



Transportation Improvement Board
January 24-25, 2008 – Seattle, Washington
Meeting Location: Red Lion Hotel on Fifth Avenue
1415 Fifth Avenue
Seattle WA 98101
206-971-8000

January 24, 2008
WORK SESSION AGENDA

WORK SESSION			Page
<i>Scope Change and/or Increase Request</i>			
1:30 PM	A.	City of Burlington: N. Burlington Boulevard	Greg Armstrong 48
2:15 PM	C.	City of Royal City: Royal Avenue	Greg Armstrong 50
<i>General Matters</i>			
3:00 PM	D.	I-90 Snoqualmie Pass East Project Update	Brian White, WSDOT 1
<i>Program Issues</i>			
3:45 PM	E.	SCPP WAC Rules Review	Rhonda Reinke 5
4:30 PM	F.	Sustainability Criteria Review	Steve Gorcester 11
6:00 PM – Tour on the Lake Union Street Car			
Dinner (<i>on your own</i>)			

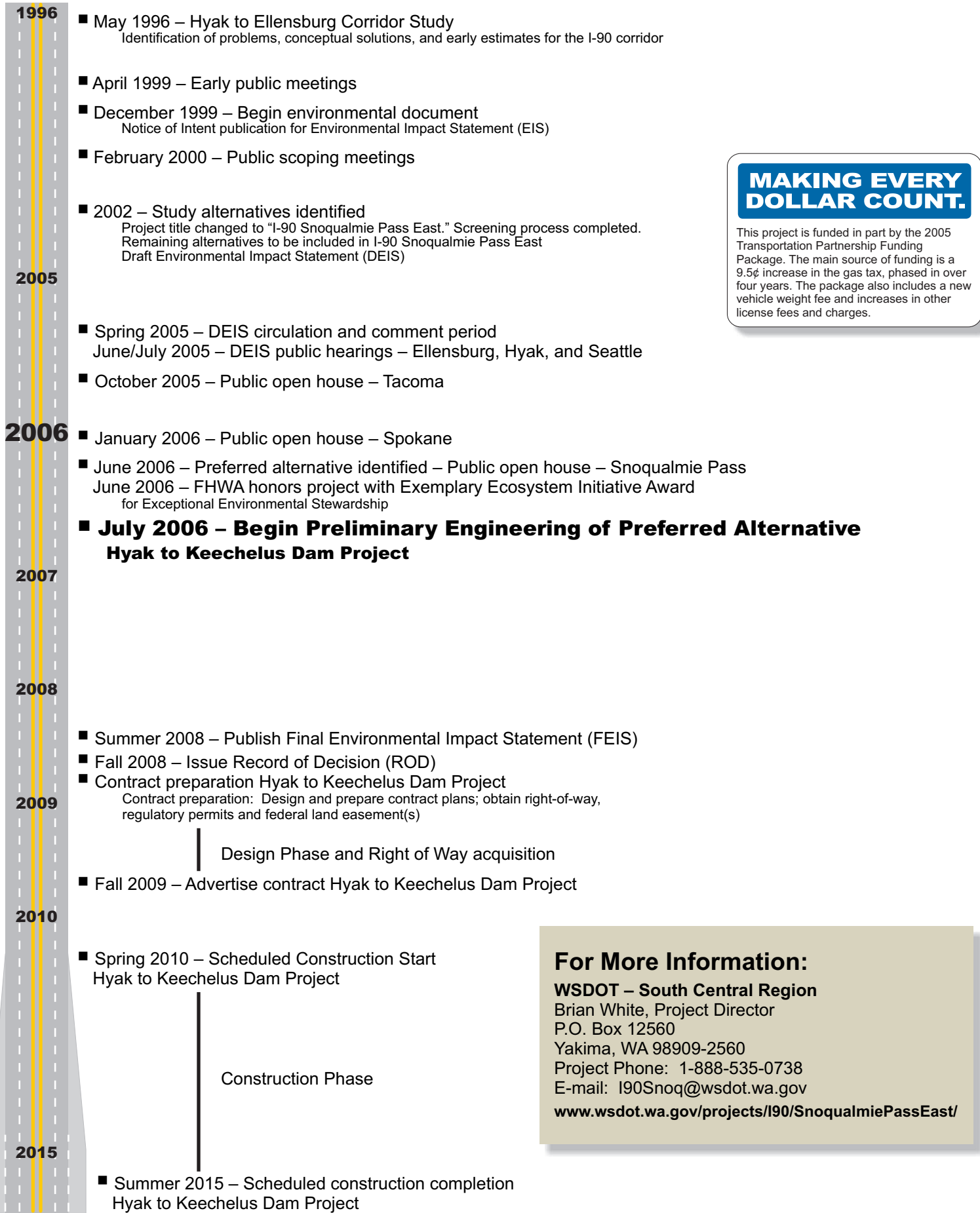


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January 25, 2008 – 9:00 AM
BOARD AGENDA

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1.	CALL TO ORDER	Chair Burbidge
2.	GENERAL MATTERS	
A.	Approval of November 16, 2007 Minutes	Chair Burbidge 14
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2.	Ocean Shores looks at a round about – <i>The Daily World</i>	27
3.	South Hill receives traffic relief – <i>The Herald</i>	29
4.	Thank you letters: Duvall and Pullman	30
5.	Oil prices top \$100 for first time ever – <i>CBS News</i>	32
6.	Street paving coming to Kittitas – <i>Daily Record</i>	34
7.	Dollar signs on Dolarway – <i>Daily Record</i>	36
8.	Olympic Dr. construction slows traffic – <i>The Peninsula Gateway</i>	38
9.	Coates project ready to kick off – <i>Nisqually Valley News</i>	40
10.	Road project could close Sunset Drive – <i>The Bellingham Herald</i>	41
11.	Transportation: Paying for road projects – <i>The Olympian</i>	43
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 (11/1/07 – 12/31/07)	Greg Armstrong 44
5.	ACTION ITEMS	
	<i>Scope Change and/or Increase Requests</i>	
A.	City of Burlington: N. Burlington Boulevard	Steve Gorcester 48
B.	City of Royal City: Royal Avenue	Steve Gorcester 50
6.	FUTURE MEETINGS	
	March 27-28 – Ellensburg (Quality Inn & Conference Center)	
	May 29-30 – Pullman (Holiday Inn Express)	
	July 24-25 – Mt. Vernon (Best Western CottonTree Convention Center)	
	Sept. 25-26 – Chelan (Best Western Lakeside Lodge)	
	Nov. 20-21 – Vancouver (Hilton Hotel)	
7.	ADJOURNMENT	

I-90 Snoqualmie Pass East – Project Timeline



I-90 Snoqualmie Pass East



Interstate 90 is a critical link connecting Puget Sound’s large population and business centers with the farmlands, diverse industries, and extensive recreational areas of Eastern Washington. The uninterrupted movement of people, freight and business over Snoqualmie Pass is essential to our quality of life and the economic vitality of Washington State.

This project builds a safer, more efficient and reliable freeway from Hyak to Easton, ensuring the continued availability of I-90 as a primary statewide transportation corridor. The Hyak to Keechelus Dam project (Phase 1) is the first funded project to improve safety and add capacity within the I-90 corridor.

Improve the Highway

- **Six-lane freeway** improves traffic flow and accommodates projected traffic volumes for the next 20 years
- **New pavement** replaces aging, deteriorated roadway to provide a smoother safer ride
- **Straightening roadway curves** increases sight distance, driveability, and safety

Project Budget (Phase 1)

Total: \$525 million
(Includes design, right-of-way, and construction costs)

Protect the Public

- **Avalanches** will be significantly reduced creating a more reliable, safer freeway
- **Rock fall** hazards will be minimized, reducing lane closures and improving public safety
- **Wildlife** will cross over and under the highway, minimizing the risk to wildlife and the traveling public

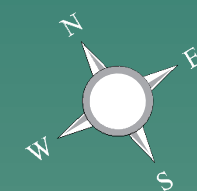
Construction Timeline (Phase 1)

Scheduled start: Spring 2010
Scheduled completion: Summer 2015



I-90 Snoqualmie Pass East

I-90 Snoqualmie Pass East Project



- ### Additional Project Benefits
- Widen median to provide areas for snow storage and storm water treatment, and to improve safety by increasing sight distance
 - Extend chain on/off areas to improve operations and increase safety
 - Lengthen truck-climbing lanes to improve traffic flow
 - Relocate “snow park” to improve operations and provide parking for skiers, hikers, snowmobilers, etc.
 - Replace low-clearance bridges at existing interchanges

Improving the Highway

Protecting the Public

Traffic Congestion



Each year 35 million tons of freight and 10 million vehicles travel over Snoqualmie Pass. Traffic volumes continue to increase, and have climbed to as high as 58,000 vehicles per day during peak travel periods.

Deteriorating Pavement



The highway pavement on I-90 is between 30 and 50 years old, and has exceeded its lifespan. Due to extreme weather conditions and heavy usage, the asphalt pavement is rapidly deteriorating.

Sharp Curves



There are numerous sharp curves which limit sight distance throughout the corridor. The Hyak to Easton section of I-90 has an accident rate double that of other rural sections.

Avalanche Closures



I-90 is closed an average of 80 hours per year due to avalanches. It is conservatively estimated that avalanche closures cost business and private travelers \$17.5 million annually.

Unstable Slopes



Falling rocks from unstable slopes ranging in size from small stones to complete slope failures have caused serious accidents, and closed traffic lanes.

Habitat Connectivity



I-90 acts as a barrier dividing wildlife habitats. In an effort to meet environmental objectives, WSDOT will connect habitats on either side of the highway which will provide safe passage for both motorists and wildlife.

“Gold Creek”

Habitat Connectivity
Visual Concept

I-90 Snoqualmie Pass East - Hyak to Keechelus Dam project

“Rock Knob”

Habitat Connectivity
Visual Concept



Washington State
Department of Transportation



State of Washington
Transportation Improvement Board

Small City Preservation Program WAC

January 24, 2008

BACKGROUND

During the 2005 legislative session, the Small City Preservation and Sidewalk Account (SCPSA) was created to fund the Small City Preservation Program (SCPP). Subsequently, during the 2007 legislative session, a bill passed transferring the City Hardship Assistance Program (CHAP) funds from the Urban Arterial Trust Account into the SCPSA with any remaining funds to be used for the SCPP in the next biennium.

STATUS

Emergency rules were not enacted at the time of the bill passage because the legislative intent of the program was clear. At this time, the first draft of the WAC rules is being presented for board review. Since these are all new WACs, there is no strikcout version for this meeting. Key sections are highlighted in the following WAC titles.

