



**Transportation Improvement Board
November 15-16, 2007 – Tacoma, Washington**

**Meeting Location: Tacoma Art Museum
1701 Pacific Avenue, Tacoma WA 98402
(253) 272-4258**

**Lodging Location: Sheraton Hotel
1320 Broadway Plaza, Tacoma WA 98402
(253) 572-3200**

November 15, 2007 – 1:30 PM
WORK SESSION AGENDA

WORK SESSION			Page
	<i>Program Issues</i>		
1:30 PM	A. Priority Array: Project Selection	Steve Gorcester/Greg Armstrong	40
2:30 PM	B. Delayed Projects Update	Steve Gorcester	44
2:45 PM	C. Stage 3 Project Extension Requests	Steve Gorcester	
	1. City of Fife: Valley Avenue	Russ Blount	47
	2. City of Tumwater: Littlerock Road	Jay Eaton	49
3:30 PM	D. King County Military Road Sustainability Project	Paulette Norman	1
3:45 PM	E. Sustainability Initiative	Steve Gorcester	2
4:45 PM	F. Inventory Status Report	Steve Gorcester	4
5:00 PM	G. 2008 Legislative Agenda	Steve Gorcester	11

Dinner (*on your own*)



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November 16, 2007 – 9:00 AM
 BOARD AGENDA

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1. CALL TO ORDER	Chair Burbidge
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B. Communications	Steve Gorcester
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2. Myra project begins – <i>Walla Walla Union Bulletin</i>	18
3. Whitman Dr. extension takes two big steps – <i>Walla Walla Union Bulletin</i>	20
4. WSDOT, TIB & Yakima Co team up to open new lanes – <i>FTE News Magazine</i>	21
5. S. Prairie Rd project hits the road – <i>Bonney Lake & Lake Tapps Courier-Herald</i>	22
6. Harrington cuts ribbon on newly paved streets – <i>The Davenport Times</i>	23
7. Stevens Street dedicated – <i>Nisqually Valley News</i>	24
8. Will rising costs choke off our road projects? – <i>Daily Journal of Commerce</i>	25
9. Transportation chief is named – <i>The Seattle Times</i>	28
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12. SR 305 widening to continue in 2008 – <i>North Kitsap Herald</i>	33
3. LOCAL PRESENTATIONS	Greg Armstrong
4. NON-ACTION ITEMS	
A. Chair's Report to the Board	Chair Burbidge
B. Executive Director's Report	Steve Gorcester
C. Financial Report	Theresa Anderson
D. Project Activity Report (7/1/07 – 10/31/07)	Greg Armstrong 35
5. ACTION ITEMS	
A. Priority Array: Project Selection	Steve Gorcester 40
B. Stage 3 Project Extension Requests	Steve Gorcester
1. City of Fife: Valley Avenue	47
2. City of Tumwater: Littlerock Road	49
6. FUTURE MEETINGS	
Jan. 24-25, 2008 – Seattle	July 24-25 – Burlington/Mt. Vernon
March 27-28 – Ellensburg	Sept. 25-27 - Chelan
May 29-30 – Pullman	Nov. 20-21 - Vancouver
7. ADJOURNMENT	

Low Impact Development for Roads
Military Road S. at S. 272nd Street

PROJECT NEED

Congestion and safety concerns at the intersection of Military Road S. and S. 272nd Street prompted this roadway improvement project. Its primary goals are to improve pedestrian and traffic safety, as well as to increase the intersection's operating efficiency.

PROJECT DESCRIPTION

The intersection improvement project will add an eastbound right-turn lane and a second northbound left-turn lane, as well as provide sidewalk improvements at all four corners. Illumination, traffic signals, and traffic cameras will also be upgraded. Stormwater management for the new turn lanes and sidewalks will be improved by constructing porous concrete sidewalks and an onsite bioretention facility/rain garden.

WATER QUALITY AND HYDROLOGY

Stormwater from the intersection is currently captured and conveyed untreated to nearby Star Lake. Stormwater management rules require that pollutants from the impervious surface added by this project be reduced. Low Impact Development measures were employed to meet these requirements, as well as to reduce runoff generated from these new surfaces.

BENEFITS

Transportation

- Increases intersection efficiency
- Improves traffic and pedestrian safety

Environmental

- The porous concrete sidewalks facilitate stormwater infiltration onsite
- The bioretention facility promotes stormwater interception, retention, evaporation, and transpiration, as well as removes some stormwater pollutants

LOW IMPACT DEVELOPMENT GRANT

King County received a \$424,375 grant through the Washington Department of Ecology's Water Quality Program Low Impact Development (LID) Stormwater Management Grant Program to help fund this project.

The program funds local-government projects designed to meet stormwater management needs and protect or restore water quality. LID sites have fewer impervious surfaces and use vegetation, healthy soils, permeable pavement, dispersion, and other techniques to manage stormwater.

VITAL STATISTICS

- 14,800 square feet of impervious surface will be added from the new construction
- Construction includes 1,100 square yards of porous concrete sidewalks
- The bioretention facility is 285 feet long, covers 0.12 acre, and will be planted with four native species
- Overall construction cost is \$1.1 million
- The grant supports monitoring the performance of the porous sidewalks and bioretention facility for three years

PROJECT SCHEDULE

Construction Start	June 2007
Bioretention Facility	June-August 2007
Porous Sidewalks	July-August 2007
Construction Completed	September 2007
Bioretention Facility Planting	Fall 2007



For more details, visit the project's LID website at: <http://www.metrokc.gov/kcdot/roads/eng/lid/militaryS272>



Sustainability Initiative
Urban Programs/Direct Grant
November 15, 2007

BACKGROUND

Enabling legislation for the urban programs includes environmentally responsible solutions in the project criteria:

The intent of the program is to improve mobility of people and goods in Washington State by supporting economic development and **environmentally responsive solutions** to our statewide transportation system needs-- *RCW 47.26.086*

In order to fulfill the directive for environmentally responsive solutions, criteria points should be provided for sustainable practices in roadway design and construction. Initially, a review of the current practice was discussed among a small group within the TIB staff. We found that CH2M Hill, Inc. had already conducted an extensive review of sustainable design factors, and selected them to provide services to the TIB for this important work. The work with CH2M Hill began in early September since a review of the criteria already in the UAP and UCP was needed in order to establish baseline data. A large list of items was proposed then whittled down to those things that are not already universally included, but are within the constraints of the 18th Amendment of the State Constitution.

STATUS

TIB staff has met with CH2M Hill to integrate sustainability criteria into the funding applications for the Urban Programs. The criteria may include use of recycled materials, low impact stormwater management, and use of energy efficient lighting. If funds allow, TIB could put out a call for direct grant funding to encourage energy savings, environmental retrofits, and use of emerging technology for sustainable roads. This grant program would be funded from existing cash flow and would provide \$2 million to \$3 million per year. Current revenue forecasts may not allow the direct grants to be provided in 2008. The Board will consider establishing this grant program in May 2008 based on revenue forecasts available at that time.

SCHEDULE

Date	Milestone
September 2007	Review criteria already in place UAP/UCP
September 10, 2007	Site visit to Military Road project (see attached form)
October 2007	Preliminary criteria and points evaluation
November 15, 2007	Board presentation
January 24, 2008	Release draft criteria for public comment (if board adoption)
February 2008	Customer review of criteria (if board adoption)
March 2008	Possible board adoption of criteria

OBJECTIVES

The end goal is to fund projects or programs that are durable and cost-effective without being burdensome to customers. Selection of projects will focus on effecting modest changes to move customers forward toward sustainable planning, design, and construction elements for roads.

BOARD ACTION

No action required.



INTRODUCING

Sustainability for UAP, UCP, and Direct Grants

*"The intent of the program is to improve mobility of people and goods in Washington State by supporting economic development and **environmentally responsive solutions** to our statewide transportation system needs."* -- UCP charter RCW 47.26.086

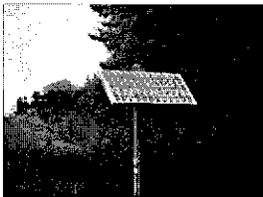
Sustainable Roads

The TIB is proposing to add sustainability criteria into funding applications for the urban programs and create a new direct grant program for projects to promote sustainability in road design and construction. The goal is to provide incentives through grant funding that will encourage jurisdictions to include sustainability in their street projects.



Stormwater Infiltration Basin in Planter Strip, Portland, Oregon

How will it Work?



Photovoltaic Cells, Seattle, Washington

TIB will include sustainability criteria in rating new projects for grant funding. Sustainability criteria will be included in the Urban Arterial Program (UAP) and Urban Corridor Program (UCP). Grants for sustainability projects may be available in 2008 for all agencies.

Sustainability Criteria in Urban Programs

Elements may include:

- Recycled material
- Low impact stormwater management
- Energy efficient lighting
- Renewable energy
- Other sustainable features

Direct Grants for Sustainability Projects

Elements may include:

- Environmental retrofits
- Energy savings
- Emerging technology

Timeline

Date	Milestone
Jan-Feb 2008	Customer review period
Feb-March 2008	Review customer comments
March 2008	Board meeting – planned adoption
June 1, 2008	Call for projects
June 2008	Funding workshops
August 31, 2008	Deadline for applications
Sept. - Oct. 2008	Application evaluation and field reviews
Nov. 2008	Board selects projects



Inventory Status Report

November 15, 2007

BACKGROUND

In July 2001, TIB was significantly overprogrammed with outdated projects and obligation. The agency had to make immediate course corrections or face bankruptcy.

	July 2001	Year End 2006	Current
Active Projects	906	427	350
Delayed Projects	130	55	50
Outstanding Obligation	\$ 655 million	\$ 397 million	\$ 327 million

The following steps were taken to reduce the inventory and balance the cashflow:

- Implementation of a closeout policy for completed projects, withdrawal of stagnate projects, and push construction of 1990 -1999 projects;
- The Board implemented the delayed project process in 2002;
- The Executive Director Watchlist was established to monitor projects with high impact issues; and
- A retainage policy was enacted which withholds 5% of the TIB funds until closeout paperwork is received.

STATUS

These actions resulted in a reduction in the number of active projects from 906 to a current inventory of 350 and a remaining obligation from \$655 million to \$327 million. The results are predictable cash flow, improved program reliability, and a reduction in delayed projects.

Of the steps taken to reduce the inventory, the most significant was our focus on producing all projects awarded prior to 2000, some of which were already more than 11 years old. There are now 10 remaining 1990's series projects, four finished and are awaiting closeout, five under construction, and one still pending. The pending project, Fife Valley Avenue, is on the Board agenda for consideration of a final extension.

The remaining 1990-1999 projects are:

Agency	Funding Year	Project Name	Remaining TIB Obligation Total TIB Obligation Project Cost	Status
DOUGLAS COUNTY	1999	Badger Mountain Road – 19 th St to Fancher Field Rd	\$ 319,037 \$ 1,900,000 \$ 5,986,438	Project Complete Awaiting Closeout
EVERETT	1990	112 th Street – I-5 Overcrossing West Approaches	\$ 310,990 \$ 2,497,740 \$ 4,466,837	Project Complete Awaiting Closeout
EVERETT	1990	112 th Street – I-5 Overcrossing	\$ 1,547,848 \$ 4,515,125 \$ 11,264,915	Under Construction Completion Fall 2008
FIFE	1993	Valley Avenue East – 70 th Ave East to Freeman Rd	\$ 709,390 \$ 1,425,140 \$ 5,331,63	Construction Spring 2008
KITSAP COUNTY	1991	SR 3 – SR 304 (Waaga Way) Interchange – Stage 1 WSDOT Portion	\$ 364,090 \$ 2,482,280 \$ 20,138,776	Under Construction Completion Spring 2008

Agency	Funding Year	Project Name	Remaining TIB Obligation Total TIB Obligation Project Cost	Status
PIERCE COUNTY	1997	Canyon Road East – 116 th St E to 1000 ft s/o 128 th Street	\$ 2,074,469 \$ 4,453,000 \$ 11,603,945	Under Construction Completion Fall 2008
PIERCE COUNTY	1998	Canyon Road East – 1000 ft s/o 128 th E to 1639 feet n/o 160 th E	\$ 1,534,581 \$ 4,692,407 \$ 11,025,984	Under Construction Completion Fall 2008
PIERCE COUNTY	1998	Canyon Road East – 144 th St E to 160 th St E	\$ 134,431 \$ 1,710,045 \$ 8,801,056	Project Complete Awaiting Closeout
PIERCE COUNTY	1999	112 th Street East – 59 th Ave Ct E to 300ft e/o Woodland Ave	\$ 175,977 \$ 3,453,000 \$ 6,652,330	Project Complete Awaiting Closeout
PORT ANGELES	1998	Olympic Peninsula International Gateway	\$ 864,574 \$ 3,453,000 \$ 6,652,300	Under Construction Completion Fall 2008

Shaded projects are completed, but awaiting closeout paperwork before the final payment is paid.

