used to offset the developer's cost of installing infrastructure there would have to be generated on property located within Kendall Yards.

The City Council recently approved the boundaries for the tax-increment financing district, which is called the West Central Increment Area and includes the 77-acre Kendall Yards area on the north bank of the Spokane River between Monroe Street and Summit Boulevard and an additional 740 acres in the West Central neighborhood.

The boundaries mostly contain roughly the area from the Spokane River north to Boone Avenue and from the intersection of Boone and Summit east to Washington Street. They also include an area to the north called the Maple-Ash Employment Center, which extends from Boone to Nora Avenue along the Maple-Ash corridor, and the Monroe Street corridor much farther north to Cora Avenue.

George says the city estimates that Marshall Chesrown's Coeur d'Alene-based Black Rock Development Inc. will be reimbursed by the city at least \$20 million over 25 years for public infrastructure the company builds within its Kendall Yards project. The reimbursement would come as property tax revenue rises from the properties served by the improvements. School levy money, however would flow to the schools. The Kendall Yards development is envisioned to have more than 2,600 living units and 1 million square feet of commercial space when it's fully developed.

In the portion of the tax-increment financing district that lies outside of Kendall Yards, tax-increment financing would allow the city or county to issue bonds or use other funding to subsidize improvements for which the two governmental units would be reimbursed from increases in property-tax revenue that results from the improvements.

The city has identified 14 projects with a total estimated cost of \$15.7 million that would be eligible for tax-increment funding, and the county has listed four eligible projects with an estimated cost of \$5.4 million.

Melissa Eadie, a city planner, says she's seen enough information to believe that investing public dollars attracts investment of private dollars. "But it's difficult to find those (public) dollars," she says.

She says the South Perry District, which lies roughly between Ninth and 11th avenues along South Perry Street, is an example of how funds were combined for public improvements, although that district didn't use tax-increment financing.

Following an initial neighborhood council commitment of \$200,000 obtained through a community development block grant, that project received another \$700,000 in local and federal funding for street lighting, sidewalk improvements, and other neighborhood enhancements. Those improvements already have helped spur economic growth in the South Perry District, Eadie says.

The South Perry District, like some of the project areas identified in the West Central Increment Area, was singled out in 2001 in the city's centers-and-corridors plan, Eadie says.

She says she's excited to see economic growth, not only in Kendall Yards, but in the neighborhoods surrounding it.

"Kendall Yards is like jet fuel sitting there," she says. "With Kendall Yards going on, there's going to be more activity in the West Central neighborhood. Let's capitalize on that."

The West Broadway Neighborhood Center is probably the furthest ahead of the centers-and-corridors proposals in the West Central Increment Area that will be eligible for tax-increment dollars, Eadie says.

Improvements proposed for that center include decorative sidewalks, trees, period lighting, permanent street furniture, bicycle routes, sidewalks, underground utilities, median construction, and infrastructure for a future streetcar route, all at an estimated cost of \$2.5 million, she says.

The neighborhood has a jump-start on funding, with a community development block grant of \$57,000 which it used to obtain another \$225,000 in federal transportation enhancement funds.

"Now, it has a chance of adding to that with TIF dollars," she says.

Eadie says she would like to see broader use of tax-increment financing as an economic-development tool.

"It needs to be used carefully and strategically," she cautions, however. "It's not a credit card. Washington state is conservative with TIF, and that's not all bad."

Other projects the city says are eligible for tax-increment financing include improvements along 1.5 miles of the Monroe corridor, between Boone and Cora, at a cost of \$3 million; streetscape improvements along Broadway and Mallon Avenue, between Monroe and Washington, at \$1.8 million; and such enhancements along Maple and Ash streets, between Broadway and Nora Avenue, at \$1.8 million.

Proposed streetscape improvements involve placement of trees, crosswalks, street furniture, lighting, sidewalks, bike and pedestrian paths, and, in some cases, underground utilities.

George says he expects the City Council to consider a resolution within the coming weeks that would prioritize the list of eligible projects.

County projects that would be eligible for tax-increment financing include facilities and improvements for parking around the County Courthouse, at an estimated cost of \$5 million.

Contact Mike McLean at (509) 344-1266 or via e-mail at [mikem@spokanejournal.com](mailto:mikem@spokanejournal.com).

# THE NORTHERN LIGHT

June 21 - 27, 2007

The Community Newspaper of Blaine and Birch Bay

FREE

## City celebrates Marine Drive completion

BY JACK KINTNER

City officials held a ribbon cutting ceremony on Monday to open a newly renovated half-mile section of Marine Drive.