479-10-005	Purpose and authority.
479-10-011	Programs funded from the Small City Pavement Preservation and Sidewalk Account
479-10-100	Intent of small city preservation program
479-10-110	Who is eligible for small city preservation program funds
479-10-120	Projects that are eligible for small city preservation program funds
479-10-121	Type of street system treatments allowed under small city preservation program
479-10-122	Qualification for the small city preservation program – pavement condition ratings
479-10-130	Identification of funding requests for the small city preservation program
479-10-140	Project selection for the small city preservation program
479-10-150	Project phases for the small city preservation program
479-10-160	Match requirement for small city preservation program
479-10-200	Intent of the city hardship assistance program
479-10-210	Who is eligible for city hardship assistance funds
479-10-220	What projects are eligible for city hardship assistance funds
479-10-230	How to request city hardship assistance program funds
479-10-240	Phases for city hardship assistance program
479-10-250	Funding limitations for city hardship assistance projects
479-10-260	No matching requirement for city hardship assistance program projects
479-10-270	Spending any residual amount of city hardship assistance funds

DISCUSSION

479-10-121 Type of street system treatments allowed under small city preservation program –

This depends on the pavement condition rating, what options are available in the area (chip seal, overlay), and the local agency must concur with the findings.

479-10-122 Qualification for the small city preservation program – The pavement condition must have been done within the last 4 years to qualify for funding. Cities with a population of 500 or under will have TIB engineers provide the PCR score; over 500 will maintain themselves or have TIB provide it. In any case, the agency cannot call on short notice before applications are due to request the PCR score be updated.

479-10-130 Identification of funding requests for the small city preservation program – This would offer some flexibility as pavement or chip seal work is being done in other areas to piggyback onto a contract if available in the area.

479-10-160 Match requirement for small city preservation program – A match requirement is in the RCW, but the amount of participation is not specified. The assessed valuations had very definite cutoff points. There is still a question on match requirement and how that would be handled when the billing is a WSDOT direct billing.

479-10-270 Spending any residual amount of city hardship assistance funds – This was passed in 2007 to allow spending of residual funds.

Proposed timeline for WAC review and adoption:

January 24, 2008	First draft for Board
March 27, 2008	Strikeout version based on board requested changes
May 23, 2008	Board approval of changes
June 1 – 30, 2008	Public Comment
July 25, 2008	Board adoption/public hearing

RECOMMENDATION

Review proposed WAC rules and recommend changes. No action required.

Chapter 479-10 WAC
Small City Pavement Preservation and Sidewalk Account

479-10-005	Purpose and authority.
479-10-011	Programs funded from the Small City Pavement Preservation and Sidewalk Account
479-10-100	Intent of the small city preservation program
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479-10-270	Spending any residual amount of city hardship assistance funds

WAC 479-10-005 Purpose and authority. The board adopts reasonable rules necessary to implement the small city pavement preservation and sidewalk account.

WAC 479-10-011 Programs funded from the small city pavement preservation and sidewalk account. The small city pavement preservation and sidewalk account funds the small city preservation program and the city hardship assistance program.

WAC 479-10-100 Intent of the small city preservation program. The intent of the small city preservation program is to provide funding for small cities to provide proper pavement management and extend infrastructure longevity.

WAC 479-10-110 Who is eligible for small city preservation program funds. Agencies eligible to receive small city pavement program funding are incorporated cities with a population less than five thousand.

WAC 479-10-120 Projects that are eligible for small city preservation program funds. Eligible roadway and sidewalk projects are those that maintain, repair, and/or resurface the existing infrastructure that is municipally owned and appropriate under Article II Section 40, 18th Amendment of the Washington State Constitution.

1 **WAC 479-10-121 Types of street system treatments allowed**
2 **under small city preservation program.**

3 The type of treatment will be based on the pavement condition
4 rating, treatment types available in the area, and concurrence
5 by the local agency.
6

7 **WAC 479-10-122 Qualification for the small city**
8 **preservation program - pavement condition ratings.** To qualify
9 for funding in the current program year, a pavement condition
10 rating must be under four years old on or by the application
11 date.

12 For cities with a population of five hundred or less, TIB staff
13 will update the pavement condition ratings every four years.
14 For cities with a population over five hundred, the agency may
15 maintain their own data or request TIB staff to provide the
16 data. If the agency maintains their own data, updates must be
17 sent to TIB by June 1 of each year.
18

19 **WAC 479-10-130 Identification of funding requests for the**
20 **small city preservation program.** To be considered for a project
21 under the small city preservation program, an eligible agency
22 may submit an application during a board determined call for
23 projects or be identified by staff based on other opportunities
24 available in the area to decrease material or labor costs
25 associated with project delivery.
26
27

28 **WAC 479-10-140 Project selection for the small city**
29 **preservation program.** Projects may be selected by the board
30 based on need and economy of scale opportunities. Additional
31 projects may be selected by the executive director under the
32 authorities granted in 479-01-060.
33
34

35 **WAC 479-10-150 Project phases for the small city**
36 **preservation program.** Small city preservation projects will
37 have the following phases:
38 1. Initiation phase - Application through normal call for
39 project procedure or executive director selection process will
40 need to include documentation showing route and treatment plan.
41 2. Design and Construction phase- Documents that must be
42 received prior to phase approval:
43 (1) Fuel tax agreement or WSDOT Task Order Agreement
44 (2) Rights of Entry Agreement (if applicable)
45 (3) Consultant agreement (if applicable)
46 3. Project closeout phase - Project cost documentation must be
47 received prior to final payment.
48
49

50 **WAC 479-10-160 Match requirement for small city**
51 **preservation program.** Cash or in-kind match may be provided by
52 the local agency in the form of:

1. Cash match based on ability to contribute:
 - a. If the city assessed valuation is greater than five hundred million, a match of ten percent will be contributed.
 - b. If the city assessed valuation is from one hundred million to five hundred million, a five percent match will be contributed.
 - c. If the city assessed valuation is under one hundred million, no cash match is necessary.
 - d. Match is not required if the services are provided by WSDOT.

2. In-kind match may include:
 - a. Community involvement including volunteer participation.
 - b. Local agency labor, materials, and/or equipment (excluding costs incurred for qualification in 479-10-123 or application for funds).
 - c. Other street beautification

All in-kind match must be documented with labor reports, equipment reports, volunteer time and rate documentation, and/or receipts.

WAC 479-10-200 Intent of the city hardship assistance program. The city hardship assistance program provides maintenance funds for eligible routes.

479-10-210 Who is eligible for city hardship assistance program funds. Eligible agencies are those with a population of 20,000 or less with a net gain in cost responsibility due to a road jurisdictional transfer.

WAC 479-10-220 What projects are eligible for city hardship assistance program funds. Eligible projects are ones that maintain the following routes and segments: (check list)

1. Clarkston, Old SR 128, 0.13 Miles, SR 12 to Poplar Street;
2. Kelso, Old SR 431, 0.90 Miles, SR 5 to Cowlitz Way; Old I-5, 1.20 Miles, north end of Coweeman River Bridge to 2,480 feet south of Haussler Road and those sections of Kelso Drive, Minor Road, Grade Street and Kelso Avenue referred to in the memorandum of understanding for this turn back, approximately 2.7 miles;
3. Leavenworth, Old SR 209, 0.11 Miles, SR 2 to 260 feet north of Fir Street;
4. Milton, Old SR 514, 2.46 Miles, Junction SR 99 to 50 feet west of SR 161;
5. Napavine, Old SR 603, 0.79 Miles, 810 feet southwest of Lincoln Street to 8th Avenue West;
6. Pomeroy, Old SR 128, 0.72 Miles, SR 12 to 2,690 feet south of Arlington Avenue;
7. Sequim, Washington Avenue - Simdars Rd to Sunnyside Ave & 3rd Ave to 9th Ave;
8. Skykomish, Old SR 2 Spur, 0.16 Miles, SR 2 to Railroad

- Avenue;
9. Stanwood, Old SR 530, 1.59 Miles, 790 feet north of 86th Drive NW to 740 feet northwest of 72nd Avenue NW;
 10. Toledo, Old SR 505, 0.12 Miles, Fifth Street to 210 feet northwest of Sixth Street;
 11. Toppenish, Old SR 220, 0.27 Miles, Junction SR 22 to 630 feet east of Linden Road;
 12. Vader, Old SR 411, 0.25 Miles, 520 feet south of SR 506 to 1,840 feet south of SR 506;
 13. Washougal, Old SR 140, 0.70 Miles, SR 14 to west end of Washougal River Bridge;
 14. Winlock, Old SR 603, 0.61 Miles, Walnut Street to 160 feet south of Olequa Creek Bridge; and
 15. Other cities that meet the requirements in 479-10-210 on or after January 1, 1991.

WAC 479-10-230 How to request city hardship assistance program funds. To request funding for eligible routes, the city should submit a letter including the treatment plan and cost estimate for the project. The request will be due by August 31st unless authorized by the executive director.

WAC 479-10-240 Phases for city hardship assistance program. City hardship assistance program projects will have the following phases:

1. Initiation phase - based on the treatment plan submitted by 479-10-230.
2. Design and Construction phase- Documents that must be received prior to phase approval:
 - (1) Fuel tax agreement or WSDOT Task Order Agreement
 - (2) Consultant agreement (if applicable)
3. Project closeout phase - Project cost documentation must be received prior to final payment.

WAC 479-10-250 Funding limitations for city hardship assistance program projects. Funding is to be used for maintenance of existing facilities and not for adding additional capacity or facilities.

WAC 479-12-260 No match is required for city hardship assistance program projects. There is no local agency matching requirement for city hardship assistance program funded projects.

WAC 479-10-270 Spending any residual amount of city hardship assistance funds. Any residual funds remaining at the end of the biennium will be used for the small city preservation program projects.



State of Washington
Transportation Improvement Board

Proposal of Criteria for Urban Programs

January 24, 2008

BACKGROUND

The board discussed the proposal to include sustainability criteria in urban programs at the November meeting. Since then, TIB and CH2MHill staff have integrated sustainability criteria into the program criteria with the following charter in mind:

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

Urban customers in locations with few modal options have complained that the mode accessibility criteria disadvantage their projects. Analysis confirms that locations without HOV lanes, high bus volumes, and truck terminals have an average 3-point scoring disadvantage compared to more diverse areas. The Mode Accessibility category already includes HOV lanes, bicycle facilities, and other modal choice sub-categories. Therefore, staff proposes to rename the 10-point Mode Accessibility category to Sustainability, and provide four sub-categories of scoring options: Modal Measures, Energy, Environmental, and Recycling.

In order to ensure sufficient impact for the category, an additional five points is recommended. This prompted a full review of the criteria and categories to make certain that the points could move from other categories without diluting appropriate criteria categories for the urban programs.

In reviewing the criteria for the UAP, five points were removed from the Existing Geometrics subcategory, which offered a maximum of 10 points. This category promotes a wider roadway footprint, which runs counter to sustainability. Appropriate lane width can be realized by changing the category name to Pavement Width and offering a maximum of five points.

In reviewing the criteria for the UCP, staff found only two projects in the past five years that received over 30 of the available 35 points in the Mobility category. Therefore, five points could be removed from Mobility without affecting project selections.