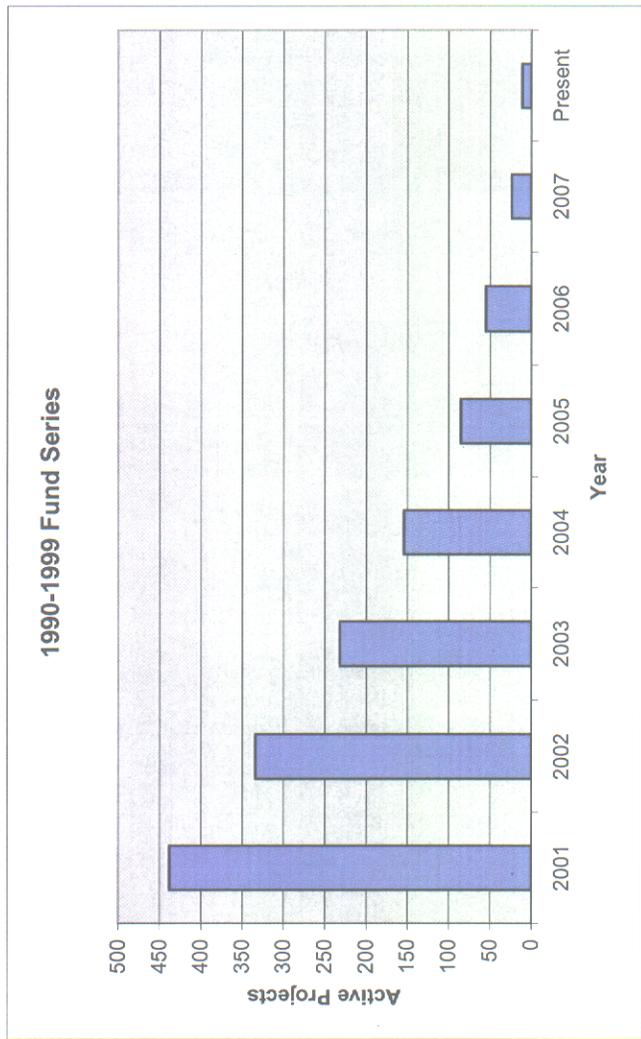
RECOMMENDATION

No Board action is required at this time.

Status of 1990 - 1999 Inventory

10/29/2007

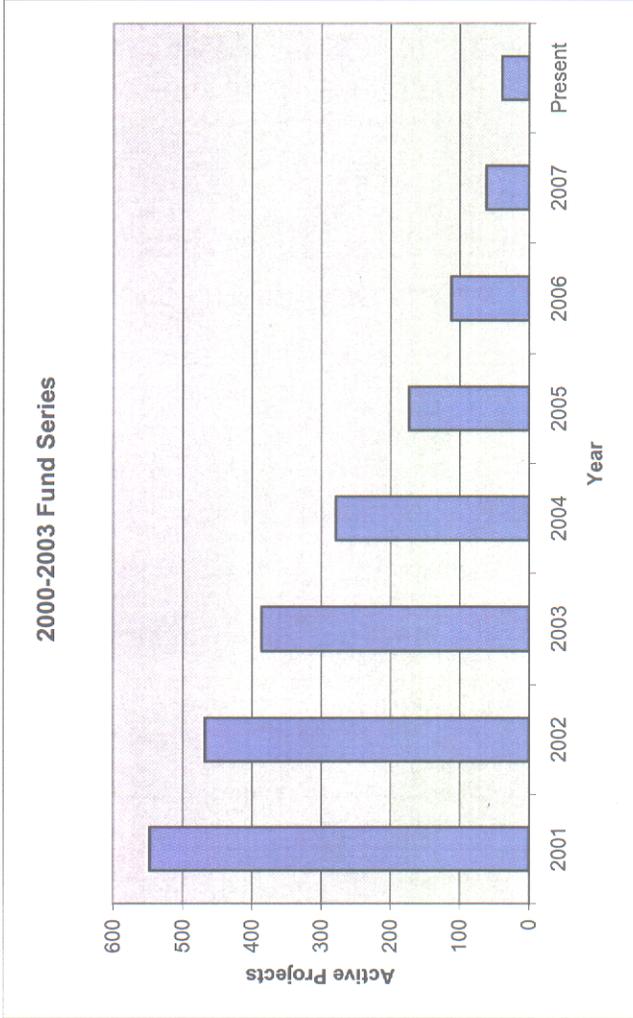
Count of newprojid	Year	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007 (blank)	Grand Total	
prog																				
RTP				2	2	5	1	1	2	3	2	3	12	1	4	1	6	1		23
SCAP					3	2	3	16	34	16	16	12	12	5	5	1	1			133
SP					2	7	9	8	13	32	48	20	28	7	1	2				161
UAP				1	7	7	9	9	13	20	23	23	19	16	21	8	7	1	4	188
UCP		23	25	32	36	81	81	78	55	51	36	46	43	49	43	19	18	10	7	733
Grand Total		23	25	35	45	93	96	119	99	140	125	104	102	78	69	30	31	13	11	1238



- 2001 438
- 2002 334
- 2003 232
- 2004 154
- 2005 85
- 2006 55
- 2007 24
- Present 11

Status of 2000 - 2003 Inventory

prog	Count of newprojid											Grand Total
	Year	1999	2000	2001	2002	2003	2004	2005	2006	2007 (blank)	Grand Total	
RTP		1	11	31	29	1	35	18	23	1	3	
SCAP	1	11	31	29	27	35	18	23	1	7	183	
SP	2	16	38	38	47	27	11	2	1	1	182	
UAP		2	8	8	8	22	37	21	17	14	150	
UCP		3	2	2	6	10	7	11	8	6	64	
Grand Total	3	32	79	82	107	106	61	50	23	39	582	
			547	468	386	279	173	112	62			



2001 547
 2002 468
 2003 386
 2004 279
 2005 173
 2006 112
 2007 62
 Present 39



FY 2001 Remaining Obligation

FY 2001 TIB Projects - Obligation vs. Payments

EOM Totals for Remaining Obligation and Payments Made

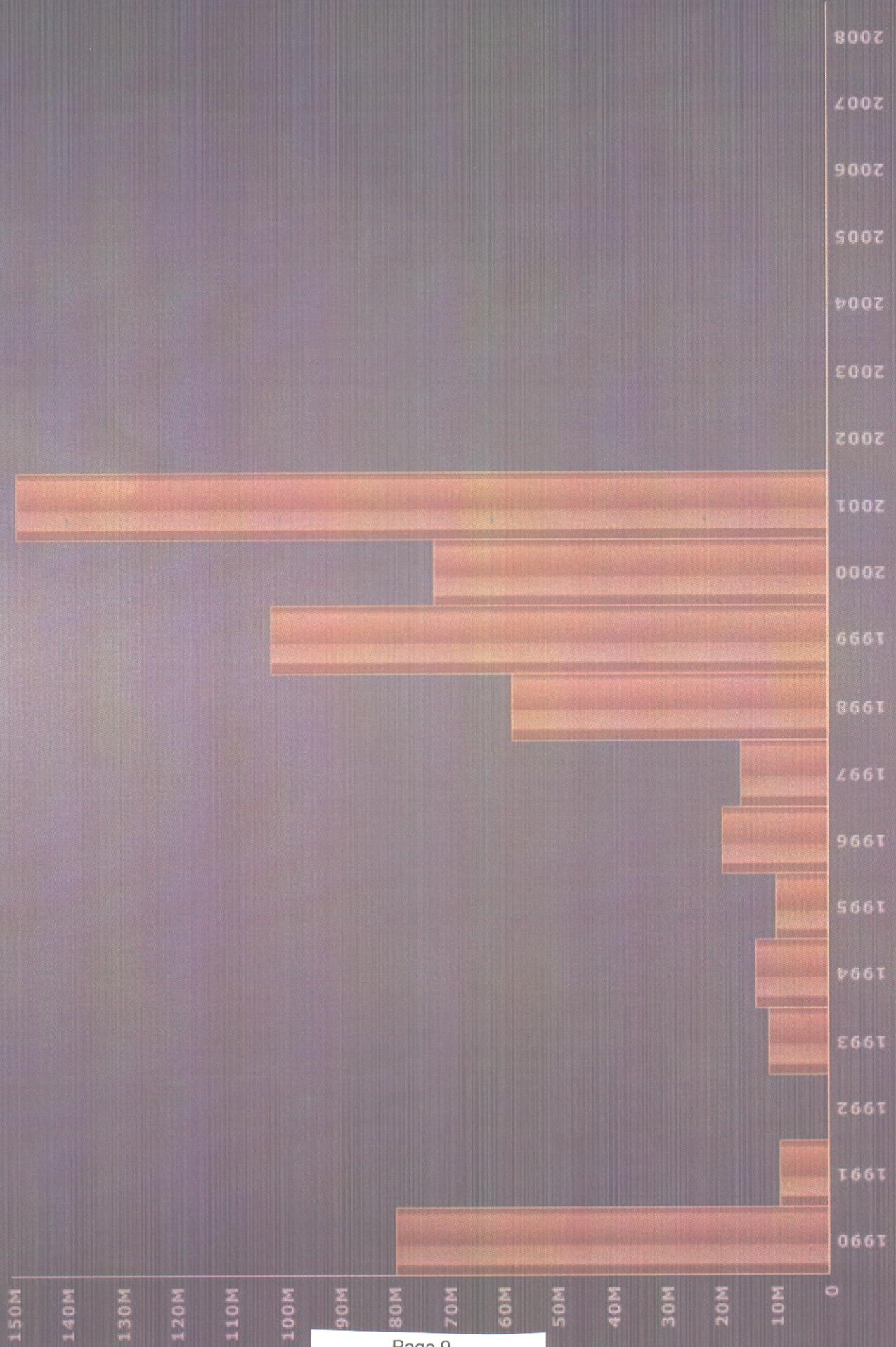


■ Obligation ● Payments

Chart Type ● Bubble ○ Column

Remaining Obligation - Time Lapse Data

Current Data

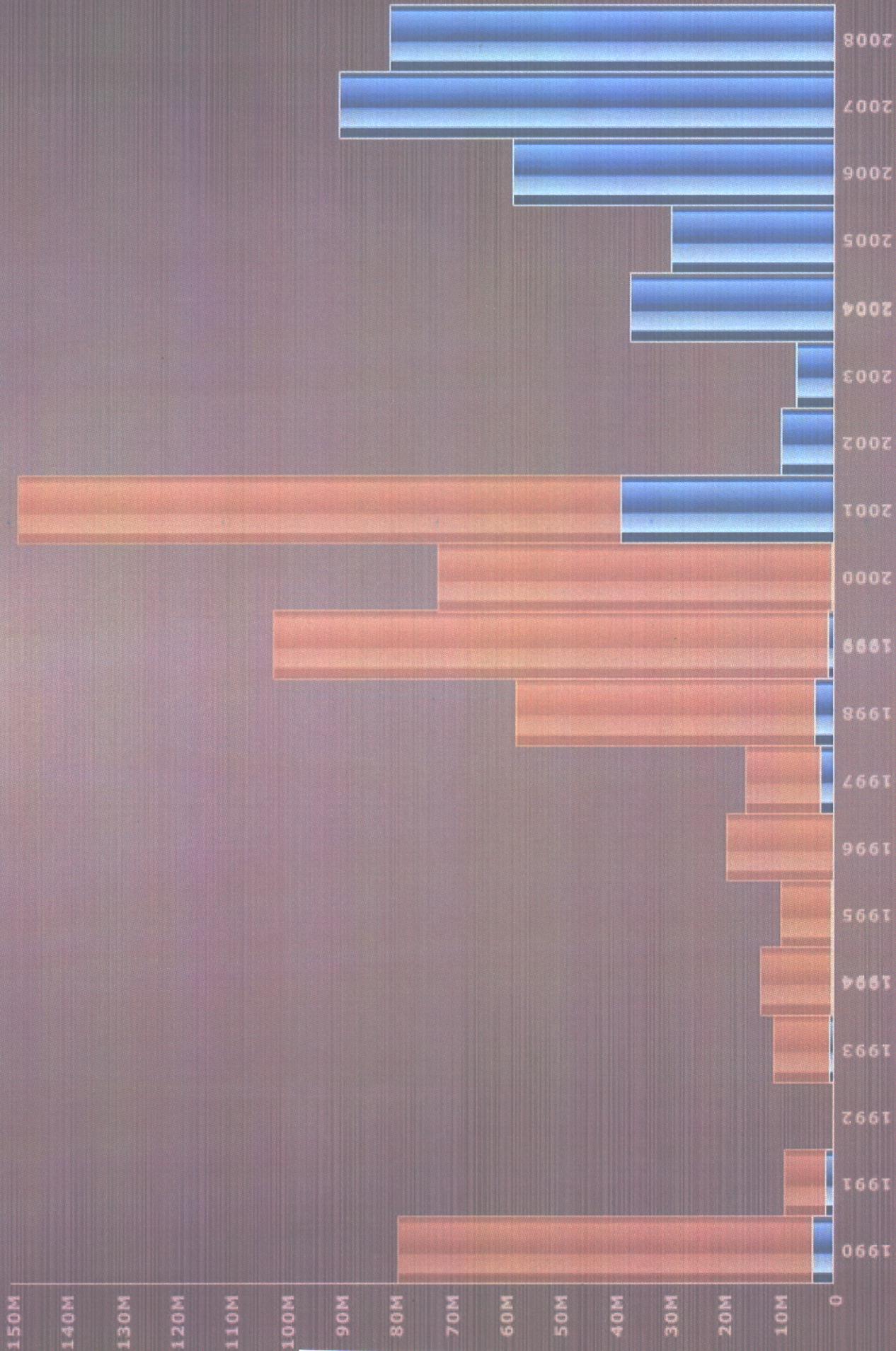


Show July 2000 Baseline Data Only

Remaining Obligation - Time Lapse Data

Current Data

June 2007



Show July 2000 Baseline Data Only



Proposed 2008 Legislation November 15, 2005

BACKGROUND

At the July Board meeting, TIB staff presented a proposal to re-assign the Route Jurisdiction Transfer (RJT) request from the TIB to the Transportation Commission. The Transportation Commission is the proper body to review transfer requests because most actions relative to the designation and classification of state highways already reside with the Commission. Previously, the TIB proposed this legislation in the 2006 session.

The Office of Financial Management (OFM) requires agencies to submit agency requested bill proposals for review including any fiscal impacts. TIB reported this bill as having no fiscal impact due to RJT reviews being unpredictable in nature and no budget allotment associated with the review. The Commission has agreed to this assessment, but the TIB staff offered support during the transition if the bill passes.