The occasion marked the end of a two-year project that installed a 400,000-gallon wastewater storage tank underneath the roadway in addition to adding curbs, sidewalks and rain garden runoff gutters on the surface from Muholin Drive to the western end of the Blaine Marina.

City Manager Gary Tomsic led the festivities, saying "The marine Drive ribbon cutting ceremony not only represents the

successful completion of an important project but also the beginning of a series of major projects that will change Blaine in positive ways for years to come."

Yet to come is a new wastewater treatment facility on the north side of Marine Drive west of Marine Park, which will begin construction next year, in addition to a project to deal with what Tomsic called the gateway to Marine Drive, the short stretch of road that runs from Peace Portal Drive west to the project that begins just west of the railroad tracks.

The project was designed by TetraTe-  
(See **Drive**, page 2)

## Drive...

(continued from page 1)

ch/KCM of Seattle and was built by Blaine contractor Colacurcio Brothers Construction.

It was funded in part by grants from the state appointed transportation improvement board as well as with a low interest loan from public works trust fund.



# Nisqually VALLEY NEWS

Winner of the Washington Newspaper Publishers Association Better Newspaper Contest 2004 & 2006

**FRIDAY, JULY 6, 2007**

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## Sidewalks will be in by Round Up

New sidewalks in Rainier will be complete just in time for Rainier Round Up Day.

Pape & Sons construction, Inc. of Gig Harbor was unanimously awarded the bid last Tuesday by the Rainier City Council.

Their bid was the lowest at \$265,547.10, but was higher than engineering estimates by \$12,600, said Jon Hinton of engineering firm Gray and Osborne.

Total cost of the project is \$296,105, with about \$11,000 of that to be paid by the city. The rest was of the money came from development

fees, a Transportation Improvement Board grant, and a grant from the Thurston Regional Planning Council's rural community support program.

Also, chipping in more than \$13,000 was Puget Sound Energy, which has a substation that flanks the housing developments.

The new sidewalk will line one side of 133rd Street, down Centre Street, connects two housing developments, Annalese Heights and Rainier Heights to the downtown area.

"It's been a long time coming and is a great project," said Councilman Dennis McVey.

75 CENTS

July 4, 2007

Vol. 66 No. 27 (USPS 520-680)

# Work on north roundabout to begin later this month

BY KIM FRLAN  
 S-E Staff Reporter

The Colville City Council unanimously approved a bid of \$1,078,248.45 from Colville Construction for the completion of the truck route project from Fifth Avenue to US 395.

Work is scheduled to begin after the county has vacated their current location at Railroad Ave. and US 395 and moved to their new shop on Laundry Rd. across from the Colville Municipal Airport.

"The county started paving their new site today," said City Engineer Mark Freiberg at the June 26 city council meeting. "They are within a couple weeks of moving out there."

There was some concern expressed among council members that the price of asphalt has increased since last year. However, it was noted that Colville Construction's bid came in under the engineer's estimate. The local company was also awarded the bids on the two previous phases of the truck route project.

"This is a good bid for us," Mayor Dick Nichols stated. Major funding for the project came from a State Transportation Improvement Board (TIB) Urban Arterial Program grant, which is funded by state gasoline tax dollars. Other funding came from Federal SAPETEA-LU funds and local street funds.

"The TIB funds were vital to the completion of this project," Freiberg said.

Freiberg expects road construction to begin the week of July 23rd. The construction plan will allow traffic to continue to flow past the new roundabout site throughout the duration of the project, which is scheduled for completion by October 15. Traffic will continue to use the current truck route on Railroad Ave. during construction.

When completed, the new roundabout island will be more

**Continued on page 2**

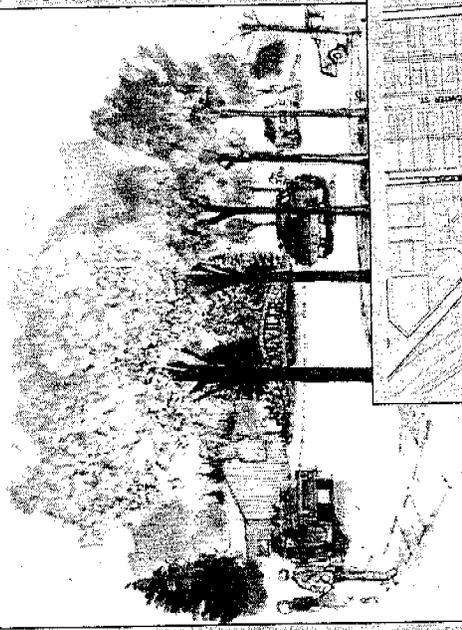
# Work on north roundabout to begin this summer