The following is a summarization of the points:

UAP criteria	Original points	Proposed points
Safety	50	45
Mobility	20	20
Pavement Condition	15	15
Sustainability Mode Accessibility	10	15
Local Support	5	5
Total	100	100

UCP criteria	Original points	Proposed points
Local Support	30	30
Mobility	35	30
Growth and Development	15	15
Sustainability Mode Accessibility	10	15
Safety	10	10
Total	100	100

The Sustainability criteria would provide a generous range of ways to receive the maximum points available and would include the following subcategories:

- **Modal Measures**
 - Addition of HOV lanes, special purpose lanes, and/or transit lanes
 - Bicycle separated path, striped lanes, bicycle racks, and/or completes gap in the network
 - Improves non-motorized access to park and ride or transit center
- **Energy**
 - Replacement of high energy illumination or traffic signals with LED or lower energy lighting
 - Use of on-site power generation through solar power or other means
- **Environmental**
 - Low impact storm water management
 - Use of permeable pavement
 - Use of native plantings
 - Natural drainage practices
- **Recycling**
 - On-site recycling of materials including pavement, subsurface, and/or organic material
 - Off-site recycled materials
 - Recycled products

The proposed criteria are designed to be relatively easy to obtain. This supports the policy goal of encouraging customers to consider a range of sustainability measures appropriate to their projects and locale, without forcing any particular measure on the customer. The maximum category points can be obtained by including recycled materials, low energy lighting, and bike lanes; measures that can be implemented anywhere in the state.

RECOMMENDATION

Direct staff to release the proposed criteria change summary for public comment. Staff will present customer comments to the Board at the March 2008 meeting. If the Board adopts the new criteria, the changes would take effect with the next call for projects.

UAP/UCP SUSTAINABILITY (15 MAX)

Modal Measures

Completes gap in HOV System	3
Adds HOV lanes in each direction	2
Adds Queue Jump or Transit Only Lane	1
Improve non-motorized access Park & Ride and/or Transit facilities	1
Completes gap in Bicycle Route	3
Construct 10-foot separated path or 5-foot bike lanes in roadway right of way	2
Install more than one bike parking facility along project (multiple bike racks)	1
Install sidewalk 8 feet or wider	1
Install pervious buffer area 3 foot or greater between sidewalk and curb/edge of road	1

Energy

Replace or Install new LED street lighting throughout project	0 to 3
Replace or Install new LED traffic signals throughout project	0 to 2
Install Solar Power Panels or other on-site power generation technology to support facilities in the road ROW	1

Environmental

Eliminate water detention through Low Impact Development (LID)/Natural Drainage Practices	3
Implement Low Impact Development (LID)/Natural Drainage Practices (NDP) (e.g., ecology embankment, permeable pavement) on-site to address 25% to 75% of all project impervious surfaces.	0 to 3
Vegetated areas left undisturbed, or compost-amended soil with native plantings.	1

Recycling

On-site reuse of pavement	3
On-site reuse of subsurface material	3
On-site reuse of organic material	1
On-site reuse of other materials	0 to 3
Use of recycled pavement (hauled in)	2
Use of recycled subsurface material (hauled in)	1
Use of recycled organic material (hauled in)	1
Use of other recycled products (bollards, street furniture, etc.)	0 to 2

**Transportation Improvement Board
November 16, 2007
Tacoma Art Museum
Tacoma, Washington**

MINUTES

TIB BOARD MEMBERS PRESENT

Councilmember Jeanne Burbidge, Chair
Commissioner Greg Partch, Vice Chair
Mr. Todd Coleman
Ms. Kathleen Davis
Mr. Mark Freiburger
Councilmember Bill Ganley
Councilmember Calvin Goings
Ms. Doreen Marchione

Councilmember Neil McClure
Mr. Dick McKinley
Mr. Dave Nelson
Mr. Harold Taniguchi
Mr. Steve Thomsen
Mr. John Vodopich
Mr. Ralph Wessels

TIB STAFF

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

TIB BOARD MEMBERS NOT PRESENT

Commissioner Leo Bowman	Ms. Jill Satran*
Ms. Paula Hammond	Mr. Jay Weber
Ms. Heidi Stamm	

*Attended the Thursday work session meeting.

CALL TO ORDER

Chair Burbidge called the meeting to order at 9:05 AM.

GENERAL MATTERS

A. Approval of July 27, 2007 Minutes

MOTION: It was moved by Councilmember McClure with a second from Councilmember Goings to approve the minutes of the July 27, 2007 Board meeting as printed. Motion carried unanimously.

- B. Communications** – Steve Gorcester referred the Board to the newspaper articles in the board packet. He specifically noted an article provided by Mr. Wessels in the *Daily Journal of Commerce* regarding rising costs of road projects. He also referenced two other articles, including the appointment of Paula Hammond as Secretary of Transportation and the article in the *Columbia Basin Herald Online* about the groundbreaking in Moses Lake for Guardian Fiberglass, Inc. The decision for Guardian to build in Moses Lake was made partly because of the TIB funding Grant County received to reconstruct Road N NE. Commissioner Partch mentioned the article in *The Statesman-Examiner* about the successful completion of the roundabout on Railroad Street in Colville.

LOCAL PRESENTATIONS

- Chris Mudgett, Transportation Programming Supervisor for Pierce County, highlighted TIB projects on Canyon Road, Lake Tapps Parkway, Spanaway Loop, South Prairie Road East, and 112th Street. Future improvement needs included 94th Avenue East and 176th Street East.
- Desiree Winkler, Transportation Division Manager from City of Lakewood, highlighted TIB projects on Bridgeport Way, Gravelly Lake Drive/Steilacoom Boulevard intersection, 50th Avenue, and 59th Avenue. The city is currently working on completing the sidewalk system gap on Bridgeport Way.

NON-ACTION ITEMS

- A. Chair's Report** – Chair Burbidge reported that an analysis of transportation funding is needed after seeing the defeat of Proposition 1, the Regional Roads and Transit System measure.

B. Executive Director's Report

Steve Gorcester reported on the following:

- The loss of \$18 million in the recent revenue forecast, which could result in a major change to our programs. There is a possibility of either combining two urban programs into one and/or reducing the number of regions. The current amount of funding provided to an agency no longer carries the project to completion. A change in programs or distribution of funding needs to be a significant topic of discussion for the Board and will be listed on the March work session agenda.
- The "Dashboards Simplify Performance Reporting" article that was published in the October 2007 issue of *Government Finance Review*. This co-authored article by Mr. Gorcester and Ms. Reinke was listed in the *Review* as a best practice in performance reporting.
- Recent TIB project events:
 - Pierce County – SR-7 (Pacific Avenue) ribbon cutting
 - City of Harrington – Adams Street and 2nd Street ribbon cutting
 - Pierce County – South Prairie Road ribbon cutting
 - City of Yelm – Stevens Street NW ribbon cutting
 - City of Colville – Railroad Street ribbon cutting
 - City of Montesano – Main Street ribbon cutting
 - City of Newcastle – Coal Creek Parkway groundbreaking
 - Douglas County – Badger Mountain Road ribbon cutting
 - East Wenatchee – Eastmont Avenue ribbon cutting
 - City of Maple Valley – Maple Valley Highway ribbon cutting

C. Financial Report

Theresa Anderson reported that TIB currently has 341 active projects, which will increase to 449 once this year's Priority Array is adopted. Remaining commitment for the 341 projects is \$391 million. Current fund balances are \$12 million in TIA, \$11 million in UATA, and \$3 million in SCPP. Outstanding payments are high because this is the heavy billing period for most agencies.

The Bond Debt Reduction slide that was distributed showed the total outstanding bond debt at \$156 million, with the UATA carrying only \$26 million and TIA carrying \$130 million. Theresa noted that if necessary, there is \$15 million of bonding authority in the UATA to help cover rising costs of existing projects.

The UATA cumulative revenue for the first four months of 2008 biennium was \$21 million with expenditures totaling \$22 million. The TIA cumulative revenue was \$18 million with expenditures totaling \$11 million.

The Revenue Forecast slide showed total revenue for both accounts (TIA and UATA) at \$216 million. This will drop slightly after the publication of the November forecast.

D. Project Activity Report

Greg Armstrong reported that there was a total of 99 project activities over the past four months. In that four-month period, inventory was reduced by 49 projects. He highlighted some of the agencies that received increases, including Lacey (\$304,538), Wenatchee (\$216,000), and Chewelah (\$125,000). Agencies that had project surpluses included Seattle (-\$545,411), Pacific (-\$118,116), Benton County (-\$390,571), Stanwood (-\$100,000), and Kelso (-\$78,148). All of these activities resulted in a net decrease of \$285,105 in TIB obligations.

ACTION ITEMS

- A. FY 2009 Priority Array** – The FY 2009 priority array was presented to the Board for adoption. One hundred and eight projects totaling \$68.4 million were recommended. The breakdown of programs and funding included:
- 14 Urban Arterial Program projects totaling \$27.7 million

- 9 Urban Corridor Program projects totaling \$25.8 million
- 21 Sidewalk Program (Small City and Urban) projects totaling \$2.9 million
- 16 Small City Arterial Program projects totaling \$9.0 million
- 48 Small City Preservation Program projects totaling \$3.0

MOTION: It was moved by Councilmember McClure with a second from Ms. Marchione to adopt the FY 2009 Priority Array as presented, with any work on the projects beginning July 1, 2008 unless otherwise approved by the Executive Director. Motion carried unanimously.

B. Stage 3 Project Extension Requests

1. **City of Fife: Valley Avenue East** – This 1993 Pierce County project was given to the City of Fife in 2003. For the past four years, the city has been aggressive in obtaining funding and acquiring permits and right-of-way. The latest set-back was due to the Steelhead fish listed as an endangered species. The city has \$2 million set aside in the event of additional rising costs, and indicated that they would not seek additional funds from TIB.

MOTION: It was moved by Councilmember McClure with a second from Mr. Wessels to approve a one-year extension to the City of Fife with a bid award deadline of Sept. 30, 2008 for the Valley Avenue East project. Motion carried unanimously.

2. **City of Tumwater: Littlerock Road** – This is a 2001 funding year project. The city delayed this project for the following reasons: 1) public involvement took longer than anticipated; 2) initial design was done in-house, and when that staff member left, the city had to hire a consultant and start over; 3) decision not to construct Littlerock Rd. while Tumwater Blvd. was under construction; 4) the sewer construction had to be done as a separate project, and completed before construction on the Littlerock Road project could begin; and, 5) right of way issues with three entities – Tumwater Union Cemetery, Tumwater School District, and Kingswood Capital. The city noted that the right-of-way issues are easily resolvable, and Mr. McKinley was curious as to why it hadn't been resolved two years ago. The city stated that at that time, the school district was unsure of how much property they still needed. Mr. Coleman pointed out that part of the UAP criteria is safety and voiced a concern of the safety component of this project.

There is a contingency available in the city's transportation plans should additional funding be needed.

MOTION: It was moved by Councilmember Ganley with a second from Councilmember McClure to approve a one-year extension to the city of Tumwater with a bid award deadline of Sept. 30, 2008 for the Littlerock Road project. Motion carried with two opposed, Mr. Coleman and Mr. McKinley.

FUTURE MEETINGS

The next meeting is scheduled for January 24-25, 2008 at the Red Lion on Fifth Avenue in Seattle. Meeting notices will be sent out on January 4, 2008.

ADJOURNMENT

The meeting adjourned at 10:40 AM.