STATUS

TIB submitted the attached Z-bill (Z-0621.2) to OFM on September 28th. The only provision of the bill proposal is to re-assign the administrative task of reviewing Route Jurisdiction Transfer (RJT) requests from the TIB to the appropriate agency, the Transportation Commission.

Impact: recodifies RCW 47.26.167 as a new section in RCW 47.01

TIB staff informed AWC and WSAC of this proposal with no opposition communicated.

One agency has informed TIB staff about a bill proposal. No other bills affecting TIB are anticipated at this time.

RECOMMENDATION

Board concurrence on proposed 2008 legislative agenda.

BILL REQUEST - CODE REVISER'S OFFICE

BILL REQ. #: Z-0621.1/08

ATTY/TYPIST: BP:rmh

BRIEF DESCRIPTION: Transferring jurisdictional route transfer responsibilities from the transportation improvement board to the transportation commission.

AN ACT Relating to jurisdictional route transfers; amending RCW 47.26.167; adding a new section to chapter 47.01 RCW; and recodifying RCW 47.26.167.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

Sec. 1. RCW 47.26.167 and 2005 c 319 s 130 are each amended to read as follows:

The legislature recognizes the need for a multijurisdictional body to review future requests for jurisdictional transfers. The ~~((board is hereby directed, beginning September 1, 1991, to))~~ commission shall receive petitions from cities, counties, or the state requesting any addition or deletion from the state highway system. The ~~((board is required to))~~ commission must utilize the criteria established in RCW 47.17.001 in evaluating petitions and to adopt rules for implementation of this process. The ~~((board))~~ commission shall forward to the senate and house transportation committees by November 15th each year any recommended jurisdictional transfers.

NEW SECTION. **Sec. 2.** RCW 47.26.167 is recodified as a new section in chapter 47.01 RCW.

Transportation Improvement Board
July 27, 2007
Red Lion Hotel
Port Angeles, Washington

MINUTES

TIB BOARD MEMBERS PRESENT

Commissioner Greg Partch, Vice Chair
Commissioner Leo Bowman
Ms. Kathleen Davis
Mr. Mark Freiberger
Councilmember Bill Ganley
Councilmember Calvin Goings

Councilmember Neil McClure
Mr. Dick McKinley
Ms. Doreen Marchione
Mr. Dave Nelson
Mr. Harold Taniguchi
Mr. Ralph Wessels

TIB STAFF

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

TIB BOARD MEMBERS NOT PRESENT

*Councilmember Jeanne Burbidge, Chair
Ms. Paula Hammond
Ms. Robin Rettew

*Ms. Heidi Stamm
Mr. Steve Thomsen
Mr. Jay Weber

*Attended July 26 work session.

CALL TO ORDER

Vice Chair Partch called the meeting to order at 9:02 AM. He introduced Mayor Karen Rogers of Port Angeles who welcomed the Board to the City of Port Angeles and thanked TIB for their help in the Gateway project.

WAC CHAPTER 479 PUBLIC HEARING

Vice Chair Partch opened the Public Hearing for WAC revisions at 9:05 AM pursuant to the authority given under Chapters 47.26 RCW and 42.30 RCW, the Open Public Meetings Act. The hearing was held to consider testimony on WAC Chapter 479.

These proposed changes to the WAC were reported at City and County engineers' meetings, posted on the web, and e-mails sent to client agencies. Rhonda Reinke noted there was one additional change to the previously reviewed revisions in Chapter 479. It was noted that WAC 479-02-080 needed to be changed from ". . . hours of the board" to state ". . . hours of the Transportation Improvement Board."

There was no written or oral testimony presented during the public hearing. Vice Chair Partch closed the public hearing at 9:08 AM.

MOTION: It was moved by Councilmember McClure with a second from Mr. McKinley to adopt the revisions to WAC Chapter 479 as presented. Motion carried unanimously.

GENERAL MATTERS

A. Approval of May 18, 2007 Minutes

MOTION: It was moved by Commissioner Bowman with a second from Ms. Marchione 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 and letters in the board packet. He specifically noted articles regarding Sims Way in Port Townsend and Myra Road in Walla Walla.

LOCAL PRESENTATIONS

- Glenn Cutler, Public Works Director from Port Angeles, highlighted the Gateway International project and the 8th Street Bridge project, both with an anticipated fall 2008 completion date.

- Ken Clow, Public Works Director from Port Townsend, gave a brief presentation on the significant sidewalk projects that TIB helped fund, leveraging \$9 million in improvements.
- Jim Bay, Public Works Director from Sequim, showed before and after pictures of North Sequim Avenue, the downtown revitalization, West Bell Street, Washington Street, and Cedar Street. The funding provided by TIB for these improvements mounted a total refurbishing of downtown businesses, new landscaping efforts, and a private donation of the James Performing Arts Center.

NON-ACTION ITEMS

A. Chair's Report – Vice Chair Partch mentioned that Chair Burbidge attended two TIB events; a groundbreaking in Seattle for East Marginal Way and a groundbreaking in Covington for Wax Road.

B. Executive Director's Report

Steve Gorcester reported on the following:

- The legislative effort that will be made in the 2008 session to transfer the administrative duties of the RJT to the Transportation Commission. The Commission is in favor of this, as well.
- Moving toward a modest grant program and criteria changes to embark on a Sustainability Initiative.
- Union Gap Valley Mall Boulevard is close to receiving full funding to move forward. The City of Yakima is assisting in moving this project along.
- A Pierce County project, Stewart Road in the city of Pacific, is in serious funding trouble partly because the city cannot meet the match required for the scale of this project. This may be the next bonded increase request.
- Recent TIB project events:
 - City of Kenmore – SR-522 (Bothell Way) ribbon cutting
 - City of Shoreline – Aurora Corridor ribbon cutting
 - City of Seattle – East Marginal Way groundbreaking
 - City of Blaine – Marine Drive ribbon cutting
 - City of Connell – Hawthorn Street ribbon cutting
 - Yakima County – 33rd Street ribbon cutting
 - City of Covington - Wax Road groundbreaking
- Upcoming TIB project events:
 - Pierce County – SR-7 ribbon cutting in Spanaway on July 31 at 11:30 AM
 - Walla Walla County – Myra Road groundbreaking in Walla Walla on August 1 at 10:00 AM

C. Delayed Projects Report

Steve Gorcester reported that since the adoption of the Delayed Projects Policy in 2002, the number of delayed projects has dropped from 67 to 24, demonstrating aggressive project management from grant award to ribbon cutting.

Of the current list of 24 delayed projects, 12 provided a schedule to the Board in September 2006. Seven of those projects have not yet reached the scheduled date. Two projects (Everett and Lacey) are within weeks of reaching their scheduled date and would only need to appear before the Board should they miss that date. Of the remaining three, Fife and Tumwater have an anticipated spring 2008 ad date, and the City of Stanwood is likely to withdraw due to insufficient funding. The remaining 12 delayed projects will receive notification requesting an anticipated bid award date.

D. Financial Report

Theresa Anderson reported that TIB has 378 active projects in its inventory with \$354.8 million in remaining commitments. The TIA, which recently received \$2.5 million in revenue, has an \$8.2 million fund balance. The UATA's fund balance is currently at \$13.2 million, and the SCPP has a fund balance of \$2.1 million, which includes \$1 million recently received in new law revenue. Once the residual CHAP funds are deposited, the SCPP will have an additional \$1.3 million.

Outstanding payments in the UATA and TIA are at \$5.7 million and \$2.7 million, respectively.

The 2005-07 biennia ended on June 30 with the operating budget coming in at \$2.7 million, \$500,000 less than appropriated. Operating costs are less than 2 percent of the entire budget. The UATA cumulative revenue was \$115 million, with expenditures totaling \$107 million. The TIA cumulative revenue was \$98 million, with expenditures totaling \$96 million.

E. Project Activity Report

Greg Armstrong reported that a total of 65 projects had activities during the past two months. Of the 65 projects, 17 are closeouts, 26 are in bid award, and the remainder are in design or construction. Notable changes included five agencies that received increases and four agencies that closed out with surpluses. All of these activities resulted in a net increase of \$1,001,218 in TIB obligations.

ACTION ITEMS

- A. City of Newcastle: Coal Creek Parkway** – The City of Newcastle requested a \$2 million increase to complete the final gap in the Coal Creek Parkway corridor. The increase would add sidewalks, bike lanes, and replace May Creek Bridge to alleviate severe congestion. This is the only north-south alternate route between Renton and Bellevue to I-405.

This project was funded under the Corridor Completion Initiative. The City of Newcastle’s initial proposal included an assurance that the city would make up any shortfalls in the cost estimate. A copy of the city’s Resolution Number 325 was distributed to the Board for clarification of any previous promises made by the City of Newcastle. 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, specifically concrete, resulted in the request for additional funds from TIB.

After a lengthy discussion on this request, it was determined that the City of Newcastle explored every angle to minimize risks to keep costs down and increased its own financial participation through local funds and loans with an additional \$4.4 million.

MOTION: It was moved by Commissioner Bowman with a second from Mr. Wessels to approve an increase of \$2,000,000 for Newcastle Coal Creek Parkway, bringing the total TIB cost to \$20,873,875 in UAP funds. Motion carried with Councilmember Goings and Mr. McKinley opposed.

- B. Skamania County: USFS Road 90 – Final Finding** – A public hearing was held on July 12, 2007 in Stevenson to hear testimony regarding Skamania County’s route jurisdiction transfer request of USFS Road 90 to be transferred from the county jurisdiction to the state (WSDOT). Of the five people attending the hearing, one was in favor of the request and four were opposed.

Vice Chair Partch sat on the RJT ad hoc committee and agreed that the request did not meet the criteria. However, he believes this road should not be under county jurisdiction.

MOTION: It was moved by Ms. Marchione with a second from Ms. Davis to recommend to the Legislative Transportation Committee that the jurisdiction of USFS Road 90, Curley Creek Road, and Wind River Road remain with Skamania County based on criteria in WAC 479-210-150(1) and (2), supporting data, and public input. Motion carried unanimously.

C. 2008 Meeting Schedule

The following meeting schedule was proposed to the Board.

DATE	CITY
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 due to Memorial Day weekend.

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

MOTION: It was moved by Mr. Freiberger with a second from Councilmember Goings to adopt the 2008 meeting schedule as presented. Motion carried unanimously.

FUTURE MEETING

The next TIB meeting will be held on September 27-28, 2007 in Wenatchee. A meeting notice for this will be sent out on September 7, 2007.

ADJOURNMENT

Vice Chair Partch thanked the Mayor and City Manager of Newcastle for attending. The meeting adjourned at 10:40 AM.

Cathlamet to close Broadway for extensive improvements

By Tony Lystra

Jul 26, 2007 - 06:58:04 am PDT

The town of Cathlamet will close Broadway, its main commercial center, to car traffic next week as it tears up and improves the street, sidewalks and utilities.

In a statement, Cathlamet officials said that Broadway, from River and Main streets to the town's dock on the Columbia River, will be largely closed to cars Monday through Thursday.

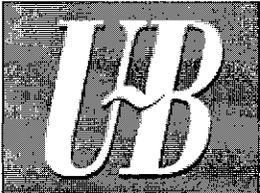
Businesses along the street will be accessible by foot. The street may be open to one lane of traffic at times during construction, but officials also said the road could sometimes close to both foot traffic and cars.

The project involves replacing pavement, sidewalks and curbing, burying overhead power, phone and cable TV lines, replacing an eighty-year-old water main, installing new lighting and removing old utility poles.

The work is expected to cost nearly \$555,500 and is funded by more than \$430,000 in grants from the state Transportation Improvement Board as well as nearly \$124,000 in town funds.

In June, the town council hired Tapani Underground, Inc. of Battle Ground to do the work.

Town of Cathlamet spokeswoman Kerrie McNally said that Mayor Richard Swart has talked with most of the merchants along the stretch and "feels that there should not be too much disruption to the businesses."



Myra project begins

The idea to link U.S. Highway 12 and State Route 125 was first proposed in the 1960s.

Updated: Wednesday, August 1, 2007 1:40 PM PDT

By Andy Porter of the Union-Bulletin

A shovelful of dirt put an end to decades of waiting today.



Ceremonial shovels fanned out by Walla Walla County Design technician Thom Scott on the lawn at the corner of Rose Street and Myra Road await their official duties during the Myra Road groundbreaking ceremony this morning. U-B photo by Jeff Horner

In a morning ceremony, officials formally broke ground for the Myra Road Extension Project, a new

roadway which will link U.S. Highway 12 and State Route 125.

“This is a great day, a beautiful morning,” said Walla Walla County Commissioner Dave Carey, who delivered the opening remarks.

Carey recounted how 36 years ago a former commissioner, Harmon Johnson, was told “it usually takes 25 to 30 years for a project like this to come to fruition.”

Carey went on to relate how he himself had been told Myra Road, along with the widening of U.S. Highway 12, “will not happen in your lifetime.”

“We must have perseverance,” he said. “Highway 12 is moving, and this is moving. Now, I don't know about you, but I'm ready to break some ground.”

First proposed in the 1960s, the project remained stagnant until 2000, when Walla Walla County, the cities of Walla Walla and College Place, the Port of Walla Walla and Valley Transit formed a consortium “to get the essential studies done to get this going.”

The process since then has involved “hundreds of stakeholders” involving not only public officials, but landowners along the route and the general public as the final route was chosen and funds secured.

Along with Carey, the crowd heard from Walla Walla Mayor Dominick Elia, College Place Mayor Ed Ammon, Port of Walla Walla Commissioner Fred Bennett and WSDOT Regional Administrator Don Whitehouse.

The final step came when officials from each entity picked up gold-painted shovels, each labeled “Myra Road Groundbreaking 2007,” and dug up the symbolic first spade of earth for the multimillion dollar project.