Continued from page 1

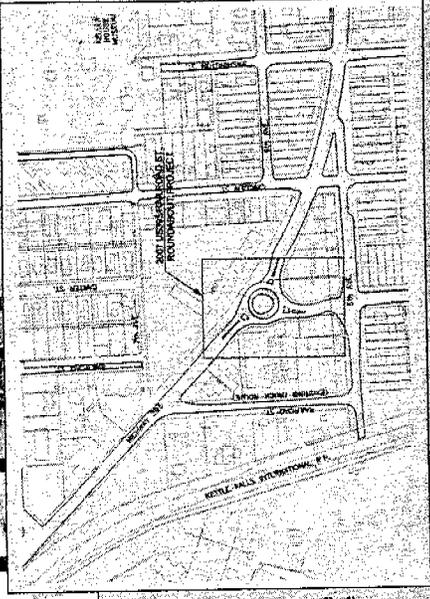
than twice the diameter of the first one on the south side of town, and will be more round. This design change was necessary to accommodate ingress and egress of large Department of Transportation vehicles at that location. The island will be landscaped and will also include a Colville sign, providing a north gateway into the city.

The truck route project began in 2000 with improvements to Wynne Street, which created a second arterial through town. Then the first roundabout on a Washington State highway was constructed to flow traffic onto Wynne and eventually onto the truck route. In 2005, truck route construction began from Hawthorne Ave. to First Street, including a stretch between the fairgrounds and the railroad tracks. In 2006, the truck route was extended from First to Fifth Avenues along the existing Railroad Street, and this year the final leg of the project will be completed from Fifth Ave. to Hwy 395, connecting the city street and the highway with a second roundabout.

"This will complete the Colville 2000 strategy of providing a route to take heavy traffic off Main Street," Freiberg said. "The truck route is functional now, but it doesn't work very well due to the stop intersection at Railroad and the highway. This final leg will allow easy transition back onto the highway at the north end."



An architect's conceptual drawing of the new roundabout that will be completed by October 15.



This map shows the exact location of the new roundabout.



## Delayed Projects Report July 27, 2007

### BACKGROUND

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

When project delays are the result of environmental issues, right-of-way issues, changes in funding partnerships, funding shortfalls, or the public involvement process, TIB staff attempt to aid the agency in advancing the project. Since the implementation of the delayed project process in 2002, the number of delayed projects reported to the Board has been reduced from 67 to 24 (see attached list). This year's list of delayed projects is down by 15 percent from last year.

Of the 24 delayed projects this year:

- 12 projects provided a schedule to the Board in September 2006
  - 5 have missed the scheduled date and need to appear before the Board in September for consideration of an extension
  - 7 have not yet reached the scheduled date
- 12 projects are being reported to the Board for the first time and will receive a letter from the Executive Director

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

### STATUS

The five agencies that have missed their scheduled dates are Everett, Fife, Lacey, Stanwood, and Tumwater.

- Everett will need to appear before the Board only if they miss their scheduled September 2007 ad date.
- Lacey will need to appear before the Board only if they miss their scheduled August ad date.
- Fife cannot proceed until their environmental permits are approved, which is scheduled for September 2007, with an anticipated spring 2008 ad date.

- Tumwater is completing a sewer contract prior to the start of the road project, but sewer work has been delayed due to high water table and they anticipate a spring 2008 ad date.
- The Stanwood project is likely to be withdrawn due to insufficient funds.

TIB staff will continue working with these agencies to establish expected performance dates and to schedule appearances before the Board at subsequent meetings.

**RECOMMENDATION**

No Board action is required at this time.