CAMAS-WASHOUGAL POST-RECORD

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News

12/11/07

Washougal receives state transportation fund grant money

\$2.79 million grant will be used for 'E' Street widening

By Dawn Feldhaus
Post-Record staff

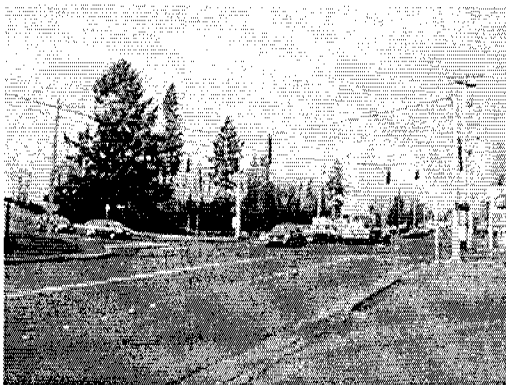
Washougal officials have reason to be pleased, following the announcement that the city will receive \$2.79 million in state funds for improvements to "E" Street.

The money will be used to reconstruct the heavily used roadway as a three-lane street, from Sixth to 32nd streets, with a continuous left-turn lane. The total project cost is \$8.45 million.

"We have now gathered slightly more than \$5 million in grants for improvements to "E" Street," Washougal Mayor Stacey Sellers said Monday. "A top priority for 2008 will be meeting with the businesses and residents on "E" Street, to discuss improvement options and their ideas."

A roundabout will be constructed at 17th Street, to replace the existing traffic signal and relieve traffic congestion in that area.

The grant funding comes from the revenue generated by three cents of the statewide gas tax, dedicated by the legislature to Transportation Improvement Board programs. Statewide, grants were announced totaling \$65.4 million for road and sidewalk improvement projects. For more information, log on to www.tib.wa.gov.



The city of Washougal will receive \$2.79 million in state funds for improvements to "E" Street, from Sixth to 32nd streets. The money will be used to widen the street and add a left-turn lane. Heather Acheson/Post Record

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PRINTER-FRIENDLY FORMAT

Tacoma, WA - Wednesday, December 5, 2007

< [Back to Regular Story Page](#)**PIERCE COUNTY: Transportation Department grant will pay for wider South Hill road****THE NEWS TRIBUNE**

Last updated: December 5th, 2007 01:20 AM (PST)

thenewstribune.com

Posted online at 2:36 p.m. Tuesday

Several Pierce County road and sidewalk projects will get a boost from state Department of Transportation grants announced last month.

Pierce County will get \$5 million to improve 94th Avenue East on South Hill.

The state grant will be used to widen the road to five lanes, with a two-way left-turn lane between 136th Street East and 116th Street East. Among other things, the money also will pay for sidewalks and bike lanes on both sides of the street.

Residents use 94th Avenue East as an alternative to congested Meridian Avenue East.

The state also gave Lakewood \$1.6 million for improvements to Bridgeport Way from 75th Street to the city limits. And Bonney Lake, Buckley, South Prairie and Milton together received nearly \$500,000 for new sidewalks and sidewalk maintenance.

David Wickert, The News Tribune

Originally published: December 5th, 2007 01:20 AM (PST)

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Nov. 27, 2007

Seattle Daily Journal of Commerce

BUSINESS BRIEFS

Continued from page 1

Since 2005, copper thefts have cost Puget Sound Energy nearly \$500,000, mostly in damage.

\$1.5M grant to help Lake Stevens street

EVERETT — Snohomish County will begin improvements to 20th Street Southeast in the Lake Stevens area in 2008, thanks in part to a recent \$1.5 million grant awarded by the state Transportation Improvement Board.

"The 20th Street Southeast improvements will include pedestrian and transit-oriented elements," County Executive Aaron Reardon said in a statement. "The project will reduce traffic congestion, increase future capacity and improve mobility and safety for pedestrians and bicyclists."

Construction will be performed in two phases, with the first beginning in 2008 on the portion of 20th between South Lake Stevens Road and 91st Avenue Southeast. The second phase will start a year later and cover the section between 91st and the U.S. 2 trestle.

Published November 20, 2007

3 local cities get almost \$2.5 million for road projects

THE OLYMPIAN

Three local cities received funding for road projects from the Washington State Transportation Improvement Board.

Lacey was awarded \$1.3 million to help with right-of-way costs to begin widening of Carpenter Road S.E. between Pacific Ave. S.E. and Martin Way E. The project will include bike lanes and sidewalks.

Tenino will receive \$595,429 to reconstruct Central Avenue in front of the elementary school. Sidewalks will be added.

A grant for \$550,000 was given to Yelm to widen the road and build sidewalks on Coates Avenue N.W. This project provides an extension of a downtown bypass route, removing local traffic from the state highway. The grant brings the total board investment in the Stevens Drive corridor to more than \$2 million.

The board awarded road and sidewalk improvement grants to 60 local agency projects totaling \$65.4 million. In addition, 46 small towns and cities received a total of \$2.7 million for road and sidewalk maintenance. The grant funding comes from revenue generated by three cents of the statewide gas tax dedicated by the Legislature to board programs.

The Legislature created the board to foster state investment in local transportation projects. Funding is awarded on a competitive basis and usually requires local financial participation. This year, local governments completed or are building about 400 projects funded in part by the grants.

See www.tib.wa.gov to view project details and other grants awarded statewide.

The Star - Online

News and Advertising in the Grand Coulee Dam Area

11/21/2007

Coulee Dam 2008 budget outlined

By: Roger S. Lucas

The town of Coulee Dam will spend \$1,097,008 in 2008, with revenues listed as \$1,031,690. The difference will come from reserves.

Citizens will have the opportunity to speak to the budget at a public hearing beginning at 7 p.m. Wednesday, Dec. 12. Copies of the proposed budget are available for review at city hall.

The town will balance its 2008 budget by using \$46,218 from reserves, the draft budget shows. Town Clerk Carol Visker said the town systematically puts funds aside for special projects. A number of projects will be funded in 2008 through a combination of grants and matching monies.

The town's street program will get a boost with a new leaf mulching machine funded by a \$90,825 Department of Ecology grant, and \$28,750 matching money from the town's coffers. Money to purchase the leaf mulcher will be available in January, and is intended to help establish a regional mulching program.

A River Drive sidewalk project of \$105,000 will be funded through an Okanogan County transportation surface program and a \$14,175 grant from the state's Transportation Improvement Board.

Another sidewalk project, on Camas, Tilmus and 11th and 12th streets, costing \$127,591, will be funded through the Transportation Improvement Board and \$25,000 from the town's reserve fund.

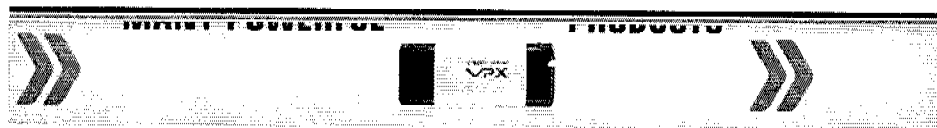
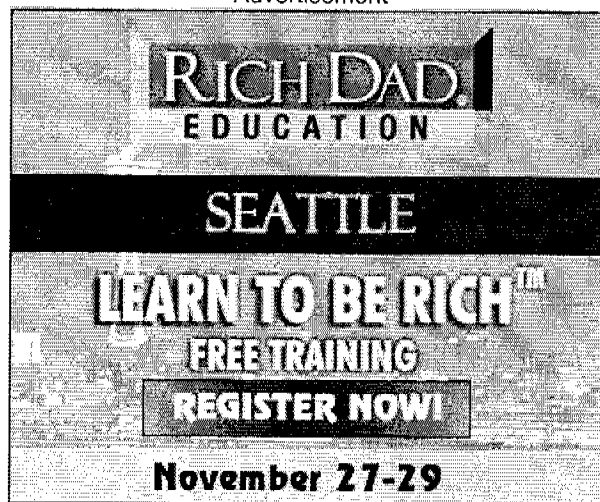
The town's police department has the largest proposed expenditure, \$744,080; however, a good share of that cost is reimbursed through special contracts with the Bureau of Reclamation and Homeland Security.

The Bureau contract for 2008 shows that the USBR will reimburse the town some \$506,000 with another \$31,200 coming from Homeland Security. The Bureau contract pays the cost of three full-time officers, and part time for the town's regular officers. Cost of operating patrol cars for Bureau patrols is pro-rated.

The town also has special projects scheduled for its electrical system and water systems. Both are funded by department reserve funds. The town will allot \$150,000 for an upgrade of its electrical transformers and \$60,000 for the next two years to upgrade water meters.

The budget will not be final until after the public hearing and council meeting Dec. 12.

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November 21, 2007

Methow Valley News

Twisp gets huge grant for next phase of Glover St. project

By John Hanron

The Glover Street improvement project received a boost this week to the tune of \$781,549 in state transportation money.

The town of Twisp was notified of the award this week by the state Transportation Improvement Board. The grant will pay for 95 percent of the next phase of improving the town's main street from Third Avenue south to Highway 20.

The northern end of the street was repaved with curbs and gutters this year. The remainder of the street will see curbs and gutters on both sides of the street and a sidewalk on one side. The work will also address drainage issues on some of the cross streets.

"This was a very big surprise," said Twisp clerk/treasurer Colleen Storms. "We felt like it was a long shot." She said typically a municipality would not apply for more than \$500,000 and expect to get it.

"They really did step up to the plate for us," Storms said. "All the street gods are lining up for us."

She said based on traffic numbers, the state has rated Twisp as one of the top cities to target for road improvements.

Design money will be freed up by next year, the work will go out for bid by late 2008 and roadwork will happen in 2009.

Work on some problem areas on side streets may be paid for with state preservation money.

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Monday, Nov. 26,
2007

Tenino, Napavine and Toledo Given Transportation Grants

More than \$884,000 in grant funding will be allocated to the three local cities.

Posted Nov 22, 6:11 am. E-mail this article to a friend.



By The Chronicle

More than \$884,000 in grant funding will be allocated to three local cities by the Washington State Transportation Improvement Board in 2009.

The board voted in Tacoma on Friday to provide grant funding to 60 projects totaling more than \$68 million statewide.

The following cities were included in the allocation:

- Tenino was awarded \$595,000 to reconstruct four streets and add a sidewalk on Centralia Avenue from Olympia Street South to Custer Street South. The new pavement is expected to provide a "continuous walking route between city hall, the elementary school, the middle school, a city park, and the central business district," according to TIB project information.

- Napavine was awarded \$38,000 for a 2-inch pavement overlay on five streets. They are: First Avenue Northwest from Vine Street to its end; Second Street Northwest from Vine Street to Grand Boulevard; West Alder Street from Washington Avenue to West Harrison Street; West Harrison Street from West Alder Street to Birch Avenue; and West Vine Street from Third Avenue Northwest to First Avenue Northwest.

- Toledo was awarded \$251,000 to widen and overlay Cowlitz Street between Third and Fifth streets, adding sidewalks, curb extensions and handicapped ramps. It is believed this project will improve access to the city center, provide pedestrian facilities, and improve safety, according to the TIB project information.

Funding for the TIB grants comes from a 3 cent statewide gas tax. Grants are competitive and are awarded to projects deemed as "high priority." The TIB was formed in 1988 by the state Legislature.

For more information on other projects, visit the TIB Web site at www.tib.wa.gov.