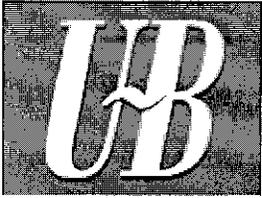
Actual construction on the road project should be visible soon, said Walla Walla County Public Works Director Randy Glaeser.

“The contractor started mobilizing in the last couple of days,” he said this morning at the groundbreaking.

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Whitman Drive extension takes two big steps ahead

Updated: Tuesday, August 14, 2007 1:39 PM PDT

By Andy Porter of the Union-Bulletin

COLLEGE PLACE - A road project that will extend Whitman Drive east to Myra Road took two major steps ahead Monday.

In separate actions the City Council approved the contract award for the project as well as ordinances to issue revenue bonds to finance building water and sewer lines along the route.

The low bidder on the project was Apollo Inc. of Kennewick with an offer of about \$2.8 million, said Pat Reay, city administrator. The project is being funded by a combination of grants, including \$900,000 from the state Transportation Improvement Board, bonds and local dollars.

The project is on an "aggressive" schedule, Reay said.

"The contractor will hopefully begin the Tuesday after Labor Day and then work until winter shutdown, provided there is a winter shutdown. He'll then begin again in the spring with a hoped-for completion date in May," he said.

When completed, the roadway will open up about 30 acres between Larch Avenue and Myra Road for commercial development.

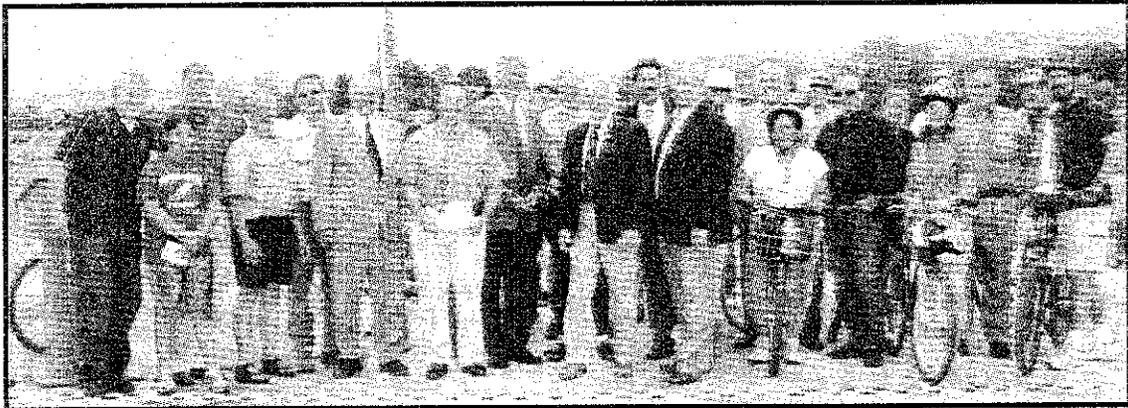
Earlier in the meeting, the council approved ordinances for revenue bonds of \$1.135 million to build water and sewer lines along the new roadway. That sum is part of the total cost of the bid.

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WSDOT, TIB and Yakima County team up to open new lanes



Back row left to right: Mike Uhlman, Dave Edler, Trent Marquis, Luke Assink, Jay Manning, Larry Miller, Doug MacDonald, Don Whitehouse, Greg Barrett, Jeff Scott, Jill Dexter, Smmer Derrey; Front row left to right: Sadie Dominguez, David Huyck, Jim Clements, Mike Leita, Sid Morrison, Greg Stewart, Ruth Blevins, Max Kuney, Donna Storeide, Steve Gorcester, Mark Pettit.

Photo by Stephanie Finley-WSDOT intern
By Meagan McFadden,
WSDOT Communications

Five months ahead of schedule and anticipated to be on budget, improvements on SR 24 are now open to traffic. WSDOT teamed up with the Transportation Improvement Board and Yakima County to celebrate the completion of the SR 24 Additional Lanes project and the 33rd Street Corridor Improvements project.

"This is a great example of what partnerships can do," said Greg Stewart, President of the Central Washington State Fair Park.

With the addition of one lane in both directions on SR 24, a new bridge over the Yakima River, and interchange improvements on I-82, WSDOT and its contractor have constructed a solution for a major local bottleneck. The Nob Hill interchange now has four new lanes, which will accommodate more traffic, and a new bridge that crosses the Yakima River Bridge, eliminating serious erosion issues threatening the old bridge.

This event wasn't your typical ribbon cutting ceremony. Rather than lin-

ing up several dignitaries behind a ribbon with scissors, WSDOT recruited the Director for the Department of Ecology **Jay Manning** and State Senator **Jim Clements** to wave checkered flags, as local bicyclists and motorists crossed the finish line in a mini-parade, to signify opening the highway improvements to traffic. Guest speakers included: Secretary of Transportation **Doug MacDonald**, WSDOT Regional Administrator **Don Whitehouse**, Transportation Improvement Board (T.I.B.) Director **Steve Gorcester**, Senator **Jim Clements**, and Yakima Mayor **Dave Edler**.

T.I.B.'s Gorcester, presented a plaque to Commissioner Leita congratulating him on the completion of the 33rd Street Corridor Improvements.

"The SR 24 Additional Lanes project combined with the 33rd Street Corridor project will greatly enhance this community," said Gorcester.

Max J Kuney, WSDOT's contractor, complimented the department on getting the job done ahead of sched-

ule. "WSDOT is the "A" team among the DOT's of Washington, Idaho and Oregon," said Kuney. "It's always nice to get done early."

Riding in on his pink bicycle, Secretary MacDonald made his entrance at the ceremony. The bikers were the first to cross the finish line with MacDonald leading the pack, followed by several other local cyclists, including members from the Mt. Adams Bicycling Club and WSDOT. Mayors Dave Edler of Yakima and Greg LaBree of Moxee lead the vehicles across the finish line, riding in style in a "Vintique" convertible, closely followed by vehicles from the Washington State Patrol, East Valley Fire Department, Ace Hardware, Max J. Kuney Construction, and WSDOT.

"This project opens up pathways for bicyclists," said Secretary MacDonald. "We need to keep going to make improvements across the state."

South Prairie Road project hits the road

By Dennis Box
for The Bonney Lake & Lake Tapps
Courier-Herald

ENUMCLAW, Washington (STPNS) -- The asphalt was rolling Friday on South Prairie Road just in time for the opening of school Sept. 4.

The lane expansion project was scheduled to be completed before Labor Day, which Woodworth and Company from Tacoma was able to meet despite some delays.



A crew of workers from Woodworth and Company laid asphalt on South Prairie Road Friday.

Photo by Dennis Box photo

"The project is on time and on budget," Public Works Director Dan Grigsby said. "I was hoping we would be done a little earlier, but we made it."

Woodworth began paving South Prairie Road and 198th Street Friday. The plan was to have the paving finished by Monday with the lane and crosswalk markings completed later this week.

Along with the lane expansion, new signal lights and poles were erected at state Route 410 and 200th Court East.

The road was expanded to five lanes, two lanes in each direction with a center turn lane. There is a right turn off SR 410 and another off South Prairie Road onto 200th Court East. The intersection of 200th Court East and South Prairie Road allows a legal U-turn.

The cost of the project was about \$3.9 million with the city of Bonney Lake paying \$267,000 after the Cascadia development company paid about \$2 million into the project for mitigation fees and the state Transportation Improvement Board approved about \$1.8 million.

Right of way acquisition costs rang up at \$376,616, with seven listed settlement amounts.

The Youngberg property settlement came in at \$175,000 after Pierce County offered \$114,400; Bethel Family Church received \$126,250 after a \$53,750 county offer; the Allen family settlement was \$40,500 after \$11,050 was offered; the Yun property was offered \$6,750 and the settlement was \$9,256; Henschell property, \$20,700, no offer was listed. The Albertsons/Powell easements were \$910 from the same offer and Powell/Bonney Lake was \$4,000 after a \$3,420 offer from the county.

With this phase of the project completed, more work is planned for next year.

According to Grigsby, in 2008 the developer for Lowe's will tear up the curb and gutter next to the development on the east side of South Prairie Road, then add an extra lane, creating a three-lane left turn onto SR 410 from South Prairie Road.

The developer will also add another lane with curb and gutter to SR 410 from the South Prairie Road intersection to about 192nd Avenue East.

The plan is for a Lowe's home improvement store of 139,000 square foot with a 32,000 square foot garden center and about 75,000 additional square feet for other retail stores at the corner of South Prairie Road and SR 410 across from Albertsons.

The work currently being done on the Lowe's site is earthwork in preparation for building in the spring, according to Grigsby.

The developer intends to have the Lowe's development completed next year.

Harrington cuts ribbon on newly paved streets

HARRINGTON — City and state officials gathered Wednesday morning with engineers and contractors to cut the ribbon on a newly reconstructed portion of Adams and Second streets in Harrington.

Affected were two blocks of Adams Street between Coal Creek and Second, and a block of Second to the Harrington Golf and Country Club. The \$400,000 project, mainly funded by a grant from the Legislature through the state's Transportation Improvement Board (TIB) with 5 percent matches from the City of Harrington and Lincoln County, included new paving, sidewalks on both sides of the street and six new street lights, Mayor Paul Gilliland explained.

Work started in mid-June, Gilliland said, and finished up this month. Copenhaver Construction served as general contractor and assistance for the street lighting portion of the project was provided by Avista Utilities,

which sent a representative.

A plaque was presented to the city during the ceremony, which was attended by Gilliland's predecessor as mayor, Rudy Wagner, who lives on one of the streets involved, and four or five other Harrington residents. Also on hand were Councilman Rick Becker, who will become director of the county's Public Works Department on Sept. 1, city clerk Bunny Haugen, and project engineers Jeff Logan and Craig Aldworth from USKH Engineering in Spokane.

City workers Scott McGowan and Ted Hatcher also were involved, with McGowan driving the fire truck on which participants made the customary first trip on the new pavement.

State Sen. Bob Morton sent regrets that he couldn't come. Gilliland credited him and Reps. Joel Kretz and Bob Sump for their work that keeps TIB funded to help smaller municipalities in the state.

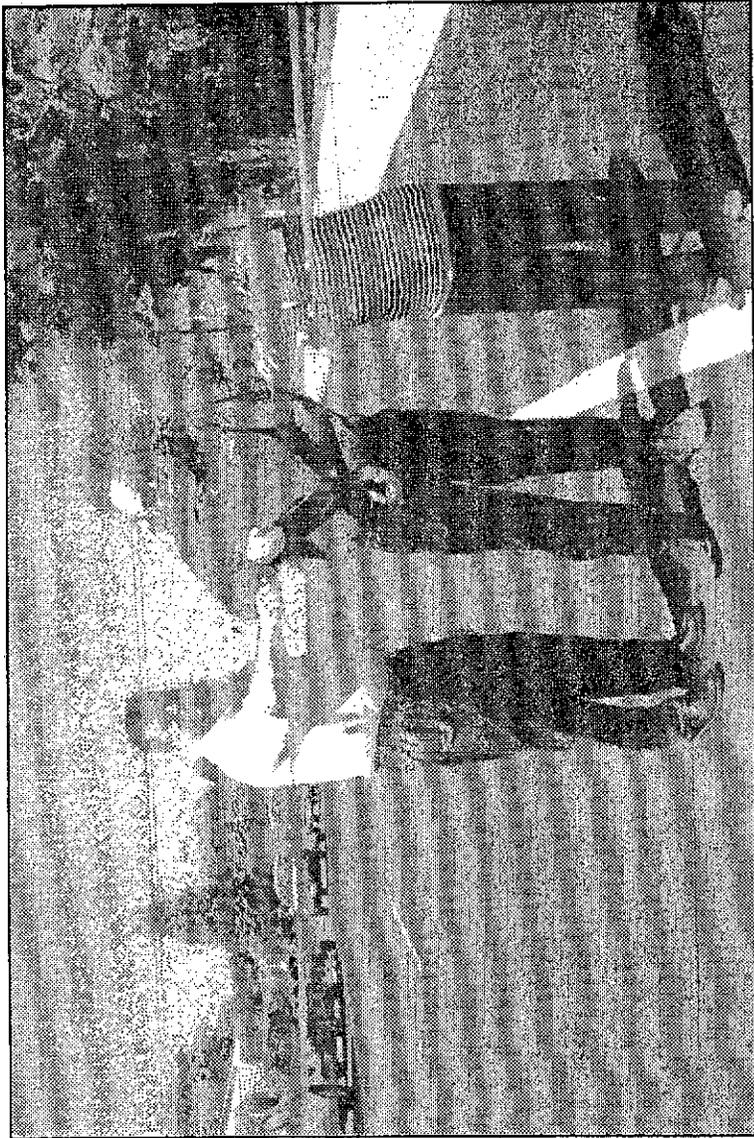


Photo by Jeff Logan, courtesy of Paul Gilliland

Harrington Mayor Paul Gilliland cuts the ribbon on a newly reconstructed portion of Adams and Second streets, while Greg Partch, a Whitman County commissioner who serves on the state's Transportation Improvement Board (TIB) and Gloria Bennett, the TIB's northeast region project engineer, assist. Gilliland specifically noted how Bennett "has been such a help to us" on the project which was 90 percent funded by TIB monies.

Stevens St. dedicated

By Megan Hansen

Nisqually Valley News

City personnel and residents gathered last week to celebrate the completion of Stevens Street, another portion of the Y4 corridor project.

Connectivity from east to west is vital for traffic flow in the city, said Mayor Ron Harding.

The project connects First and Edwards streets. Improvements included widening, paving, striping and stop signs at both ends.

"We've been really thrilled with the opening," said Linda Tharge, owner of TLC Outlet Express. "It's been a wonderful addition. We've gotten back old customers and new customers who didn't even know the store was here (since the street opened)."

By opening up an alternative route, city officials said they are hoping that some of the traffic congestion will be relieved on Yelm Avenue.