### Delayed Projects

Agency	Project Number	Funding Year	Current Phase	Project Name	Delay Stage	Total TIB Remaining Total
ILWACO	P-W-969(P03)-1	2006	Design	Brumbach Street - Spruce St to School St	1	100,000 87,232 157,113
KENT	P-P-106(P02)-1	2006	Design	East Valley Hwy - SR-167 to S 212 <sup>th</sup> St	1	150,000 150,000 346,370
KITSAP COUNTY	8-2-018(005)-1	2003	Design	Bethel Road - Crawford Lane SE to 350' n/o Lund Ave SE	1	1,728,000 1,276,000 4,320,000
LANGLEY	6-W-828(I04)-1	2005	Design	Camano Avenue Sidewalk - Sixth St to Sandy Point Rd	1	35,099 33,028 260,000
NORTH BEND	6-P-804(005)-1	2006	Design	North Bend Way - Cedar Falls Way Roundabout	1	500,000 419,610 1,262,715
RAYMOND	6-W-971(I06)-1	2003	Design	SR 101 Safety Upgrade Ocean Ave to Fowler St	1	31,200 31,200 231,111
SEATTLE	8-1-101(149)-1	2004	Design	14 <sup>th</sup> Avenue South - S Director St to S Dallas St	1	1,209,766 1,168,683 1,512,207
TACOMA	8-1-128(088)-1	2004	Design	South Tacoma Way Pine St to South 38th St	1	112,591 105,269 834,000
TWISP	6-E-886(N02)-1	2004	Design	Glover Street - Central Business District	1	175,000 175,000 175,000
UNIONTOWN	6-E-920(002)-1	2006	Design	Woodworth/St. Boniface/Church St - SR 195 to St. Boniface to SR 195	1	500,000 461,012 577,100
WHATCOM COUNTY	8-2-037(007)-1	2004	Design	Yew St Rd - Samish Way to Kingsmill Rd	1	1,721,000 1,660,478 2,160,000
YAKIMA COUNTY	8-4-039(022)-1	2004	Design	Selah Loop Road - E Goodlander Rd to Gore Rd	1	2,061,000 1,473,369 3,230,000
CARNATION	P-P-801(P04)-1	2004	Design	Tolt Avenue (SR 203) Morrison St to Entwistle St	2	100,000 100,000 143,835
DOUGLAS COUNTY	8-3-009(005)-1	2002	Design	North Baker Avenue - 15th St NE to 27th St NE	2	1,278,799 1,134,949 2,925,000
KING COUNTY	8-1-017(069)-1	2002	Design	Coal Creek Parkway Renton C/L to Newcastle C/L	2	3,196,000 2,296,056 4,670,000
LONG BEACH	6-W-970(004)-1	2005	Design	Boistad Street N - Pacific Ave (SR-103) to Washington Ave	2	214,360 214,360 240,850

Agency	Project Number	Funding Year	Current Phase	Project Name	Delay Stage	Total TIB Remaining Total
RENTON	8-1-017(069)-2	2002	Design	Duvall Avenue SR-900 to North City Limit	2	3,095,640 2,411,640 3,874,800
SEATTLE	9-P-101(018)-1	2001	Design	East Marginal Way Overpass - 300' South of S Idaho St to Spokane St	2	7,300,000 5,960,000 33,300,000
UNION GAP	9-E-181(002)-1	2001	Design	Valley Mall Boulevard Extension - South 3 <sup>rd</sup> Avenue to Washington Blvd	2	5,286,734 4,366,266 10,557,266
EVERETT	8-1-138(032)-1	2001	Design	Broadway & Beverly Blvd Intersection - SR 526 to Spokane St	3	500,000 456,417 1,384,928
FIFE	9-P-027(003)-1	1993	Design	Valley Avenue East - 70th Ave East to Freeman Rd	3	1,425,149 709,390 5,331,613
LACEY	8-5-197(021)-1	2002	Design	Sleater Kinney Road SE Sleater Kinney Rd to 450' east on 6th Ave	3	816,811 686,230 1,849,729
STANWOOD	P-P-823(P06)-1	2003	Design	267th St NW - Pioneer Hwy to 900' east	3	100,000 100,000 299,250
TUMWATER	8-5-196(005)-1	2001	Design	Littlerock Road - Trospen Rd to 73rd Ave (South City Limits)	3	2,497,359 2,153,704 3,815,200