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Print Page

O.S. receives grants for improvements to thoroughfare to beach

By Jordan Kline

Tuesday, November 27, 2007 10:52 AM PST

Daily World writer

OCEAN SHORES — One of Ocean Shores' main thoroughfares is about to get a major face lift.

The city netted \$700,000 in grants from the state's Transportation Improvement Board for two projects on Chance A La Mer, which connects the commercial district to the beach and hotels.

The bulk of the money goes to a \$676,000 project that would reduce the lanes between Ocean Shores Boulevard and Point Brown Avenue from six to four, adding curbs, sidewalks, parking, landscaping and lighting.

The city also received a \$95,190 grant to construct a sidewalk between the post office and the IGA. The city must provide a match of \$178,240 for both projects.

The money is part of \$68.3 million of revenue generated by three cents of the statewide gas tax. It is distributed to cities and counties to pay for transportation projects.

The revision of Chance A La Mer had been outlined by a citizen's committee in 2003, according to Public Works Director Ken Lanfear. "They gave us something to build on" during the grant application process, he said.

The Chance A La Mer projects — along with a briefing on the city's new traffic circle — will be discussed at a town hall meeting Wednesday night at 6 p.m. in the Convention Center.

The traffic circle is set to replace the four-way stop on Point Brown Avenue and Chance A La Mer. The city received similar grant money for the roundabout last year, and will be answering questions and taking comments from the public at the meeting.

A new roundabout will improve traffic flow, beautify the area and put the city in good shape to handle traffic increases from future growth, Lanfear said.

Other Twin Harbors projects receiving funding include:

- * \$94,489 for McCleary to reconstruct the sidewalk on the south side of Simpson Avenue and build a new sidewalk on the north side from 5th Street to the community center at 10th Street
- * \$45,190 for Oakville to chip seal various streets inside city limits.
- * \$50,000 for Westport to construct a new sidewalk on Ocean Avenue from the Westport Lighthouse to Hoquiam Street.
- * \$48,268 for South Bend to resurface areas of C Street, California Street, Oregon Street and 2nd Street.

For more information on the grants, visit www.tib.wa.gov

Meeting

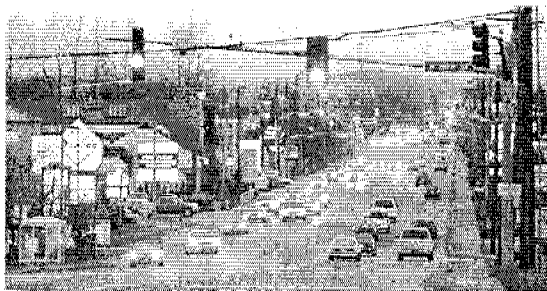


Project could ease congestion on College Way

December 12, 2007 - 04:00 PM
by August Kryger | Skagit Valley Herald

MOUNT VERNON — It's 5 p.m., you're off work and you hop in the car to head home. If you're on College Way, chances are pretty good that a steady stream of traffic will keep you company for part of the journey.

But relief may be on the way.



The city of Mount Vernon is moving forward with plans to connect LaVenture and Anderson Roads, offering what city officials say is a much-needed alternate route on and off Interstate 5. In a joint effort with Skagit County, the city plans to continue looking for funding for the three-phase, \$12 million to \$15 million project.

It's an endeavor that's on the top of the region's to-do list and one of the most important transportation projects in store for the city, said Mount Vernon Public Works Director Esco Bell.

"It's a hugely effective project for transportation," he said.

The proposed road will be designed to ease the stress on College Way.

"It goes from the heart of the transportation grid and links that up with the existing interchange," Bell said. "In doing that, it takes 20 percent off peak-hour traffic on College Way."

The project had been stalled due to lack of funding — with only 30 percent of the design phase completed. Last month, the project was given the boost it needed to continue, with a \$1.5 million grant from the Washington State Transportation Improvement Board. The money becomes available next year, and Assistant Public Works Director Mike Love said he anticipates construction beginning in spring of 2009.

The first phase is anticipated to connect Blackburn Road and Fowler Street, with an eventual connection between LaVenture and Anderson roads.

Mount Vernon Mayor Bud Norris said he will push for an aggressive construction schedule.

"It would be nice to accelerate it all and get it done by 2010," Norris said.

He said it would be ideal to have the project completed by then so that the city is more adequately prepared for the 2010 Olympic Games in British Columbia and the potential traffic problems that could accompany the event as far south as Mount Vernon.

"Once they solve the Everett bottleneck, then Mount Vernon becomes the next one," Norris said.

Love said the project will accomplish three important transportation goals for the city. It will be designed to pull traffic off of the interstate, create a better connection between the east side of Mount Vernon and Interstate 5 and ease traffic congestion on College Way.

The whole Puget Sound region supports the project, Love said, because of the future benefits that will be realized by everyone who travels frequently on the interstate.

"It just makes sense to get traffic off of I-5 and create some alternate routes going east," he said. "It's a wonderful project, and I'm excited to see it moving again."

- August Kryger can be reached at 360-416-2147 or akryger@skagitvalleyherald.com



Print Page

Ocean Shores looks at a round about

By Jordan Kline - Daily World writer

Thursday, November 29, 2007 10:50 AM PST

OCEAN SHORES — City staff are planning an extreme makeover for Ocean Shores' main intersection, where a staggering 19 lanes of traffic converge.

The plan, which was outlined at a town meeting Wednesday, would replace the four-way stop at Chance A La Mer and Point Brown Avenue with a roundabout, designed to improve traffic flow, safety, and pedestrian and bicycle access. More than 5,000 vehicles use the intersection each day, according to city counts.

Chance A La Mer, the wide boulevard leading to the city's primary beach access, would also get a major renovation, reduced from three lanes in each direction to two between Ocean Shores Boulevard and Point Brown Avenue. Improved sidewalks, parking, landscaping and lighting would also be constructed.

"It's all part of our downtown revitalization process that began in 2003," said Public Works Director Ken Lanfear. "This goes hand-in-hand with beautifying the downtown area and making this a community more friendly to pedestrians."

While most residents approved of the aesthetics of the tentative design, some were worried about the confusion the roundabout would generate.

"I think you're going to have one hell of a problem with that roundabout," said Grant Gibson. "I think people are going to be confused, we'll see major confrontations, road rage and wrecks."

Residents were concerned mainly about the city's senior and tourist drivers, who would be unfamiliar with the concept of a roundabout. Others testified to both positive and negative personal experiences with roundabouts.

Lanfear promised plenty of easy-to-understand signage and an education program to give motorists tips on negotiating a roundabout.

"We're starting the education already with a small brochure that has tips on driving in roundabouts. If the council decides to proceed with the roundabout, there will be additional copies going out in a mailing, perhaps with utility bills," he said.

The roundabout and road improvements are paid for primarily through \$1.4 million in grants from the state's Transportation Improvement Board. The city will provide \$228,000 in matching funds, much of which will come from the city's impact mitigation fees charged to developers.

State Department of Transportation officials have been helping with the roundabout's design, and were on hand Wednesday to explain the concept of roundabouts and demonstrate their effectiveness.

"You can get more cars through intersections per hour than you can through a four-way stop," said Brian Walsh, an engineer from the Department of Transportation.

"Public opinion polls show people favor roundabouts after they're constructed ... and studies also show roundabouts were able to decrease the frequency of all forms of accidents, from non-injury to fatal," he said.

Should the City Council approve the roundabout plans, construction would likely begin after the busiest

weekends of summer 2008.

Several detours will be necessary during construction, Lanfear said, but the time and duration of those detours are not known.

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The Herald, Puyallup, WA - Thursday, December 27th, 2007 11:43 AM

Printer Friendly Version

Dec. 27 — South Hill receives traffic relief

Pierce County moves forward with plans to widen 94th Street

Chris Albert / of the Herald

Published: December 27th, 2007 11:36 AM

Plans are underway to begin construction on the 94th street widening project this upcoming spring.

The South Hill road will be widened from its current two lanes to five lanes, with two left turn lanes. The project is planned for a 1.5 mile stretch from 116th Street to 136th Street on South Hill. The stretch of road begins at the Puyallup city limits and runs through unincorporated Pierce County.

The project was selected because of the extreme traffic congestion on 94th street, said Pierce County Councilmember Calvin Goings.

"Unfortunately it's largely catch up," Goings said. "The roadways in that area have not kept pace."

Although the widening project will provide needed relief for traffic congestion, he said, there are more projects to come.

"We really have a transportation crisis in the county," Goings said. "It's like a hole in a dam. We plug it in one place and it breaks in another."

Securing funding to complete the project has been a challenge, Goings said.

The \$17 million project price tag is fairly expensive, because the county had to purchase several homes to secure needed right of ways, he said.

"The homes have been built so close to the road," Goings said.

Funding for the project comes from the county road fund, real estate excise taxes and a \$5 million grant from the state transportation improvement board. It is the largest such grant the county has ever received, Goings said.

The county has been working on this project on and off for the past four years, said Pierce County Project Coordinator Ramiro Chavez. Final design and acquisition of property for the project will be completed shortly, he said.

The project will be very similar to the road widening, turn lane and signal upgrades the county has been doing on Canyon Road, Chavez said.

The road project is expected to be completed in late 2009.

This upcoming spring, a county contractor will go in and conduct preliminary work on the site, such as grading and the installation of retaining walls, as well as temporary lanes to move traffic around construction.

Then work will halt while utility companies move their lines behind the sidewalks.

"We don't want to break a water line or telephone line," Chavez said.

Some work will take place past 136th to transition back to fewer lanes, Chavez said.

A new storm drain system, stormwater treatment and storage facilities will be added. At 136th and 94th, a traffic signal will be installed. Curbs, gutters, a bike lane, street lighting and sidewalks will also be installed.

The county will also extend Puyallup's gravity sewer main and the county's force sewer main.

It is unusual for the county to include pedestrian options in their road projects because they usually deal with more rural projects, Goings said, but South Hill has become more and more urban.

"We need to provide all the options," he said.

Reach Reporter Chris Albert at 253-841-2481 Ext. 313 or by e-mail at chris.albert@puyallupherald.com.

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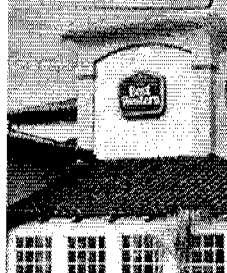
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Bushman, Eileen (TIB)

From: Bushman, Eileen (TIB)
Sent: Thursday, December 13, 2007 2:00 PM
To: Bushman, Eileen (TIB)
Subject: FW: TIB funding for Duvall

From: Will Ibershof [<mailto:will.ivershof@duvallwa.gov>]
Sent: Monday, December 03, 2007 7:47 AM
To: Armstrong, Greg (TIB)
Cc: 'Steven Leniszewski'
Subject: TIB funding for Duvall

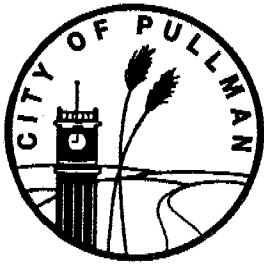
Greg,

The City of Duvall including city council, staff, citizens and myself would like to thank the Washington State Transportation Improvement Board (TIB) for the \$3,035,000 grant that we received for our Main Street Reconstruction project. This means a lot to the City and we are grateful for the grant which fulfills our need and will make this project a reality. Thank you for your help and guidance and the staff time and assistance provided for this grant application process. Hope all is well, Happy Holidays and thanks again.