Yelm resident Sharon Isaacs attended the Thursday's ribbon-cutting ceremony.

Referring to Yelm Avenue, Isaacs said, "I hate that street."

"When they did this, I thanked God," she said. "I use it a lot," said Isaacs. "I love it. It's beautiful."

During his presentation Thursday, Harding referred to the Stevens Street project as one small piece in a large puzzle that the city is putting together.

The \$1.1 million dollar project would not have been made possible without the support of the Washington State Transportation Improvement Board, said Harding.

The city received more than \$547,000 in grant funding, taken from the state gas tax, from the board.

"It's great to see your money used productively," said Stevan Gorcester, executive director of the Transportation Improvement board. "The state gas tax went back to Yelm."

Since the opening of Stevens Street, Yelm Community Schools has made use of the alternative route using it for an entry and exit for the transportation center.

"It gets us around the light a little bit sooner," said Rhonda Morton, Transportation co-director. "It also gets us to the high school sooner."

For projects such as the Stevens Street project, the city must raise matching funds, said Harding. In the past the city was unable to come up with the money.

"As the city grew, the increase in funding gave us

funding to do these projects."

After his speech, Harding and other city personnel ran a purple ribbon across the road and ceremoniously cut it to complete the dedication.

"It came into (being) a beautiful street," said Esther Webb, a Yelm resident whose property was among the land acquired to complete the project.

The City of Yelm plans to have at least one city-sponsored road improvement project a year.

The next project planned is for Cullens Road.

The first phase of the Cullens Road project is already underway with a traffic signal planned for the intersection of Yelm Avenue and Killion Road.

Once the light is installed, Cullens Road will be refurbished to look similar to Stevens Street.

"The whole idea is to get a couple east-west connections," said Harding.



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Construction

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October 11, 2007

Will rising costs choke off our road projects?

- *A new federal report says the cost of steel, asphalt, cement and aggregates is making it harder to maintain and build roads.*

By MARGIE SLOVAN
Journal Staff Reporter

CONSTRUCTION COSTS are out of control all over the country, and they're not going to settle down any time soon, says a new report by the Federal Highway Administration.

Highway construction and maintenance costs are growing three times faster than in any period since 1990.

The U.S. House Committee on Transportation and Infrastructure requested the FHWA report after learning that several states have canceled or delayed highway projects because of insufficient funding.

The primary culprit is an explosion in the cost of construction materials such as steel, asphalt, cement and aggregates.

Excavation and embankment costs have also gone up, but they're not as big a piece of the total pie.

Construction firm profits are not contributing to the rise in costs, the report said (though it disclosed that it got its data from a voluntary survey).

Construction cost escalation is making it difficult to maintain the roads we already have, let alone build new ones. FHWA expects to dispense \$42 billion in aid to highway projects in 2009, but that money will only be worth about \$22 billion if inflation continues at its current pace.

Without a "significant increase in funding" in the next federal highway bill, FHWA will have to skip some projects, the report concluded.



Photo by Jon Silver [enlarge]

Roads aren't the only projects hit by higher costs. The General Services Administration was forced to eliminate a new lobby from the renovation plans of the federal courthouse in downtown Seattle due to escalating costs.

What do you think?

[Click here](#) to have your say.

The state's transportation department is in the same boat, with a \$2 billion shortfall in its \$15 billion worth of capital projects it has promised to deliver within the next 16 years. These are projects that state residents are funding every time they gas up.

Why so expensive?

Steel prices are rising because of global demand for steel scrap, the FHWA report said. At the same time, there's less steel scrap available in the U.S. because we're not doing as much manufacturing any more.

The consolidation of the American steel industry has also driven up prices.

In Washington state, the price of steel has more than doubled in the last nine years.

Why are asphalt prices going up? Asphalt is a by-product of oil refining. High oil prices are pushing oil refineries to become more efficient, which means those refineries are no longer producing asphalt unless they are paid more for it.

The cost of hot mix asphalt grew by 34 percent last year in Washington state, and by 75 percent since 1990.

The high price of oil is also affecting cement prices, which have doubled in Washington state in the last 16 years. It takes a lot of fuel to produce cement.

Development is driving up the price of aggregates, the FHWA report said. Aggregate mining is becoming more and more challenging as more land is built up.

"With land use laws, there are lots of restrictions now on where you can mine rock," said WSDOT road construction engineer Dave Erickson.

While most of the country is experiencing major construction cost increases, the rate of escalation varies considerably from state to state, the FHWA report said. The price of bituminous concrete went up 94 percent in Georgia during the same time period that it grew 64 percent in Washington state.

The FHWA attributed the discrepancies to differences in transportation costs. In states where local supplies of these materials exist, the price is lower, said Betty Krier of the U.S. Office of Inspector General.

"These commodities have relatively high transportation costs," Krier said. "Cement requires special handling; steel and aggregate are very cumbersome to move."

Falling by the wayside

Increased construction costs have delayed, cancelled or restructured many projects in Washington state.

Plans for a new lobby at the federal courthouse in downtown Seattle were scrapped this summer because the price tag for renovating the entire building had shot up from \$44 million to \$70 million.

Three WSDOT capital projects were postponed between April and June of this year because of increased construction costs.

The department has also "modified the scope" of some of its gas tax projects, said Keith Metcalf, WSDOT's director of project control. The state Legislature transferred some money from another budget to cover others.

"We had proposed some projects be delayed and the Legislature pulled them back in," Metcalf

said.

Sound Transit is scaling back its design plans for a light-rail station at Sea-Tac Airport after the lowest bid came in at \$95 million, almost twice the engineer's estimate.

Increased construction costs added \$92 million to Sound Transit's budget for University Link, a planned light-rail line between downtown Seattle and the University District. The agency is going ahead, having made up for the cost increase with value engineering.

In August, the Port of Seattle decided to postpone plans to replace part of the main terminal roof at Sea-Tac Airport, even though that meant the roof — which has some serious leaks — would have to survive another winter.

That's because the port only got one bid for the project, and it was 90 percent above the engineer's estimate. Port staff attributed much of the cost discrepancy to the rising cost of sheet metal.

Fewer bidders

The FHWA is concerned that construction cost inflation will soon become exacerbated by a related national trend — a decline in the number of bids.

In the last three years, the average number of bidders per contract has shrunk from four to three in Washington state.

The trend to fewer bids is not affecting highway costs yet, but the FHWA said it is “a development that bears further monitoring.”

Margie Slovan can be reached by email or by phone at (206) 622-8272.

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The Seattle Times

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Tuesday, October 16, 2007 - Page updated at 02:02 AM

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Transportation chief is named

By Mike Lindblom

Seattle Times transportation reporter

Paula Hammond, who began her career doing land surveys and pavement tests for the state Department of Transportation, is now in charge of the state's 7,000-mile highway system.

Gov. Christine Gregoire on Monday promoted Hammond to the post of transportation secretary, replacing Doug MacDonald, who retired in July. Hammond has been interim secretary since then.

She joined the agency after earning a civil-engineering degree from Oregon State University in 1979, when it was uncommon for women to enter the profession. She rose to chief of staff, where her duties included sending highway budgets to the Legislature.

She has a more low-key management style than the loquacious MacDonald, who loved to roam the state, appear on talk radio, and send work-related e-mails after midnight.

"I think on some issues Doug was divisive, and Paula is not divisive at all," said Senate Transportation Committee Chairwoman Mary Margaret Haugen, D-Camano Island. MacDonald's outspoken enthusiasm for highway tolls, to try to reduce congestion, annoyed some lawmakers, said Haugen, who thinks Hammond will be more deliberate.

Hammond borrowed a page from MacDonald's playbook in mid-August, by wearing her hardhat on a trip to northbound Interstate 5 during a major resurfacing project in Seattle. That project, her first big test, was finished five days ahead of schedule.

Next year, she plans to ask the Legislature to boost funding for I-5, built circa 1966, to continue replacing damaged pavement and expansion joints.

Hammond said the state needs to fix bottlenecks on I-5 through downtown Seattle, where lanes abruptly end in places and there are awkward left-side exits.

Another pressing need is to replace old "Steel Electric" ferries, built in 1927, she said.

Last week, Hammond questioned a state auditor's report that told the Department of Transportation (DOT) to build more highway lanes, to relieve congestion. Safety and performance are even higher priorities, she said.

A national search turned up 57 applicants for the job, who were narrowed to two finalists. But Gregoire



Paula Hammond has been interim Department of Transportation secretary.

said she'd already made up her mind by then. "I have been impressed in the last couple of months as the numbers grew dramatically of people calling me, seeing me and asking me to appoint Paula Hammond," Gregoire said.

Gregoire praised Hammond's response to the Aug. 1 Minnesota bridge collapse. The next morning, Hammond traveled to Seattle to talk about Washington bridges. Last month, engineers began conducting previously planned inspections on the city's busiest steel-truss span, the I-5 Ship Canal Bridge.

Hammond, 50, will be paid a \$163,500 salary.

She grew up in Southern Oregon and recalls having a talent for math and science. "I see my career as stewardship for my state," she said. As the first woman to lead the transportation agency, she hopes her promotion encourages girls to think about technical careers.

Seattle Times reporter Andrew Garber contributed to this report. Mike Lindblom: 206-515-5631 or mlindblom@seattletimes.com.

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Grant County, governor greet Guardian

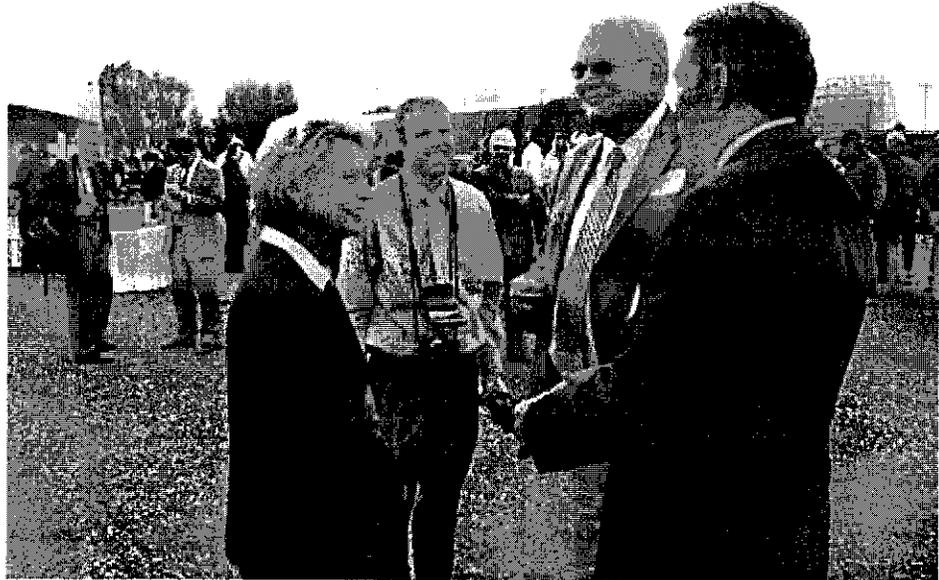
By Matthew Weaver
Herald senior staff writer

Community turns out for
groundbreaking of new
fiberglass plant

MOSES LAKE - Guardian Building Products Executive Vice President Martin Powell has long wanted to locate a facility in his home state.

"I've wanted to build a plant in the state of Washington since 1984," he told gathered community members. "Why? One, this state has great growth potential. Two, by being in the state of Washington, Guardian will have a service and freight advantage over our competition since they're located in California and central Canada."

Ground broke Monday afternoon on a new Guardian Fiberglass, Inc., manufacturing plant in Moses Lake.



Matthew Weaver/Columbia Basin Herald Gov. Chris Gregoire shares a smile with Grant County Economic Development Council Communications and Research Manager Jon Smith, Moses Lake Mayor Ron Covey and council President Bob Trask, Jr., following the Guardian Fiberglass, Inc., groundbreaking Monday afternoon.

Part of the Guardian Building Products group of companies, the Guardian Fiberglass Moses Lake facility manufactures the complete line of Guardian's fiberglass insulation products for residential and commercial application.

The plant is a 500,000-square-foot-building and includes manufacturing and warehousing.

The plant creates 130 new jobs for the region and will have the capacity to run two lines.

Moses Lake was selected because of the availability of suitable land, reasonable utility rates, reliable power rates, a

quality work force and proximity to major transportation lanes, Guardian representatives stated.

Powell outlined the history of the company for those in attendance at the groundbreaking ceremony and explained Moses Lake gets a committed corporate citizen in Guardian. The business has a sound environmental policy and a tendency to get involved in the community, he added.

Grant County Economic Development Council President Bob Trask Jr. read a letter from council Executive Director Terry Brewer, who was in Las Vegas at a trade show.

"We started working on this project in mid-2004, and had our first site selection-related visit by a Guardian

official late that year," Trask read from Brewer's letter. "Since that time, numerous members of Guardian Industries' team, from Michigan and South Carolina, have been out here on numerous fact-finding and issue-related trips. I am grateful that during all that time, they never gave up on us."

Moses Lake Mayor Ron Covey told the audience he could remember a time when Moses Lake was thought of as merely a stop to get gas or coffee along Interstate 90.

"Let me tell you, the times are a-changing," Covey said. "Moses Lake is on the move. It's on the radar screens not only in the U.S., but in several foreign countries. Ask yourself why."

Covey listed several reasons, including "innovative and progressive thinkers" operating at the Grant County Public Utilities District over the last 50-some years, offering inexpensive power and the construction of the fiber optics network, and the economic development council's efforts.

Covey also pointed to efforts on the part of Gov. Chris Gregoire's office, the council, the state Department of Community Trade and Economic Development, the council, Grant County and the City of Moses Lake to work together and obtain Transportation Improvement Board funds to construct a portion of Road N essential for the company to locate in Moses Lake.