# Washington State Transportation Improvement Board Project Activity Report

Reporting Period  
From 05/01/2007 to 06/30/2007

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
<b>SCAP Program</b>							
6-W-979(005)-1	CATHLAMET	Broadway Street	Bid Award	CN BA	431,498	114,848	Director
6-E-986(005)-1	COLFAX	Mill Street	Construction	CN	592,000	0	Director
6-E-924(004)-1	DAYTON	S Third Street	Construction	CN	585,820	0	Director
6-E-894(005)-1	DEER PARK	East C and D Streets	Audit	CC FV AD	597,654	35,663	Director
6-P-811(N04)-1	EATONVILLE	Center Street	Construction	DE CN	180,000	0	Director
6-E-895(N04)-1	FAIRFIELD	Citywide Chip Seal	Audit	FV AD	44,182	0	Director
6-E-940(003)-1	GRANGER	East E Street	Bid Award	CN BA	449,643	34,503	Director
6-E-931(003)-1	KITTITAS	Main Street	Bid Award	BA	1,098,406	125,000	Director
6-W-834(003)-1	LA CONNER	N 6th Street	Bid Award	CN BA	192,677	-1,323	Director
6-W-970(102)-1	LONG BEACH	Discovery Trail Phase 1	Audit	CC FV AD	23,881	-12,851	Director
6-E-944(104)-1	NACHES	South Naches Road	Audit	CC FV AD	34,316	872	Director
6-E-892(002)-1	NEWPORT	Callispel Avenue	Bid Award	BA	436,209	-63,791	Director
6-E-915(N02)-1	OAKESDALE	Citywide Chip Seal	Audit	FV AD	123,408	0	Director
6-P-813(007)-1	ORTING	Calistoga Street E	Audit	CC FV AD	491,337	-22,370	Director
6-E-929(003)-1	POMEROY	Columbia Street	Bid Award	BA	549,961	-61,679	Director
6-E-898(N02)-1	ROCKFORD	Citywide Chip Seal	Audit	FV AD	23,096	0	Director
6-E-919(N03)-1	TEKOA	Citywide Chip Seal	Audit	FV AD	41,895	0	Director
6-E-875(N05)-1	WILBUR	WSDOT Eastern Region Chip Seal	Contract Completion	CC	3,953	478	Director
					<b>Total SCAP Change</b>	<b>149,351</b>	
<b>SCPP Program</b>							
2-W-837(001)-1	BLAINE	Semiahmoo Parkway	Construction	DE CN	75,000	0	Board
2-E-930(001)-1	CLE ELUM	Overlay Project	Bid Award	BA	195,786	45,000	Director
2-P-115(001)-1	CLYDE HILL	Points Drive	Bid Award	DE CN BA	75,000	0	Director
2-W-832(001)-1	CONCRETE	Main Street Sidewalks	Design	DE	15,000	0	Board
2-E-926(001)-1	CONNELL	Hawthorn Street	Bid Award	DE CN BA	61,600	0	Director
2-E-856(001)-1	COULEE CITY	Adams Street	Construction	DE CN	65,200	0	Board



# Washington State Transportation Improvement Board Project Activity Report

Reporting Period  
From 05/01/2007 to 06/30/2007

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-E-924(002)-1	DAYTON	2007 Seal Coat	Bid Award	DE CN BA	48,600	0	Director
2-W-831(001)-1	FRIDAY HARBOR	Hunt Street	Construction	DE CN	46,300	0	Board
2-E-911(001)-1	GARFIELD	Overlay Project	Construction	DE CN	45,600	0	Board
2-E-858(001)-1	GEORGE	Seal Coat Project	Bid Award	BA	38,000	0	Director
2-E-858(002)-1	GEORGE	2007 Seal Coat	Bid Award	DE CN BA	30,000	0	Director
2-W-953(001)-1	KALAMA	Overlay Project	Bid Award	BA	56,000	0	Director
2-W-953(002)-1	KALAMA	2007 Overlay	Construction	DE CN	49,000	0	Board
2-E-912(002)-1	LACROSSE	2007 Overlay	Construction	DE CN	65,000	0	Director
2-W-956(001)-1	MCCLEARY	5th Street	Construction	DE CN	40,000	0	Board
2-E-897(001)-1	MEDICAL LAKE	Hallet Street	Construction	DE CN	65,400	0	Board
2-E-881(002)-1	OKANOGAN	4th Avenue North Overlay Project	Construction	DE CN	75,000	0	Board
2-E-883(001)-1	PATEROS	Overlay Project	Bid Award	CN	25,100	0	Director
2-W-841(002)-1	SUMAS	Garfield Street	Construction	DE CN	65,900	0	Board
2-E-846(001)-1	WASHTUCNA	Seal Coat Project	Bid Award	BA	25,000	0	Director
2-E-854(001)-1	WATERVILLE	East 4th Street	Construction	DE CN	53,000	0	Board
2-P-816(001)-1	WILKESON	Chruch Street Sidewalk	Construction	DE CN	30,000	0	Board
2-E-867(002)-1	WILSON CREEK	2007 Seal Coat	Bid Award	DE CN BA	26,000	0	Director
<b>Total SCPP Change</b>					<b>45,000</b>		
<b>SP Program</b>							
P-E-888(P03)-1	CUSICK	Winchester Street/4th Avenue	Bid Award	BA	177,955	77,955	Director
P-E-175(P01)-1	ELLENSBURG	University Way	Audit	CC FV AD	42,700	0	Director
P-E-897(P05)-1	MEDICAL LAKE	SR 902	Audit	CC FV AD	150,000	0	Director
P-W-959(P01)-1	OCEAN SHORES	Canal Drive/Mt. Olympus Ave	Bid Award	BA	100,000	0	Director
P-P-813(P06)-1	ORTING	Sidewalk Replacement	Contract Completion	CC	38,476	-8,524	Director
P-E-174(P02)-1	PASCO	Court Street	Bid Award	BA	231,000	0	Director
P-W-976(P01)-1	RAINIER	133rd Avenue/Centre Street	Bid Award	DE CN BA	112,639	12,639	Director
P-P-207(P01)-1	SAMMAMISH	NE 8th St	Audit	CC FV AD	150,000	0	Director