Sincerely,

Will Ibershof
Mayor
City of Duvall
15535 Main Street NE
Duvall, WA 98019
206-255-2855

----- End of Forwarded Message



Mtg. file
CITY OF PULLMAN

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November 28, 2007

Stevan Gorcester
Executive Director
Transportation Improvement Board
P.O. Box 40901
Olympia, WA 98504-0901

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Dear Stevan,

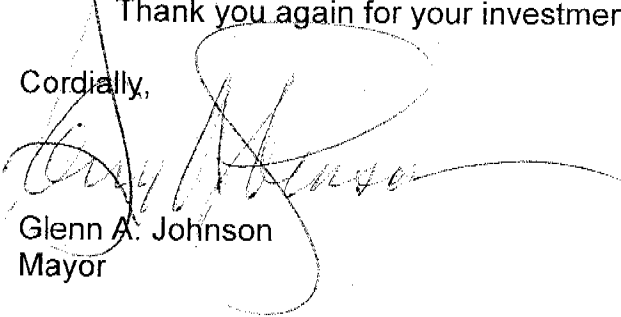
Thank you for the great news from TIB that you selected two city of Pullman improvement projects for funding totaling nearly \$1.25 million:

- North Grand Avenue, TIB project number 8-3-167(015)-1
- Bishop Boulevard, TIB project number P-E-167(P04)-1

It is a major challenge for cities with limited revenue to repair aging infrastructure and that's why the TIB grant is so important for Pullman. These road improvements will improve the serviceability of our streets and enhance the overall attractiveness of Pullman to potential businesses and residents.

Thank you again for your investment in Pullman.

Cordially,


Glenn A. Johnson
Mayor



BACK

PRINT

Oil Prices Top \$100 For First Time Ever

NEW YORK, Jan. 2, 2008

(CBS/AP) Oil prices jumped sharply Wednesday, setting a new trading record and reached \$100 a barrel for the first time ever on supply concerns sparked by renewed violence in Nigeria and a warning that OPEC may not be able to meet its share of global oil demand by 2024.

Word that several Mexican oil export ports were closed due to rough weather added to the gains.

In Nigeria, bands of armed men invaded Port Harcourt, the center of the oil industry Tuesday, attacking two police stations and raiding the lobby of a major hotel. Four policemen, three civilians and six attackers were killed. The Niger Delta Vigilante Movement claimed responsibility for the attack.

"Although the violence has not impacted oil flow out of the country, it has reignited supply concerns as militant attacks have reduced Nigeria's crude output by roughly 20 percent since 2006," said John Gerdes, an analyst at SunTrust Robinson Humphrey in a research note. Nigeria is Africa's largest oil producer.

Surging economies in China and India fed by oil and gasoline have also contributed to prices soaring over the past year.

Separately, the Organization of Petroleum Exporting Countries said its member nations may not be able to meet demand as early as 2024, though OPEC also said that deadline could slide for decades if members increase production more quickly.

CBS News correspondent Alexis Christoforous said since the futures price quickly fell back after hitting the \$100 mark, it's not yet clear if the price is sustainable.

"A part of it could have been a psychological barrier," Christoforous said. "Now that we've hit the \$100 dollar a barrel mark, we may start to see prices ease back."

Still, the warning gave investors pause, said Amanda Kurzendoerfer, an analyst at Summit Energy Services Inc. in Louisville, Ky.

"They're talking about, in 20 years, not being able to meet demand," Kurzendoerfer said.

Light, sweet crude for February delivery rose \$3.38 to \$99.36 a barrel on the New York Mercantile Exchange Wednesday. News of the Mexican port closures added to the supply concerns, pushing crude futures as high as \$99.60, a new trading record. The three ports handle most of Mexico's 1.7 million barrels of daily exports.

Oil last traded over \$99 a barrel on Nov. 26, a few days after rising to a previous record high of \$99.29. Oil prices are within the range of inflation-adjusted highs set in early 1980. Depending on how the adjustment is calculated, \$38 a barrel then would be worth \$96 to \$103 or more today.

Trading volumes were about 50 percent of normal Wednesday, meaning the price move was likely exaggerated by speculative buying.

"I would imagine the speculators are the biggest drivers today," said Phil Flynn, an analyst at Alaron Trading Corp., in Chicago.

Stocks pulled back Wednesday in as the spike in oil prices, along with a weaker-than-expected reading on the manufacturing sector, triggered concerns of a further slowdown in the overall economy. The major indexes each lost more than 1 percent, with the Dow Jones industrials giving up more than 200 points.

At the pump, meanwhile, gas prices rose 0.6 cent Wednesday to a national average of \$3.049 a gallon, according to AAA and the Oil Price Information Service. Gas prices, which typically lag the futures market, have edged higher in recent days as oil has approached \$100.

Michael Fitzpatrick, vice president of energy at MF Global, told **CBS Radio** that consumers will feel the pinch of those higher prices.

"Every time the bumper of the SUV goes across the curb of the driveway to soccer practice or ballet lessons or whatever, it's going to cost more and more and more," Fitzpatrick said.

Gas prices peaked at \$3.227 a gallon in May as refiners faced unprecedented maintenance issues and struggled to produce enough gasoline to meet demand. A similar scenario is expected this spring, when gas prices could peak above \$3.40 a gallon, according to the Energy Department's Energy Information Administration.

But until the production rises in the spring to meet summer driving demand, gasoline prices will follow oil's lead, analysts say. Oil prices have risen in recent weeks in part on concerns about supply disruptions in Iraq and Nigeria, and as domestic inventories have fallen for several weeks in a row.

Inventories likely fell last week by 1.8 million barrels, according to the average estimate of analysts surveyed by Dow Jones Newswires. That expectation was also pushing oil prices higher, analysts said.

"(A decline) is not anything unusual for this time of year, but when it happens for 7 weeks in a row, it starts to add up," Kurzendoerfer said.

The EIA's inventory report, delayed until Thursday this week due to the New Year's holiday, is also expected to show gains in gasoline supplies and refinery activity, and a decline in supplies of distillates, which include heating oil and diesel.

In other Nymex trading Wednesday, February heating oil futures rose 9.28 cents to \$2.7422 a gallon while February gasoline futures climbed 8.07 cents to \$2.5717 a gallon. February natural gas futures advanced 26 cents to \$7.743 per 1,000 cubic feet.

In London, February Brent crude rose \$3.08 to \$97.55 a barrel on the ICE Futures exchange.

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DAILY RECORD

Seriously Local since 1899

Wednesday, January 9, 2008
10:39 PM US/Western

Street paving coming to Kittitas

City will get grant, donated labor

By MIKE JOHNSTON
senior writer

KITTITAS — If plans go as expected, the first paving of existing residential streets in the city of Kittitas will occur this spring, thanks to a state grant and donated labor and machinery from a heavy equipment operation school east of the city.

Kittitas Councilwoman Linda Huber, also mayor pro tem, said the only streets that are currently paved in the city are those designated as arterials and those involving new housing subdivisions where developers are required to pave.

"To my knowledge this will be the first time any existing residential street, that's not an arterial, will be paved in the city," Huber said Tuesday. "It's an exciting opportunity."

She said the Operating Engineers Regional Training Facility, east of Kittitas on Vantage Highway, approached the city about a program in which it will donate time, supervision, heavy equipment and the labor to run the machines to help in city projects, like paving.

The byproduct is that students and others in the program working to gain a higher equipment rating get on-the-job training in an actual project. Huber said the city will provide planning and supervision of the work through the city's consulting engineer, and the city's street department will also be called upon for related work.

The state Transportation Improvement Board, or TIB, in late fall, granted Kittitas \$112,644 for paving several streets within the city in the cooperative program. Most Kittitas residential streets are graveled. State funds come from revenue generated by a three-cent statewide gas tax allocated by the state Legislature.

There also is the possibility the TIB will consider additional grants to the city for future paving projects utilizing training facility crews.

TIB officials, in a news release, said the project reflects a "unique partnership" between the city and the International Union of Operating Engineers that runs the training facility east of town. The TIB funding will pay for asphalt.

Huber said the TIB funds will be stretched to take in more street areas because the grant won't have to also pay for labor, fuel and machinery use.

Currently, paved arterials include Main Street and portions of Pierce Street.

"This grant helps Kittitas pave some of its many gravel roads while building skilled labor to support street construction across the state," said TIB Chairwoman Jeanne Burbidge of Federal Way in a news release. "After successful completion of this project, TIB will consider providing additional grants to extend this partnership."

Previous TIB grants paved Main Street in Kittitas and funded the project that is currently under way to improve the entrance to town from Interstate 90. TIB, in total, has invested more than \$2 million in Kittitas streets and sidewalks in the past five years.

Huber said the city doesn't have enough general revenue to do street paving. Which streets will

get the paving this spring is now being evaluated. The streets that have the infrastructure — water and sewer pipes — underneath them that can best take the added weight of asphalt will be considered first for paving.

Huber said the city doesn't have enough general revenue to do street paving. Which streets will get the paving this spring is now being evaluated. The streets that have the infrastructure — water and sewer pipes — underneath them that can best take the added weight of asphalt will be considered first for paving.

DAILY RECORD

Seriously Local Since 1877

Thursday, January 10, 2008
8:17 PM US/Western

Dollar signs on Dolarway

Major road, business projects on tap

By CHANCE EDMAN
staff writer

ELLENSBURG — As Ellensburg grows, businesses are finding new locations to set up shop.

Dolarway Road and the west Interstate 90 interchange are the latest benefactors in a go-west-young-man development boom on the outskirts of Ellensburg.

Triple L LLC is working on developing a shopping center at the west interchange that is expected to bring in several medium-sized box stores, restaurants and at least one big-box store.

Meanwhile, an estimated \$9.2 million has been spent largely unnoticed on development on Dolarway Road east of Triple L's site that includes retail, office and industrial buildings.

And more is coming.

Long-time downtown business Valley Vision Associates is planning a move to Dolarway in a precedent-setting business venture with Modern Optical and eye surgeon Abel Li. It's unique because in the eye care industry, doctors usually like to remain separate, according to Bob Davis of Valley Vision. The new building will offer all-in-one eye care.

"It will be the state-of-the-art eye center east of the mountains," Modern Optical owner Leo Oltman said. "It will be as good as it can get."

The three will share a two-story, 7,600-square-foot building built by Rob and Don Terrell on Dolarway.

"We moved out there because we like that space and felt it is going to be comfortable visually and for patients to come see us," Davis said, one of Valley Vision's owners.

Modern Optical leases its current building on Main Street. Valley Vision is deciding whether to sell its Pine Street building or lease it. Either way, Davis says, it will have a tenant.

Davis says his motives for leaving downtown have been questioned, but he says the move is about "better access," not leaving or staying in downtown. The move is planned for March 1.

The new Valley Vision building is part of several Terrell brothers projects in a row on Dolarway.

The three office space buildings farther west are identical. They are completely full with a variety of businesses, Rob Terrell said, all with an exterior intended to resemble a "Northwest lodge" theme.