"It is because of this partnering effort we stand here today ready to celebrate the construction of this wonderful project," Covey said.

Gregoire said Forbes Magazine recently ranked Washington as the fifth best state in the country to do business, reinforcing Guardian's decision to locate in state.

"We're not about local government or city or county or state," Gregoire said. "We're about all of us working together. We're about the mayor and the city council being a major player in making it happen, about the county council and the port sitting at the table, collaborating with no one thinking, 'I am more important or my territory is more important,' that we're all working together in the Washington way. This is a perfect example of when it works well, what it brings."

Grading for the plant begins immediately. Building construction begins in February 2008. The plant is expected to begin production in mid-2009.

Roundabout ready

City celebrates opening of north end roundabout



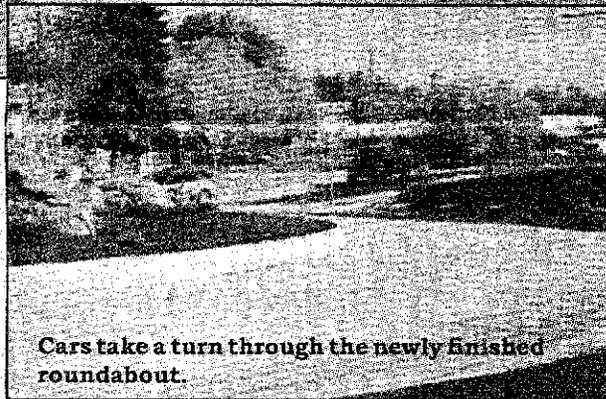
City Engineer Mark Freiburger, Colville Mayor Dick Nichols and former Mayor Duane Scott join in the ribbon cutting for the north end roundabout in Colville.

BY SOPHIA ALDOUS
S-E Staff Reporter

After over two months of construction, the city of Colville celebrated the opening of the north end roundabout near the old Stevens County shop last Thursday. Official attendants to the ribbon cutting were City Engineer Mark Freiburger, Colville Mayor Dick Nichols, Sheila Stalp from Congresswoman Cathy McMorris-Rodgers' office and Senator Bob Morton, among others.

The ceremony marked the completion of the truck route project that began with the south end roundabout in 2003.

"The noise of trucks and the pollution caused by diesel has degraded the downtown Colville experience," Freiburger said, citing a few reasons for the project. "Now with the roundabout's completion, we can start to see positive results of all the hard work and diligence that has gone



Cars take a turn through the newly finished roundabout.

into this."

The completion of the truck route project (which includes the north end roundabout) from Fifth Avenue to Highway 395 cost approximately \$1,078,248.45. 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 SAFETEA-LU funds and local street funds.

"The TIB funds were essential to this project, and it was a pleasure working with this organization," Freiburger said.

According to Freiburger, the construction of the new roundabout will help ease traffic congestion and allow trucks easier access to the truck route on Colville's north side. Freiburger said that since the completion of the south end roundabout, only three traffic accidents have been reported.

Mayor Nichols also addressed the small crowd who came out Thursday morning for the event. He congratulated city, Stevens County and state organizations for working so well together throughout the duration of the project.

"There was no sense of toes being stepped on, or communication not being made," said Nichols. "Everyone came together to make this happen and get it done."

Nichols also praised Freiburger for his vision and diligence in the truck route project and lamented the fact that Frieberger will be leaving Colville to take a job in Sedro-Woolley next month.

"You have been incredibly instrumental in seeing this through and dedicating so much time and effort to Colville," Nichols said to Freiburger. "You leave some incredibly big shoes to fill."

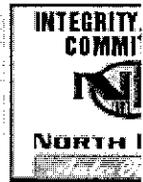
THE STATESMAN-EXAMINER
OCT. 17, 2007

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QUESTION OF THE WEEK

Do you think the recent rash of burglaries in North Kitsap is a sign of the times?

Yes No

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SR 305 widening to continue in 2008

By Jennifer Morris

Oct 13 2007

POULSBO — Motorists ticking down the days until October's end while slogging through the orange-coned obstacle course of State Route 305 can stop counting. The work first expected to be finished this month will now take until next summer to complete.

"We're not going to make the October dream date," said Washington State Department of Transportation project engineer Jerry Moore. "It's going to be early- to mid- next summer before this job gets wrapped up."

Moore said the rainy weather, along with usual surprises and delays that occur during construction, led to setbacks which will keep the project from completion until summer 2008. The project began August 2006 with a projected \$14.9 price tag, but Moore said the cost could reach the \$20 million mark. He complimented Stan Palmer Construction crews for the hard work they've already accomplished, and said finishing curbs, gutters and sidewalks, improving pedestrian access to adjacent businesses and paving are all priorities before winter weather sets in.

"Right now everything we're doing is being driven by weather more than anything else," he said.

Project managers are also looking at one more possible closure of Bond Road in order to complete work near the North Kitsap Medical Center. Directing rainwater runoff to the stormwater system is also a priority. Carpool, transit and turning lanes, as well as bicycle lanes and sidewalks, are all part of the completed project's design.

"We're working very hard and fast," he said. "It's been a long summer for us."

Emerald Hearth, Home and Spas, LLC owner Dave Sanford, who was one of several business owners who said the disruption along SR 305 has been detrimental to daily operation of his business, said the

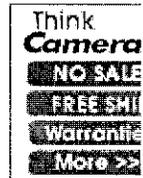


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timeline extension is something he can live with.

"It is what it is," he said. "There's nothing I can do about it. I think they've got the lion's share of it done, so ... as long as they stop for a while people will get used to it and start coming in again."

Sanford said the flow of customers at his Poulsbo Business Park location has steadied some since the summer, and he's optimistic work next year will cause much less disruption.

Councilman and Puget Sound Regional Council Transportation Policy Board member Jim Henry said he had hoped the project wouldn't need extension, but understood crews had to work their construction schedule around impacts to the surrounding environment.

"I am a bit disappointed, however, I would rather them get it done right," he said. "They're as disappointed as we are."

Henry said when it comes to city projects dependent on the finishing of SR 305, the repercussion of delay is inevitable.

"This delay is going to cause the city to delay," he said. "We don't know what normal is yet."

While certain city tasks could be put on hold, city engineer Andrzej Kasiniak said the completion of the 7th Avenue extension shouldn't be affected.

For more information about the SR 305 widening project, visit www.wsdot.wa.gov/Projects/SR305/PoulsboSouthtoBondRd/.

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Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 07/01/2007 to 10/31/2007

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
RTP Program							
7-5-188(004)-1	KELSO	Kelso Drive "S" Curves	Audit	CC FV AD	38,908	3,203	Director
7-5-188(006)-1	KELSO	Kelso Drive Slides B & C (Old SR 5)	Audit	CC FV AD	475,032	-78,148	Director
Total RTP Change						-74,945	
SCAP Program							
6-P-119(002)-1	ALGONA	Warde Street/Washington Blvd	Design	DE	61,000	0	Director
6-P-800(001)-1	BLACK DIAMOND	Railroad Avenue	Design	DE	145,191	0	Director
6-E-901(003)-1	CHEWELAH	Main St (Flowery Trail)	Bid Award	BA	444,000	125,000	Director
6-E-901(104)-1	CHEWELAH	Main Street	Audit	CC FV AD	71,809	-122	Director
6-E-924(004)-1	DAYTON	S Third Street	Bid Award	BA	540,135	-45,685	Director
6-E-894(107)-1	DEER PARK	Crawford Avenue	Design	DE	6,210	0	Director
6-P-811(N04)-1	EATONVILLE	Center Street	Audit	BA CC FV AD	183,674	3,674	Director
6-W-838(102)-1	EVERSON	Mission Road Improvements (Phase 2)	Construction	CN	59,697	59,697	Director
6-W-825(002)-1	FORKS	Calawah Way	Audit	CC FV AD	1,223,169	7,000	Director
6-E-871(N08)-1	HARRINGTON	WSDOT Eastern Region Chip Seal	Bid Award	BA	2,650	0	Director
6-E-850(008)-1	LEAVENWORTH	Commercial Street	Design	DE	27,709	0	Director
6-W-961(N02)-2	MORTON	Adams Street	Audit	CC AD	101,363	-27,051	Director
6-W-962(N04)-1	MOSSYROCK	Williams Street	Audit	CC AD	144,317	-33,031	Director
6-E-987(103)-1	OMAK	Robinson Canyon Road	Audit	CC AD	62,896	0	Director
6-E-874(N02)-1	SPRAGUE	WSDOT Eastern Region Chip Seal	Bid Award	BA	2,200	0	Director
6-E-886(N02)-1	TWISP	Glover St	Bid Award	BA	231,959	56,959	Director
6-E-875(N05)-1	WILBUR	WSDOT Eastern Region Chip Seal	Audit	CC FV AD	3,480	5	Director
6-W-951(103)-1	YACOLT	W. Yacolt Road & N. Amboy Avenue	Bid Award	CN BA	39,642	31,230	Director
6-W-978(008)-1	YELM	Stevens Street	Contract Completion	CC	531,527	-15,976	Director
Total SCAP Change						161,700	



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
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Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
SCPP Program							
2-E-876(001)-1	BREWSTER	2008 WSDOT North Central Region Chip Seal	Construction	DE CN	56,500	0	Director
2-E-851(002)-1	BRIDGEPORT	WSDOT North Central Chip Seal	Construction	DE CN	57,200	0	Director
2-W-979(001)-1	CATHLAMET	Seal Coat Project	Audit	BA CC FV AD	41,998	-2	Director
2-E-930(001)-2	CLE ELUM	Overlay Project	Audit	BA CC FV AD	137,509	17,936	Director
2-P-115(001)-1	CLYDE HILL	Points Drive	Audit	CC FV AD	75,000	0	Director
2-E-986(001)-1	COLFAX	Clay Street	Contract Completion	CN BA CC	79,444	-18,556	Director
2-E-856(001)-1	COULLEE CITY	Adams Street	Bid Award	BA	69,312	4,112	Director
2-W-827(001)-1	COUPEVILLE	Overlay Project	Bid Award	BA	57,000	0	Director
2-W-831(001)-1	FRIDAY HARBOR	Hunt Street	Contract Completion	BA CC FV AD	53,245	6,945	Director
2-E-911(001)-1	GARFIELD	Overlay Project	Contract Completion	BA CC FV AD	46,900	1,300	Director
2-E-940(001)-1	GRANGER	Overlay Project	Bid Award	BA	149,053	0	Director
2-W-953(001)-1	KALAMA	Overlay Project	Audit	CC FV AD	56,000	0	Director
2-E-931(001)-1	KITTITAS	Main Street Overlay	Bid Award	CN BA	124,406	0	Director
2-W-956(001)-1	MCCLEARY	5th Street	Bid Award	BA	40,000	0	Director
2-E-897(001)-1	MEDICAL LAKE	Hallett Street	Audit	BA CC FV AD	75,210	9,810	Director
2-W-961(001)-1	MORTON	Overlay Project	Audit	CC AD	46,240	-2,816	Director
2-E-881(002)-1	OKANOGAN	4th Avenue North Overlay Project	Bid Award	BA	75,000	0	Director
2-E-883(001)-1	PATEROS	Overlay Project	Audit	CC FV AD	25,022	-78	Director
2-W-841(002)-1	SUMAS	Garfield Street	Contract Completion	CC FV AD	71,381	5,481	Director
2-E-854(001)-1	WATERVILLE	East 4th Street	Contract Completion	BA CC	39,555	-13,445	Director
2-P-816(001)-1	WILKESON	Chruch Street Sidewalk	Bid Award	BA	36,130	6,130	Director
Total SCPP Change						16,817	
SP Program							
P-W-006(F05)-1	CLARK COUNTY	NE 159th Street	Construction	DE CN	150,000	0	Director
P-E-930(F03)-1	CLE ELUM	Stafford Avenue and Second Street (SR 903)	Audit	CC FV AD	289,200	8,707	Director
P-E-888(P03)-1	CUSICK	Winchester Street/4th Avenue	Audit	CC FV AD	180,065	2,110	Director



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
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P-W-825(P03)-1	FORKS	Spartan Avenue	Audit	CC FV AD	141,168	16,168	Director
P-E-173(P04)-1	KENNEWICK	Kennewick Avenue	Audit	CC FV AD	133,993	0	Director
P-E-897(P06)-1	MEDICAL LAKE	Lefevre Street (SR 902)	Bid Award	BA	120,665	32,482	Director
P-W-961(P04)-1	MORTON	Second Street (SR 7)	Construction	DE CN	162,800	0	Director
P-W-840(P02)-1	NOOKSACK	W 2nd Street/ W Madison Street	Construction	CN	117,500	0	Director
P-E-883(P01)-1	PATEROS	Dawson Street	Bid Award	BA	196,574	46,399	Director
P-W-151(P02)-1	PORT TOWNSEND	Discovery Road	Audit	CC FV AD	89,000	0	Director
P-E-171(P04)-1	RICHLAND	Leslie Road	Audit	CC FV AD	83,580	5,506	Director
P-P-823(P06)-1	STANWOOD	267th St NW	Withdrawn	WD	0	-100,000	Director
P-E-179(P01)-1	SUNNYSIDE	Lincoln Avenue	Contract Completion	CC	150,000	0	Director
P-W-965(P03)-1	TOLEDO	Cowlitz, 2nd St and 3rd St	Construction	DE CN	111,399	0	Director
P-W-184(P06)-1	VANCOUVER	Fort Vancouver Way	Construction	DE CN	87,000	0	Director
P-E-936(P01)-1	WHITE SALMON	Jewett Blvd (SR 141)/Main Street	Audit	CC FV AD	170,585	12,585	Director
UAP Program					Total SP Change	23,957	
8-2-156(037)-1	BELLINGHAM	Woburn Street	Bid Award	CN BA	174,942	-9,058	Director
8-4-003(003)-1	BENTON COUNTY	I-82 Interlie Completion	Bid Award	CN BA	3,079,650	-390,571	Director
8-5-006(036)-1	CLARK COUNTY	NE 63rd St	Bid Award	BA	3,900,000	0	Director
8-3-009(007)-1	EAST WENATCHEE	Rock Island Road	Construction	CN	651,365	0	Director
8-1-201(002)-1	EDGEWOOD	Jovita Blvd/Emerald St/28th Ave	Design	DE	1,220,703	0	Director
8-1-139(001)-1	EDMONDS	220th St SW	Audit	CC FV AD	2,760,000	0	Director
8-1-127(006)-1	GIG HARBOR	56th Street/Olympic Drive NW	Bid Award	BA	3,217,000	0	Director
8-5-188(015)-1	KELSO	N Pacific Avenue	Audit	CC FV AD	752,082	82,192	Director
8-1-106(029)-1	KENT	SE 256th Street	Design	DE	389,570	0	Director
8-5-197(021)-1	LACEY	Sleater Kinney Road SE	Bid Award	CN BA	816,811	0	Director
8-5-197(023)-1	LACEY	Mullen Road SE	Bid Award	BA	2,792,789	304,538	Director
8-1-143(004)-1	MARYSVILLE	State Avenue	Audit	CC FV AD	2,500,000	0	Director