# Washington State Transportation Improvement Board Project Activity Report

Reporting Period  
From 05/01/2007 to 06/30/2007

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
P-W-034(P01)-1	THURSTON COUNTY	Martin Way E	Construction	DE CN	140,000	0	Director
P-E-900(P04)-1	WAVERLY	Commercial Street	Audit	CC FV AD	77,153	1,404	Director
P-E-160(P02)-1	WENATCHEE	Orondo/Okanogan Avenues	Bid Award	BA	154,280	0	Director
<b>Total SP Change</b>						<b>83,474</b>	
<b>UAP Program</b>							
8-2-152(024)-1	BREMERTON	Warren Ave (SR 303)	Bid Award	CN BA	629,549	-231,505	Director
8-3-902(004)-1	COLVILLE	Railroad Street	Bid Award	CN BA	1,580,272	-37,158	Director
8-1-204(002)-1	COVINGTON	Wax Rd/180th Ave SE	Bid Award	BA	1,618,442	211,101	Director
8-1-127(006)-1	GIG HARBOR	56th Street/Olympic Drive NW	Construction	DE CN	3,217,000	0	Director
8-5-197(023)-1	LACEY	Mullen Road SE	Construction	CN	2,488,251	0	Director
8-1-200(002)-1	NEWCASTLE	Coal Creek Pkwy, Phase 2	Construction	CN	18,873,875	0	Director
8-4-036(016)-1	WALLA WALLA COUNTY	Myra Road	Bid Award	CN BA	8,123,212	160,312	Director
8-3-160(023)-1	WENATCHEE	Walnut Street	Construction	CN	1,440,000	0	Director
<b>Total UAP Change</b>						<b>102,750</b>	
<b>UCP Program</b>							
9-E-003(001)-1	BENTON COUNTY	I-82 To SR 397 Interlie	Audit	CC AD	810,842	-97,160	Director
9-W-006(024)-1	CLARK COUNTY	NE 72nd Avenue	Construction	DE CN	500,000	0	Director
9-P-138(001)-7	EVERETT	112th Street	Audit	CC AD	587,135	-32,197	Director
9-P-113(006)-1	FEDERAL WAY	Pacific Highway South (SR-99)	Bid Award	BA	7,648,689	750,000	Director
9-P-027(005)-1	PIERCE COUNTY	Canyon Road East	Audit	CC FV AD	2,717,603	0	Director
<b>Total UCP Change</b>						<b>620,643</b>	



Washington State Transportation Improvement Board  
**Project Activity Report**

Reporting Period  
 From 05/01/2007 to 06/30/2007

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
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**Total Change 1,001,218**

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

# City of Newcastle

Coal Creek Pkwy, Phase 2 - SE 95th Way to SE 84th Way

Requested Increase

\$2,000,000

**Construction Phase Staff Review**  
FY 2001 Urban Arterial Program (UAP)  
TIB Project 8-1-200(002)-1

Board Meeting Date: July 27, 2007  
Bid Award Target Date: Aug 2007

## Project Information

### Existing Conditions

The pavement is in very poor condition on this heavily congested two-lane roadway. Pedestrians currently use the narrow shoulders and storm water flows in roadside ditches.

### Proposed Improvements

This project will widen the roadway to provide four lanes with a raised median or left turn pockets where warranted, bike lanes, and sidewalk along both sides. Other project elements will include a new bridge over May Creek, new traffic signals at SE 89<sup>th</sup> Place, SE May Valley Road and SE 95<sup>th</sup> Way, a stormwater collection and treatment system, street lighting, and landscaping.