The three office space buildings farther west are identical. They are completely full with a variety of businesses, Rob Terrell said, all with an exterior intended to resemble a "Northwest lodge" theme.

"We thought with the lake and mountain views, a lodge-type looking building would be nice," said Terrell.

Eye & Ear Clinic occupies one of them and is currently open for business. The clinic owners lease

the space from Juniper Village LLC, owned by the Terrell brothers.

An array of offices and businesses including Visante Salon & Spa, which was recently purchased by Kristina Durand, occupy the next two buildings.

Not all development on Dolarway belongs to the Terrell brothers however.

A large building on the corner of Potts Road and Dolarway was constructed by Steel Structures America Inc. It is nearing completion, according to builder CJ Linquist, but Bottles of Grapes, a wine distribution business in Ellensburg on Railroad Avenue, owns the building and is putting on the final touches.

Lee Nordstrom, owner of Bottles of Grapes, did not return several phone calls.

Toward downtown Ellensburg on Dolarway, Center Point Business Park is in the beginning stages of development. Also owned by the Terrells, it is intended for light industrial purposes and already has several lots spoken for, according to Rob Terrell.

A 1.2-acre lot costs \$261,400, according to Re/Max's Web site. The prices go up for wider lots with the smallest lots starting at \$176,000, Wayne Stroscher of Re/Max said in an e-mail.

Commercial projects aren't the only source of new development on Dolarway, however.

Behind the Dolarway Ponds, a 324-condominium complex is planned to begin construction late this year or early next. The Terrells own the land and are in the drawing stage.

"I'd like to say we're going to break ground this year, but I'm not going to cast that in concrete," Terrell said.

It will be a gated community with tennis courts, swimming pools, a sanded beach by the pond, volleyball courts, a theater, a library, an exercise room and bisected by Ellensburg's future trail system.

Initial plans are for nine buildings, all five stories tall. Each condo is set for 1,200-2,000 square feet and Terrell hopes to put them on the market starting at \$225,000 apiece.

"It will probably be geared for people who are looking at retirement and young professionals who don't want to worry about caring for the grounds," Terrell said.

Terrell has approval from the city to redirect Potts Road into his resort-like complex and is working on the design to do so.

With an expected flood of traffic both pedestrian and vehicle on Dolarway, the city of Ellensburg is planning major road renovation projects.

The city in November received a \$2.4 million grant from the state Transportation Improvement Board for a project estimated to cost nearly \$5 million. The rest is anticipated to be funded by city funds, local improvement districts and federal highways funding, according to city engineer Derek Mayo.

Starting at the Railroad-Water Street intersection, the project is slated to install 6-foot sidewalks to the Dolarway-state Route 97 intersection. Two 5-foot bike lanes will line the street as will a turn lane in the middle of the road.

"The completed project would provide safe pedestrian, bicycle and vehicular traffic from Interstate 90 to the downtown business district of Ellensburg," Mayo wrote in an e-mail interview.

The state Department of Transportation will look at installing a light or roundabout at the state Route 97 intersection that currently operates on an all-way stop, Mayo said.

Timelines for construction depend on the design process, which is expected to begin this year after the city chooses a consultant, according to Mayo. Work is anticipated to begin in 2009 or 2010.



Olympic Drive construction slows traffic, cash registers
Stores experience 25 to 50 percent decline in sales since project began

Paig
of the Gateway
Published: 11:39AM January 9th, 2008



Gateway photo/Lee Giles III

Cars at the intersection of 56th Street NW and 38th Street NW back up for miles during high-volume traffic. Business owners say regular customers are taking alternate routes to avoid traffic — which also means the customers are frequenting those businesses less. Harbor Greens Market, Valero Gas Station and Patterson's Fruit Stand have felt a financial impact.

One sign along Olympic Drive NW in Gig Harbor reads: "Businesses open during construction." Another reads: "We're all in this together." These signs — and several others hung by the City of Gig Harbor in the past month — are aimed at encouraging more residents to support local businesses affected by a construction project on one of the city's busiest streets.

The 56th Street NW and Olympic Drive NW Improvements Project began in September, and since then, some businesses in the immediate area have seen a 25 to 50 percent drop in profits.

Owners of Harbor Greens Market, Valero Gas Station and Patterson's Fruit Stand cite traffic delays along the road as the biggest factor in declining business — particularly the four days in mid-October when the intersection at 56th Street NW and 38th Street NW was closed completely.

But these businesses also feel that the city did not give them enough notice or enough details about what exactly the \$5 million project would involve.

"We were aware the road would be widened sometime within the next couple of years," said Scott Teodoro, co-owner of Harbor Greens, about what the city told him and co-owner Chad Roy concerning the improvements.

Teodoro and Roy said they were "unaware of the extent of the project" when they opened their fine foods grocery market on Olympic Drive last June.

The project is an extensive one. In addition to widening the road between 50th Street NW and 38th Street NW on Olympic Drive/56th Street, there will be curb, gutter and sidewalk improvements; traffic signal and underground utility work; and the installation of a deep sewer line by the time the project is completed this summer.

It is the underground sewer work that has caused and continues to cause the greatest delays. Traffic is sometimes reduced to one lane, with contractors directing cars moving in one direction to stop while oncoming traffic passes.

Teodoro and Roy have observed traffic on Olympic Drive come to a complete stop for 10 to 15 minutes at a time. They also hear "five or six times a day" that customers are avoiding driving on the street altogether, instead taking the 24th Street NW and Wollochet Drive NW exits to get on and off state Route 16.

Mayor Chuck Hunter recognizes the difficulty the project has caused and emphasizes the worst of the project — including most of the underground sewer work — should be over soon.

"There's no real good time to do a project of this type," Hunter said. "It's a major overhaul of the street system."

The project was especially ill-timed for Harbor Greens. After what Teodoro and Roy call a "successful summer," sales dropped when the project began in late September.

"Our June, July, August and even (beginning of) September sales were right at or above what we had been projecting," Teodoro said. "And then as soon as the big rigs hit the road, our projected numbers dropped dramatically."

Sales at Harbor Greens are 25 to 30 percent below what the owners estimated. Roy predicts it will take two years of profits to pay for losses they have incurred since September.

Dev Shaunak, owner of the Valero Gas Station at the intersection of 56th and 38th streets, believes that more advanced notice would have helped him and other retailers prepare for the decline in business.

Shaunak, who has owned the store for two years, claims he was told a month in advance that the project would begin, but it wasn't until "two to three days before the project began" that the situation was really explained to him.

"I understood the four- to five-day shutdown," he said, referring to the intersection's closure in October, "but I did not anticipate this ongoing construction. I don't think the community anticipated it."

Although the city sent out a request for a proposal for the project years ago, Hunter said it did not award the contract until last August.

The project began a month later.

"This isn't an easy thing to manage," Hunter said. "Part of our problem is that it took about four to five years from the planning until actually being able to do construction."

Cost was also an issue for the city: The project is funded by grants from the Transportation Improvement Board, meaning that only a finite amount of money is available.

Teodoro and Roy met with the city not long after the project began to ask why nighttime construction wasn't considered over street closures. They said they were told cost was the main reason.

"They said the contract has already been signed, the bid's in, and it would be over 30 percent more (in cost)," Teodoro said.

City Administrator Rob Karlinsey estimates it could have cost up to 40 percent more for nighttime construction — an increase of at least \$2 million.

"We didn't have a lot of discretionary city money to spend on it," Karlinsey said.

Shaunak claims the daytime construction has cut his business by at least half. The gas station's drive-thru espresso window used to get 100 cars during morning rush hour; now, that number is down to 20-35, Shaunak said.

"The city kind of dropped the ball," he said.

No one agrees with Shaunak more than Rick Patterson, owner of Patterson's Fruit Stand. Because the stand is located only yards outside city limits — Gig Harbor officially ends at 38th Street, and Patterson's is one block south of there — Rick and his wife, Shelli, were not notified of the project by the city.

"We had notified the businesses, but because Patterson's was not in the city, they did not come up when we were sending out notices," Hunter said. "That was unfortunate."

Rick believes he and other businesses should have been notified a year before the project began.

"We're not a large company that can absorb loss," he said. "If I would have known a year in advance, I could have taken a step back, not bought as many pumpkins for Halloween or as many Christmas trees."

On the flip side, businesses such as Anderson's Fine Foods on Point Fosdick Drive have actually benefited from the street closures. Owner Greg Anderson hypothesizes that drivers are avoiding Olympic Drive by taking the 24th Street exit off state Route 16, which means more traffic is passing his store.

Anderson said his profits have increased by one-third since the construction started. But he considers the increase a wash, since the store lost one-third of its businesses when the Washington State Department of Transportation closed the 24th Street westbound exit last year for construction on the Narrows bridge.

Anderson believes he was able to survive the dip in business because WSDOT gave him 1 1/2 years notice before closing the on-ramp, meaning he was able to prepare financially for the change. He believes the businesses on Olympic Drive should have similar time to prepare for street closures.

"The worst part was they got no notice," said Anderson, who has owned his store for 31 years.

Despite the construction, Harbor Greens, Valero and Patterson's appreciate the support from their customers. They also understand that the improvements to Olympic Drive can only help their business down the road.

"We keep thinking about how nice it will be when the project is done," Roy said. "But that doesn't put in any money in the tills right now."

Shaunak knows that his "customers are loyal" and appreciates the people who have "struggled through" the traffic, road closures and delays to continue shopping at his deli and buying his espresso. He worries, however, that customers who have taken alternate driving routes have also begun frequenting other businesses and will be unlikely to return to his gas station once the project is over.

"You have to ask, 'What percentage of customers have we lost permanently?'" he said.

Hunter acknowledges that the city will continue with infrastructure improvement projects for the next five years, because the road system has not kept pace with the recent growth in the city.

"There is major infrastructure that has not kept up with development," he said. "We're in the catch-up mode."

Nisqually VALLEY NEWS

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

FRIDAY, JANUARY 11, 2008

Coates project ready to kick off

By Megan Hansen

Nisqually Valley News

Yelm residents will start seeing surveyors on Coates Road as the city moves forward with the next portion of the Y4 corridor project.

Mayor Ron Harding was given approval by Yelm City Council to sign a \$93,114 contract with Gray and Osborne, Inc. of Seattle for engineering services for the design of the Coates Road Improvement Project.

Estimated cost for the entire project is just over \$1 million.

The Washington State Transportation Improvement Board awarded the city \$550,000 from its small city arterial funding program in November for the project.

The rest of the money, approximately \$468,000, will be funded by the city's transportation facility funds.

See COATES, page A2

COATES: *Project to kick off*

Continued from page A1

"It's pretty amazing what the City of Yelm has done in the way of transportation," Harding said. "This project is just an example."

"Good plan, good stuff."

Harding added that it was just a few years ago when the city had to save money for years to do little projects each time.

Project Manager Stephanie Ray told the council Tuesday evening that once Harding signs the contract, she would call Wednesday morning to get the project started.

She estimates that construction could start as early as this summer.

Last August, the first portion of the Y4 corridor project was completed with the opening of the Stevens Street con-

nection.

The next phase is to connect Stevens Street Northwest and Coates Road.