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
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Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-1-200(002)-1	NEWCASTLE	Coal Creek Pkwy, Phase 2	Bid Award	BA	18,373,875	0	Director
8-1-117(004)-1	PACIFIC	Ellingson Road	Audit	CC FV AD	1,446,604	-118,116	Director
8-1-101(147)-1	SEATTLE	South Jackson St	Audit	CC FV AD	1,273,000	0	Director
8-1-101(148)-1	SEATTLE	Phinney Ave/Fremont Ave/50th St	Audit	CC FV AD	2,585,701	-545,011	Director
8-1-101(152)-1	SEATTLE	51st Avenue South	Design	DE	227,840	0	Director
8-3-032(058)-1	SPOKANE COUNTY	Mission Ave	Audit	CC FV AD	1,345,887	-12,454	Director
8-3-032(059)-1	SPOKANE COUNTY	Evergreen Road	Audit	CC FV AD	2,044,914	0	Director
8-4-178(003)-1	TOPPENISH	Toppenish Ave & 2nd Ave	Bid Award	CN BA	721,985	71,400	Director
8-5-196(016)-1	TUMWATER	Old Highway 99 Signal	Audit	CC FV AD	174,000	0	Director
8-5-184(036)-1	VANCOUVER	NE 18th Street	Design	DE	0	0	Director
8-3-160(022)-1	WENATCHEE	Columbia Street	Audit	CC FV AD	764,203	0	Director
8-3-160(023)-1	WENATCHEE	Wainut Street	Bid Award	BA	1,656,000	216,000	Director
8-4-039(021)-1	YAKIMA	West Nob Hill Blvd	Contract Completion	CC	637,302	6,307	Director
8-4-180(020)-1	YAKIMA	Nob Hill Blvd	Audit	CC FV AD	230,377	-673	Director
Total UAP Change						-395,446	
UCP Program							
9-W-006(024)-1	CLARK COUNTY	NE 72nd Avenue	Bid Award	BA	500,000	0	Director
9-E-177(002)-1	COLLEGE PLACE	Whitman Drive	Bid Award	CN BA	990,000	0	Director
9-W-155(002)-1	MOUNT VERNON	Riverside Drive - S Burlington Blvd	Audit	CC FV AD	2,500,000	0	Director
9-P-200(002)-1	NEWCASTLE	Coal Creek Parkway Corridor	Bid Award	BA	2,500,000	0	Director
9-E-174(003)-1	PASCO	Ainsworth Railroad Crossing (Construction Only)	Audit	CC FV AD	1,114,062	0	Director
9-P-107(010)-1	REDMOND	NE 124th Street	Design	DE	574,605	0	Director
9-P-102(012)-1	RENTON	Maple Valley Hwy (SR 169)	Bid Award	CN BA	2,208,000	0	Director
9-E-165(012)-1	SPOKANE	Monroe Street Bridge	Contract Completion	CC	2,000,000	0	Director
9-E-165(015)-1	SPOKANE	Freya Street	Audit	CC FV AD	292,379	0	Director
9-E-032(017)-1	SPOKANE COUNTY	Hayford Road	Bid Award	CN BA	326,053	0	Director
9-P-198(006)-2	WOODINVILLE	131st Ave NE (SR 202)	Contract Completion	CC	779,212	-32,556	Director



Washington State Transportation Improvement Board
Project Activity Report

Reporting Period
 From 07/01/2007 to 10/31/2007

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
9-E-947(101)-1	ZILLAH	Second Avenue	Contract Completion	CC	15,368	15,368	Director
Total UCP Change						-17,188	

Total Change -285,105

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



State of Washington
Transportation Improvement Board

FY 2009 Priority Array Summary
November 16, 2007

The preliminary target size for the FY 2009 funding cycle was set at the May 2007 Board meeting with a deadline for application submission of August 31, 2007. After the board meeting, TIB engineers conducted 25 funding workshops across the state. The TIB received 441 applications requesting \$463 million, fewer than in recent funding cycles.

Summary of Applications Received

Program	Applications	Funds Requested
UAP	100	\$204 million
UCP	82	\$200 million
SCAP	75	\$38 million
USP & SCSP	87	\$13 million
SCPP	97	\$8 million
TOTALS	441	\$463 million

During the months of September and October, TIB engineers made site visits to all projects in order to review the submitted data and validate the desk ratings applied to the applications.

At the end of October, the TIB engineers met with the Executive Director to discuss the ratings and propose a preliminary Priority Array for approval at the November Board Meeting.

As of September 2007, the revenue forecast has taken a downturn, and therefore, the future call for projects was reduced for the UAP program. The UCP program was already fiscally constrained.

The next revenue forecast is published in November, but the downturn is expected to be consistent. In order to respond to the expected reduction, an incremental decrease in the funding call is necessary. There were many factors included in the reduction including the outstanding demand for funds and bond debt allowance. All of the factors have been included in the analysis to set funding levels as shown in the spreadsheet on page 42.

Summary of Recommended Funding

Program	# of Recommended Projects	Target Funding Level (in millions)	Recommended TIB Funds	Total Project Cost
UAP	14	\$ 28	\$27,658,903	\$64,454,031
UCP	9	\$ 25	\$25,790,998	\$67,393,203
SCAP	16	\$ 9	\$9,042,093	\$12,998,630
SP & SCSP	21	\$ 3	\$2,914,572	5,269,500
SCPP	48	\$ 3	\$2,951,171	2,951,171
TOTALS	108	\$ 68	\$68,357,737	\$153,066,535

BOARD ACTION

TIB staff recommend that the Board adopt the Priority Array as presented.



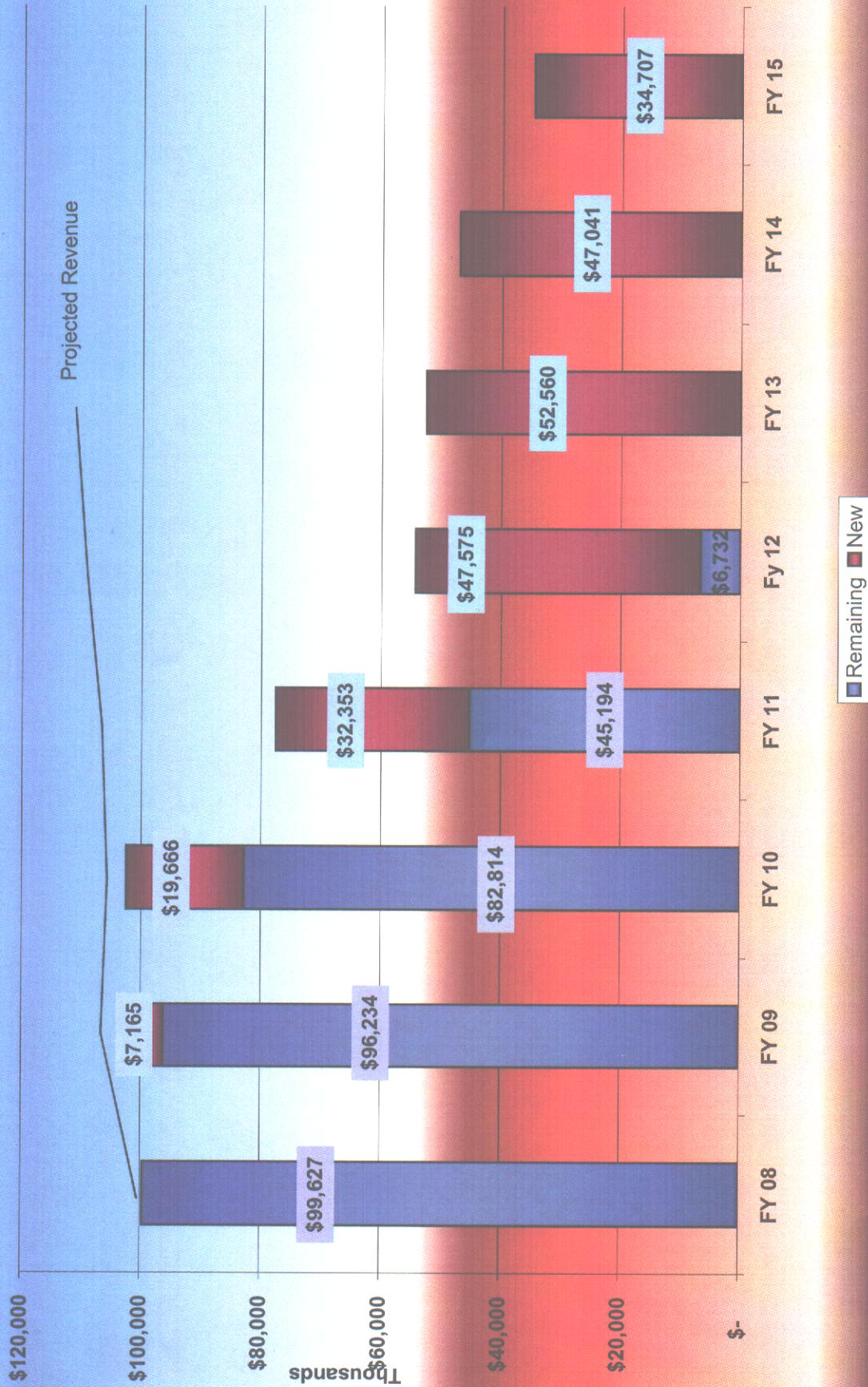
2009-2012 Target Program Sizes

REMAINING EXPENDITURES										
Fund	Prog	Total	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15
144	UCP	139,151,829	36,453,126	43,685,981	41,570,575	16,202,146	1,240,000			
112	UAP	163,225,155	49,118,365	39,634,915	39,987,953	28,991,695	5,492,227			
112	SCAP	19,518,533	9,789,997	8,623,136	1,105,400					
112	SP	6,729,980	2,902,245	3,677,735	150,000					
08M	SCPP	2,333,159	1,362,945	611,745						

TARGET PROGRAM SIZES										
		FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	
FY 2009										
	UCP CN	7,000,000	883,323	2,175,026	1,077,433	1,123,612	966,273	774,333		
	UCP	18,000,000	232,740	1,581,822	3,670,272	3,404,790	2,643,066	2,596,500	1,144,044	
	UAP	28,000,000	1,019,592	3,890,124	6,612,396	7,969,472	4,605,468	2,709,364	1,000,692	
	SCAP	9,000,000	2,003,724	4,407,048	1,799,496	542,826	246,906			
	SP	3,000,000	1,151,100	1,291,200	372,000					
	SCPP	3,000,000	1,874,400	1,125,600						
FY 2010										
	UCP	25,000,000		323,250	2,196,975	5,097,600	4,728,875	3,670,925	3,606,250	
	UAP	30,000,000		1,092,420	4,167,990	7,084,710	8,538,720	4,934,430	2,902,890	
	SCAP	9,000,000		2,003,724	4,407,048	1,799,496	542,826	246,906		
	SP	3,000,000		1,151,100	1,291,200	372,000				
	SCPP	1,000,000		624,800	375,200					
FY 2011										
	UCP	28,000,000			362,040	2,460,612	5,709,312	5,296,340	4,111,436	
	UAP	33,000,000			1,201,662	4,584,789	7,793,181	9,392,592	5,427,873	
	SCAP	10,000,000			2,226,360	4,896,720	1,999,440	603,140	274,340	
	SP	3,500,000			1,342,950	1,506,400	434,000			
	SCPP	2,000,000			1,249,600	750,400				
FY 2012										
	UCP	30,000,000				387,900	2,636,370	6,117,120	5,674,650	
	UAP	35,000,000				1,274,490	4,862,655	8,265,495	9,961,840	
	SCAP	10,000,000				2,226,360	4,896,720	1,999,440	603,140	
	SP	3,500,000				1,342,950	1,506,400	434,000		
	SCPP	1,200,000				749,760	450,240			
	Expenditures		99,626,677	103,398,391	102,480,043	77,546,463	54,307,114	52,560,452	47,040,585	34,707,155
	Revenue		100,960,199	101,655,021	107,333,936	109,542,336	111,874,552	114,245,715		
	Bond Revenue (UATA)			7,000,000						
	UCP CN only		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8
	UCP		12.62%	31.07%	15.39%	16.05%	13.80%	11.06%		
	UAP		1.29%	8.79%	20.39%	18.92%	14.68%	14.43%	6.36%	3.80%
	SCAP		3.64%	13.89%	23.62%	28.46%	16.45%	9.68%	3.57%	0.55%
	SP		22.26%	48.97%	19.99%	6.03%	2.74%			
	SCPP		38.37%	43.04%	12.40%					
	SCPP		62.48%	37.52%						

SCPP FY 2010 and 2012 only as CHAP remaining funds allow.