## Funding Summary

	Original	Increase	New Total
TIB Funding	\$18,873,875	2,000,000	\$20,873,875
Lead Agency Funding	1,599,544	1,800,456	3,400,000
Public Funding	9,979,278	6,211,455	16,190,733
Private Funding	0	981,000	981,000
<b>Totals</b>	<b>\$30,452,697</b>	<b>\$10,992,911</b>	<b>\$41,445,608</b>

## Local Funding Summary

City of Newcastle	\$3,400,000
King County	\$2,000,000
State Legislature (State Funds)	\$1,000,000
State Legislature (Federal Funds)	\$4,688,000
Developer	\$311,000
Utility Companies	\$670,000
Federal Discretionary	\$2,678,480
PWTF or Line of Credit	\$4,442,301
STP Regional Funds	\$1,381,952
Total	\$20,571,633

## Discussion

This project will complete the final gap in this important eastside transportation corridor improving safety and mobility on this heavily used corridor. Bids have been opened and the City of Newcastle is working with its funding partners to fill the funding gap.

This project was funded under the Corridor Completion Initiative, which was intended to fully fund and complete critical corridors. Under normal inflation conditions no increase in TIB funds was anticipated, but extraordinary increases in the costs of right-of-way, labor, and construction materials have resulted in the request for an additional \$2,000,000 in TIB funds.

The cash demand for the additional \$2 million may trigger the need to use bonding authority approved by the 2007 Legislature to fill the remaining funding gap on this corridor project. A specific decision on the use of bonds depends upon actual cash demand from all UAP inventory at the time of demand for funds. The city is seeking funds from other sources for \$4,442,301, but will borrow the money for the remaining funding gap if other sources cannot be found.





**FINAL FINDING ON ROUTE JURISDICTION TRANSFER REQUEST  
SKAMANIA COUNTY FOREST SERVICE ROAD 90, CURLEY CREEK ROAD, WIND RIVER ROAD  
JULY 27, 2007**

**I. PURPOSE**

To determine if the designation of US Forest Service Road 90, Curley Creek Road, and Wind River Road, between SR 503 and SR 14, as a state route is appropriate in accordance with the state highway designation criteria in WAC 479-210-150 and RCW 47.17.001.

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**II. BACKGROUND**

The 1991 Legislature designated the Transportation Improvement Board (TIB) to review requests for route jurisdiction transfers from cities, counties or the state and to provide a recommendation to the House and Senate Transportation Committees by November 15 of each year for any recommended transfers.

The Board adopted WAC Rules for the administration of the Route Jurisdiction Transfer (RJT) process. WAC Rules 479-210-150(1), and (2) describe minimum criteria that must be met to be eligible for state route designation.

Skamania County submitted a request that the jurisdiction of US Forest Service Road 90, Curley Creek Road, and Wind River Road, between SR 503 and SR 14, be transferred to the Washington State Department of Transportation. The Board received the request for this transfer on October 31, 2006.

The Chairman of the TIB appointed the following ad hoc committee to review the transfer request:

Leo Bowman, Benton County Commissioner

Jeanne Burbidge, City of Federal Way Councilmember

Bill Ganley, City of Battle Ground Councilmember

Greg Partch, Whitman County Commissioner

Paula Hammond, Washington State Department of Transportation Chief of Staff

Todd Coleman, Port of Vancouver Deputy Executive Director

The committee reviewed an analysis of the criteria set out in WAC 479-210-150 and distributed the Preliminary Finding to interested parties on May 23, 2007. Following a 30-day comment period, the TIB scheduled a public meeting at Skamania Lodge in Stevenson on July 12, 2007 to obtain statements from local agencies, WSDOT, legislators, and the public concerning the proposed route transfer. Based on written and oral comments regarding this transfer request, the committee provided the following recommendation as the final finding.

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**III. RECOMMENDATION**

The Transportation Improvement Board finds that the request by Skamania County to transfer Forest Service Road 90, Curley Creek Road, and Wind River Road, between SR 503 and SR 14, to the Washington State Department of Transportation does not meet the criteria set forth in WAC 479-210-150 and RCW 47.17.001, and that this route remain under local jurisdiction.