2009 - 2012 Target Program Size Impact





Delayed Projects Report

November 15, 2007

BACKGROUND

At the July 27, 2007 Board meeting, TIB staff provided a report to the Board on all projects that missed the Bid Award performance standard. The standard is:

- Urban Corridor Program (UCP) projects reach bid award by 5½ years
- Urban Arterial Program (UAP) projects reach bid award by 4½ years
- Projects in all other programs reach bid award by 2½ years.

TIB staff maintains regular contact with these agencies and are aware of the causes for the delays. This report provides an update on the status of the 24 delayed projects noted at the July 2006 meeting; 12 Stage I delayed projects, 7 Stage II delayed projects, and 5 Stage III delayed project.

STAGES OF DELAY

Stage 1 – Notice is sent to appropriate agency and this is reported to the Board.

Stage 2 – A written schedule commitment from the agency is sent to TIB and this is reported to the Board.

Stage 3 – Agencies that have not met their scheduled commitment are requested to report to the Board for extension consideration or possible withdrawal.

STATUS SINCE JULY REPORT TO THE BOARD

There are 12 projects in Stage 1 delay. Of these:

- One project was awarded
- Three projects are scheduled to award Fall 2007
- Four projects are scheduled to award Spring 2008
- Two projects are scheduled to award Spring 2009
- Two projects will be withdrawn (Town of Uniontown and Douglas County)

There are 7 projects in Stage 2 delay. Of these:

- Two projects are scheduled to award in November 2007
- Three projects are scheduled to award in January 2008
- One project is scheduled to advertise Spring 2008
- One project is scheduled to advertise Spring 2009

There are 5 projects in Stage 3 delay. Of these:

- One project was awarded
- One project may need to attend the next Board meeting for extension consideration if they miss their award date. (City of Everett)
- One project has withdrawn due to a large scope increase and funding shortfall. (City of Stanwood)
- Two projects are before the Board at this meeting to request an extension consideration. (City of Fife and City of Tumwater)

Delayed Project Status

Agency	Funding Year	Project Name	Remaining TIB Total TIB Project Cost	Construction Commitment	Delay Stage
ILWACO	2006	Brumbach Street - Spruce St to School St	100,000 87,232 157,113	February 2008	1
KENT	2006	East Valley Hwy - SR-167 to S 212 th St	150,000 150,000 346,370	April 2008	1
KITSAP COUNTY	2003	Bethel Road - Crawford Lane SE to 350' n/o Lund Ave SE	1,728,000 1,276,000 4,320,000	April 2009	1
LANGLEY	2005	Camano Avenue Sidewalk - Sixth St to Sandy Point Rd	35,099 33,028 260,000	October 2007	1
NORTH BEND	2006	North Bend Way - Cedar Falls Way Roundabout	500,000 419,610 1,262,715	February 2008	1
RAYMOND	2003	SR 101 Safety Upgrade Ocean Ave to Fowler St	31,200 31,200 231,111	November 2007	1
SEATTLE	2004	14 th Avenue South - S Director St to S Dallas St	1,209,766 1,168,683 1,512,207	May 2008	1
TACOMA	2004	South Tacoma Way Pine St to South 38th St	112,591 105,269 834,000	February 2008	1
TWISP	2004	Glover Street - Central Business District	231,959 231,959 231,959	Awarded	1
UNIONTOWN	2006	Woodworth/St. Boniface/Church St - SR 195 to St. Boniface to SR 195	500,000 461,012 577,100	Will be withdrawn	1
WHATCOM COUNTY	2004	Yew St Rd - Samish Way to Kingsmill Rd	1,721,000 1,660,478 2,160,000	June 2009	1
YAKIMA COUNTY	2004	Selah Loop Road - E Goodlander Rd to Gore Rd	2,061,000 1,473,369 3,230,000	December 2007	1
CARNATION	2004	Tolt Avenue (SR 203) Morrison St to Entwistle St	100,000 100,000 143,835	October 2007	2
DOUGLAS COUNTY	2002	North Baker Avenue - 15th St NE to 27th St NE	1,278,799 1,134,949 2,925,000	Will be withdrawn	2
KING COUNTY	2002	Coal Creek Parkway Renton C/L to Newcastle C/L	3,196,000 2,296,056 4,670,000	January 2008	2
LONG BEACH	2005	Bolstad Street N - Pacific Ave (SR-103) to Washington Ave	214,360 214,360 240,850	Spring 2008	2
RENTON	2002	Duvall Avenue SR-900 to North City Limit	3,095,640 2,411,640 3,874,800	January 2008	2
SEATTLE	2001	East Marginal Way Overpass - 300' South of S Idaho St to Spokane St	7,300,000 5,960,000 33,300,000	November 2007	2

Agency	Funding Year	Project Name	Remaining TIB Total TIB Project Cost	Construction Commitment	Delay Stage
UNION GAP	2001	Valley Mall Boulevard Extension – South 3rd Avenue to Washington	5,286,734 4,366,266 10,557,266	January 2008	2
EVERETT	2001	Broadway & Beverly Blvd Intersection - SR 526 to Spokane St	500,000 456,417 1,384,928	Board Hearing January 2008	3
FIFE	1993	Valley Avenue East - 70th Ave East to Freeman Rd	1,425,149 709,390 5,331,613	Board Hearing November 2007	3
LACEY	2002	Sleater Kinney Road SE Sleater Kinney Rd to 450' east on 6th Ave	816,811 686,230 1,849,729	Awarded	3
STANWOOD	2003	267th St NW - Pioneer Hwy to 900' east	100,000 100,000 299,250	Withdrawn	3
TUMWATER	2001	Littlerock Road - Trosper Rd to 73rd Ave (South City Limits)	2,497,359 2,153,704 3,815,200	Board Hearing November 2007	3

City of Fife

Valley Avenue East - 70th Ave East to Freeman Rd

Requested Increase
\$0

Stage 3 Delay Staff Review
FY 1993 Urban Corridor Program (UCP)
TIB Project 9-P-027(003)-1

Board Meeting Date: November 16, 2007
Bid Award Target Date: Jul 2008

Project Information

Existing Conditions

Valley Avenue is a narrow two-lane concrete roadway with no drainage system and a lack of non-motorized facilities. The roadway connects the Port of Tacoma, the Puyallup Valley, and State Routes 161 and 167. The surface course is in very poor condition

Proposed Improvements

The project work will widen and improve Valley Avenue East from two lanes to four lanes with sidewalks and bike lanes, and an enclosed drainage system; however, no sidewalks will be provided within tribal trust property frontages due to right-of-way constraints. This reflects prior board action. The traffic signal at 70th Ave East will be upgraded and include dedicated turn lanes.

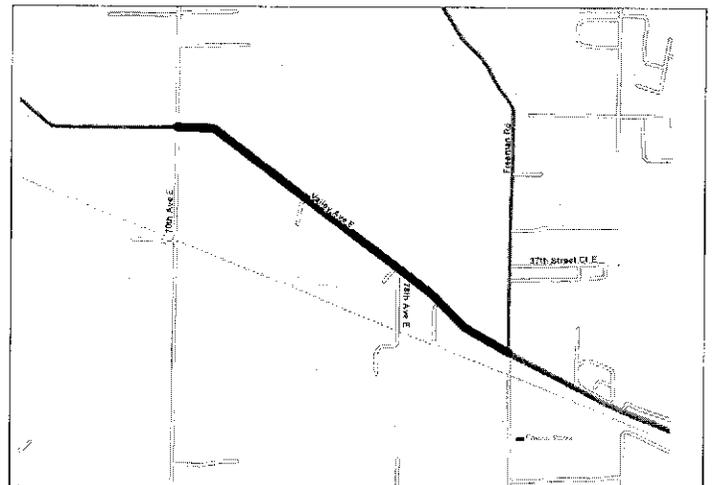
Funding Summary

	Original	Increase	New Total
TIB Funding	\$1,425,140	\$0	\$1,425,140
Lead Agency Funding	215,000	3,924,000	4,139,000
Public Funding	2,834,569	5,958,350	8,792,919
Private Funding	856,904	-165,702	691,202
Totals	\$5,331,613	\$9,716,648	\$15,058,261

Discussion

The timeline for this project is as follows:

- Project selected by the Board in June 1992 and received \$2,145,140 in TIB Funds
- Design phase approved in March 1995
- A funds shift of \$437,405 in TIB funds from construction phase to design phase was approved in August 1998 due to rising design and right of way costs.
- A scope change was approved by the Board in November 2003. Shortening the project from 2.0 miles to 1.0 mile with no change in TIB funds and lead agency was changed from Pierce County to Fife.
- The project was reported to the board as **stage 1 delayed project** July 2003.
- A federal funds exchange between Fife and Puyallup was approved in April 2006. This reduced TIB funds by \$1 million to \$1,425,140.
- The project was reported to the board July 2005 as a **stage 2 delayed project** and the City committed to have the project under construction by May 2007.
- The Board approved a sidewalk deviation in January 2007 eliminating sidewalk on one side through Puyallup Tribal Trust Land.
- The project was reported to the board in July 2007 as a **stage 3 delayed project** and scheduled for a board hearing.



Current Status:

- Fife received final environmental approval in October 2007 and the city began the federal right of way acquisition process.

This project is currently fully funded and the city expects to advertise in June 2008. Local funds breakdown is a follow:

• City of Fife	\$4,139,000
• Pierce County	\$541,695
• Port of Tacoma	\$69,522
• FMSIB	\$2,000,000
• Developer	\$692,202
• <u>Federal Funds</u>	<u>\$6,181,702</u>
Total	\$13,623,121

- Of the total \$1,425,140 TIB funds provided, the city has spent \$715,750 with a remaining balance of \$709,390.

Recommendation

Staff recommends approval of a one-year extension to the City of Fife with a bid award deadline of Sept. 30, 2008.

City of Tumwater

Littlerock Road - Troser Rd to 73rd Ave (South City Limits)

Requested Increase

\$0

Stage 3 Delay Staff Review
 FY 2001 Urban Arterial Program (UAP)
 TIB Project 8-5-196(015)-1

Board Meeting Date: November 16, 2007
 Bid Award Target Date: June 2008

Project Information

Existing Conditions

The existing roadway has two travel lanes with paved shoulders. There are areas where developers have constructed some segments of sidewalks and bike lanes. The roadway has inadequate storm drainage and lacks illumination.

Proposed Improvements

The project includes the completion of widening to five lanes and an asphalt overlay of Littlerock Road from Troser Road to Kingswood Drive. The segment of the road between Kingswood Drive and Israel Road will include two travel lanes with a wide center median, bicycle lanes, sidewalks, illumination, planters, drainage improvements, and four roundabouts. An additional lane will be added to the southbound side between Israel Road and 73rd Avenue (the south City Limit). The intersection of Littlerock Road and Troser Road will be improved by adding a southbound lane to the north approach. Overhead utilities will be undergrounded within the project limits. Transit shelters will be added along the southern section of the project.

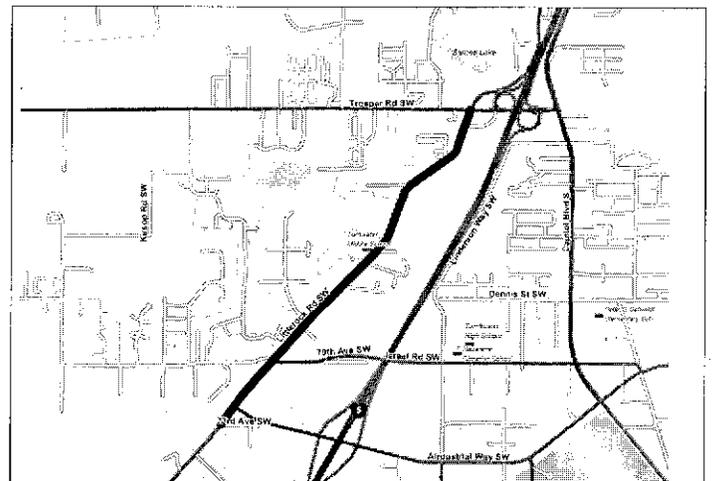
Funding Summary

	Original	Increase	New Total
TIB Funding	\$2,497,359	\$0	\$2,497,359
Lead Agency Funding	782,191	6,584,800	7,366,991
Public Funding	15,000	0	15,000
Private Funding	520,650	0	520,650
Totals	\$3,815,200	\$6,584,800	\$10,400,000

Discussion

The timeline for this project is as follows:

- Project selected by the Board in February 2000 and received \$2,499,700 in TIB Funds.
- Design phase approved in March 2000 reducing TIB funds to \$2,497,359.
- The project was reported to the board as **stage 1 delayed project** July 2004.
- The project was reported to the board July 2005 as a **stage 2 delayed project** and the City committed to have the project under construction by January 2007.
- City began Littlerock sewer construction project May 2006 and anticipated completion by December 2006.
- Sewer project was shut down due to high ground water February 2007.
- The project was reported to the board in July 2007 as a **stage 3 delayed project** and scheduled for a board hearing.



Current Status:

- The Littlerock Road Sewer project is currently under construction and anticipated to be completed by early 2008.
- The city must acquire additional right of way parcels including one from the cemetery prior to construction.

This project is currently fully funded and the city expects to advertise in June 2008. Local funds breakdown is as follows:

• City of Tumwater	\$7,366,991
• Thurston County	\$5,000
• City of Olympia	\$5,000
• Intercity Transit	\$5,000
• <u>Developer</u>	<u>\$520,650</u>
Total	\$7,902,641

- Of the total \$2,497,359 TIB funds provided, the city has spent \$343,655 with a remaining balance of \$2,153,704.

Recommendation

Staff recommends approval of a one-year extension to the City of Tumwater with a bid award deadline of Sept. 30, 2008.