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#### IV. WAC ANALYSIS OF TRANSFER REQUEST

**WAC 479-210-150 Criteria for rural highway routes.** In considering whether to make additions, deletions, or other changes to the state highway system, the legislature is guided by criteria in RCW 47.17.001. The local agencies, department of transportation and the board will use these same criteria to assess the merits of any proposed changes to the state highway system. The following criteria were used to assess the merits of Skamania County's proposed change to a rural route and formed the basis of the TIB final finding:

→ **WAC 479-210-150(1)**

**A rural highway route should be designated as a state highway if it meets any of the following criteria:**

- (a) Is designated as part of the national system of interstate and defense highways (popularly called the interstate system); or
- (b) Is designated as part of the system of numbered United States routes; or
- (c) Contains an international border crossing that is open twelve or more hours each day.

**The route does not meet the requirements of this section of the WAC.**

→ **WAC 479-210-150(2)**

**It is part of an integrated system of roads.**

The route is a continuation of SR 503 Spur on one end and connects to SR 14 on the other end making it part of an integrated system of roads. **The route meets the requirements of this section of the WAC.**

AND, meets one or more of the subsequent criteria:

→ **WAC 479-210-150(2)(a)**

**Carries in excess of three hundred thousand tons annually and provides primary access to a rural port or intermodal freight terminal.**

Traffic data supplied by WSDOT and Skamania County support the three hundred thousand ton requirement on most sections of the route. However, no portion of the route provides primary access to a rural port or intermodal freight terminal. "Primary access route" is the road that connects the port to the highway network. The county asserts both the Ports of Longview and Skamania County meet this requirement, but the Port of Longview is more than 50 miles from the start of the route, and the Port of Skamania County does not handle logs, which is the major freight product produced along the route. In addition, the Ports of Longview and Skamania are already served by SR 432 and SR 14, respectively. **The route does not meet the requirements of this section of the WAC.**

→ **WAC 479-210-150(2)(b)**

**Provides a major cross-connection between existing state highways.**

If you travel south on I-5 and then east on SR 14, the distance between Woodland and the community of Carson is approximately 68 miles. If you use the route of proposed transfer, the distance would be approximately 84 miles. The route is not a major cross-connection. **The route does not meet the requirements of this section of the WAC.**

→ **WAC 479-210-150(2)(c)**

**Connects places exhibiting one or more of the following characteristics:**

- (i) A population center of one thousand or greater;

Approximately 200 people live in the Northwoods/Swift area and approximately 800 live in the North Carson/Stabler area. While approximately 1,000 people are spread along the route, no locale meets the definition of a population center of 1,000 or greater. The Carson/Lower Carson area is the only population center of 1,000 or greater and it is already served by SR 14. The route does not connect from Carson to another population center of one thousand or greater. **The route does not meet the requirements of this section of the WAC.**

→ **WAC 479-210-150(2)(c)**

**Connects places exhibiting one or more of the following characteristics:**

**(ii) An area or aggregation of areas having a population equivalency of one thousand or more, such as, but not limited to recreation areas, military installations, and so forth;**

Annual recreational visits to the Windy Ridge outlook have averaged 105,475 for years 2005 and 2006. Windy Ridge can be accessed from both the north and the south, with the southern route being the proposed transfer route. It would take 300,000 annual visitors using the proposed transfer route to make an equivalent population of 1,000. Even assuming that all of the visitors used the southern route, the site would need another 195,000 annual visitors to meet the threshold of 1000 population equivalency as provided in the WAC. **The route does not meet the requirements of this section of the WAC.**

→ **WAC 479-210-150(2)(c)**

**Connects places exhibiting one or more of the following characteristics:**

**(iii) A county seat;**

Stevenson is the county seat and is already served by SR 14. **The route does not meet the requirements of this section of the WAC.**

→ **WAC 479-210-150(2)(c)**

**Connects places exhibiting one or more of the following characteristics:**

**(iv) A major commercial-industrial terminal in a rural area with a population equivalency of one thousand or greater.**

There is no major commercial-industrial terminal with a population equivalency of 1,000 or greater. **The route does not meet the requirements of this section of the WAC.**

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\_\_\_\_\_  
Councilmember Jeanne Burbidge, Transportation Improvement Board Chair

\_\_\_\_\_  
Date



## TIB 2008 Proposed Meeting Schedule

July 27, 2007

<b>DATE</b>	<b>CITY</b>
January 24-25	Seattle
March 27-28	Ellensburg
May 29-30*	Pullman/Clarkston
July 24-25	Burlington/Mt. Vernon
September 25-26	Chelan
November 20-21**	Vancouver

\*Meeting date moved to FIFTH Thursday & Friday of month due to Memorial Day weekend.

\*\*Meeting date moved to THIRD Thursday & Friday of month due to Thanksgiving.