It will begin at the intersection of Stevens Street Northwest and Edwards Street, follow Coates Road behind Yelm Middle School and end at Cullens Road Southeast.

Connectivity from east to west is vital for traffic flow in the city, Harding said during the Stevens Street dedication this past October.

The city's overall goal in completing the Y4 corridor project is to relieve traffic congestion on Yelm Avenue.

Once the project is completed, travelers will be able to travel from Cullens Road to Grove Road without getting onto Yelm Avenue.

JARED PABEN
THE BELLINGHAM HERALD

January 14, 2008

Road project could close Sunset Drive

Widening planned from Woburn east to city limits

SUNSET PROJECT \$10.2 million. Total estimated cost to widen Sunset Drive between Woburn Street and East McLeod Road: **\$6 million:** Estimate of construction costs alone. **\$4.95 million:** Grants from two federal government sources. **\$1.65 million:** Amount city of Bellingham has set aside to buy land. **\$1.485 million:** Grants received by the state Transportation Improvement Board. **\$1.427 million:** Amount city paid to Lynden-based consultant Reichhardt & Ebe Engineering to design and oversee project. **\$1 million:** Grants from the state Department of Transportation. **\$900,000:** Money set aside for condemnation and contingencies.

SOURCE: BELLINGHAM PUBLIC WORKS DEPARTMENT

BELLINGHAM — The city may close Sunset Drive to through traffic during its project to widen the heavily traveled state route from Woburn Street east to the city limits, the project engineer said.

Meanwhile, the city is still negotiating with seven property owners to buy rights-of-way, but if it can't reach agreement by Jan. 28, city staff will ask the City Council to approve condemning property, Public Works Department project engineer Mark Handzlik said.

The city expects to spend about \$10.2 million widening the three-quarters of a mile stretch of Sunset, adding two driving lanes each way, a turn lane, bike lanes and sidewalks. The city expects construction to start in June, and it could last at least eight months.

"I think it's going to be a good project for the city," Handzlik said. "It's going to relieve congestion in that area."

The city isn't sure whether to keep lanes open for through traffic during construction, Handzlik said. About 17,000 vehicles use that stretch of Sunset each day, said Public Works Department traffic operations engineer Steve Haugen.

"We need to take a hard look at alternative routes, take a hard look at a detour route and what the impacts would be," Handzlik said.

The city will decide on the closure before seeking bids in March or April, he said.

In the meantime, the city is still negotiating to buy property to widen the street. Of 63 total parcels of land, the city has signed agreements on all but seven of them, Handzlik said.

“So far, we are not absolutely butting heads with anybody,” he said. “No one’s on their front porch with a shotgun.”

“They are very reasonable and fair,” he added. “That’s important that everyone’s willing to negotiate.”

Time, he said, is the issue. If the city can’t come to an agreement with all of the property owners, city staff will ask the City Council on Jan. 28 to approve condemning property, he said. Handzlik said he doesn’t believe they’ll have to do that.

Public Works has budgeted \$900,000 for condemnation and contingencies, according to a city financial planning document.

Most residents will get to keep their homes along that stretch of Sunset Drive. Two won’t, Handzlik said, because those houses, at 2841 E. Sunset and 2932 E. Sunset, were higher or lower than the street, and once the street was widened, their driveways would have been inaccessibly steep, he said.

Those properties held a 2,154-square-foot house built in 1957 and a 1,436-square-foot house built in 1963, according to Whatcom County Assessor records.

David and Colleen Cook are one of the seven remaining households who have yet to reach agreement with the city. Consultants working for the city contacted them regarding buying their property, David Cook said, but there hasn’t been any negotiating so far.

“They came and offered us X,” said David Cook, who lives on the north side of the street. “We, of course, are all neighbors, and the people on the south side of the street were offered significantly more.”

He plans to meet with his attorney today to talk about signing a “possession and use” agreement, which allows the city to build on their land while the parties haggle over price.

Reach Jared Paben at 715- 2289 or jared.paben@bellinghamherald.com. Read his Traffic Talk blog at TheBellinghamHerald.com/blogs.

Transportation: Paying for road projects

The issues: Local concerns are rising again, and some problems were not addressed by the 9.5-cent gasoline tax increase passed in 2005. How can the state pay for more road projects?

The failure of a huge package of metro Puget Sound transportation improvements and taxes in November complicates the picture for the state's population center. Better roads and freeway access top the wish lists of smaller cities such as Lacey. And plans still have not been completed for the two megaprojects included in the 2005 bill, replacing the Alaskan Way Viaduct and the state Route 520 floating bridge.

Not that legislators have had time to consider all that, given the record flooding of Interstate 5 near Chehalis in December and the mothballing of 80-year-old ferries.

"It's been an interim full of all kinds of emergencies and things that drive us into things we'll have to do, like ferries and flooding," said Rep. Judy Clibborn, the Mercer Island Democrat who heads the House Transportation Committee.

Still, the 2005 package addressed the most pressing needs, she said. "I've been trying to reassure people. ... In reality, we have so much gas-tax projects out there — billions of dollars in projects."

Clibborn predicted the big transportation bill of this session will establish how toll roads will be used in the state — what entities can use them, for what, and how much they can charge.

Both she and Gregoire say the gasoline tax has been maxed out, and tolls, perhaps charged remotely by transponders, are the future of road funding.

Sen. Dan Swecker of Rochester, lead Republican on the Senate Transportation Committee, said the Legislature should consider spending surplus general fund money on transportation. The citizens want the projects, and one-time construction costs are a better use of surpluses than expanding ongoing services, he said.

The Republicans are in a minority, but the governor, Clibborn and other Democrats say they are will to talk about it.

The players: Counties and cities will want a say in how future tolling operations are controlled legally. Top legislators and the governor must navigate Seattle politics to deal with the Alaskan Way Viaduct and the Route 520 bridge. Businesses have been influential in helping provide across-the-aisle support for thinking big on transportation.

What's at stake: Shutting down ferries permanently, letting the Alaskan Way Viaduct collapse or failing to fix flood damage would hurt economically, socially and politically, so everyone wants to be seen as on top of transportation issues. But the cost of doing something is big; the last transportation package had an estimated value of \$8.5 billion.

Likely outcome: The bills for new ferries and flood repair work in southwest Washington — at least \$150 million — likely will be paid. Other big new projects are off the table, so the fighting will be about how the next major construction package could be funded, tolls or otherwise.



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 11/01/2007 to 12/31/2007

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
SCAP Program							
6-E-922(010)-1	BENTON CITY	Ki-Be Rd	Design	DE	20,625	0	Director
6-E-871(007)-1	HARRINGTON	Adams/Second Streets	Contract Completion	CC	571,954	25,064	Director
6-W-834(003)-1	LA CONNER	N 6th Street	Audit	CC FV AD	237,121	44,444	Director
6-E-850(008)-1	LEAVENWORTH	Commercial Street	Construction	CN	277,088	0	Director
6-W-963(006)-1	NAPAVINE	Second Avenue NE	Design	PD DE	73,164	0	Director
6-P-804(005)-1	NORTH BEND	North Bend Way	Bid Award	BA	625,000	125,000	Director
6-W-959(005)-1	OCEAN SHORES	Chance A La Mer	Design	PD DE	31,849	0	Director
6-E-881(004)-1	OKANOGAN	Salmon Creek-Mill Street Bridge	Contract Completion	BA CC	11,538	-862	Director
6-E-845(003)-1	RITZVILLE	Wellsandt Avenue	Design	DE	62,100	0	Director
6-E-874(002)-1	SPRAGUE	WSDOT Eastern Region Chip Seal	Audit	CC AD	2,200	0	Director
6-E-906(003)-1	SPRINGDALE	W Shaffer/N 2nd/Main St (SR 231)	Audit	CC FV AD	261,772	69,107	Director
6-W-977(002)-1	TENINO	Central Avenue	Design	DE	71,460	0	Director
6-W-965(001)-1	TOLEDO	Cowlitz Street	Design	DE	24,067	0	Director
6-E-886(004)-1	TWISP	Glover Street	Design	DE	81,281	0	Director
6-E-886(005)-1	TWISP	2nd Avenue	Design	DE	13,095	0	Director
6-W-978(009)-1	YELM	Coates Avenue NW	Design	DE	52,802	0	Director
6-E-947(005)-1	ZILLAH	Second Avenue	Audit	CC FV AD	775,118	29,163	Director
Total SCAP Change						291,916	
SCPP Program							
2-P-119(001)-1	ALGONA	FY 2009 Overlay Project	Construction	DE CN	95,036	0	Director
2-P-808(002)-1	BUCKLEY	FY 2009 Overlay Project	Construction	DE CN	71,792	0	Director
2-E-926(001)-1	CONNELL	Hawthorn Street	Audit	CC FV AD	54,406	-7,194	Director
2-E-856(001)-1	COULLEE CITY	Adams Street	Audit	CC FV AD	70,735	1,423	Director
2-E-924(002)-1	DAYTON	2007 Seal Coat	Audit	CC FV AD	48,600	0	Director
2-W-831(002)-1	FRIDAY HARBOR	FY 2009 Overlay Project	Construction	DE CN	60,300	0	Director
2-E-858(001)-1	GEORGE	Seal Coat Project	Audit	CC AD	20,366	-17,634	Director



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 11/01/2007 to 12/31/2007

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-E-858(002)-1	GEORGE	2007 Seal Coat	Audit	CC	35,270	5,270	Director
2-E-859(001)-1	GRAND COULEE	Seal Coat Project	Audit	CC FV AD	67,267	10,018	Director
2-E-940(001)-1	GRANGER	Overlay Project	Audit	CC FV AD	147,230	-1,823	Director
2-W-953(002)-1	KALAMA	2007 Overlay	Bid Award	BA	49,000	0	Director
2-W-956(001)-1	MCCLEARY	5th Street	Audit	CC FV AD	26,587	-13,413	Director
2-E-928(001)-1	MESA	FY 2009 Overlay Project	Construction	DE CN	67,660	0	Director
2-W-963(001)-1	NAPAVINE	FY 2009 Overlay Project	Construction	DE CN	38,160	0	Director
2-E-845(002)-1	RITZVILLE	FY 2009 Seal Coat Project	Construction	DE CN	49,111	0	Director
2-P-815(001)-1	SOUTH PRAIRIE	FY 2009 Sidewalk Maintenance Project	Construction	DE CN	57,290	0	Director
2-E-885(001)-1	TONASKET	Seal Coat Project	Audit	CC FV AD	23,013	-17,115	Director
2-E-846(001)-1	WASHTUCNA	Seal Coat Project	Audit	CC FV AD	20,044	-4,956	Director
2-P-816(001)-1	WILKESON	Church Street Sidewalk	Audit	CC FV AD	40,654	4,524	Director
2-E-867(002)-1	WILSON CREEK	2007 Seal Coat	Audit	CC FV AD	26,774	774	Director
Total SCPP Change						-40,126	
SP Program							
P-W-952(P01)-1	CASTLE ROCK	Front Avenue NW	Audit	CC FV AD	143,673	5,581	Director
P-P-201(P02)-1	EDGEWOOD	114th Avenue E	Audit	CC FV AD	137,619	0	Director
P-P-138(P02)-1	EVERETT	7th Avenue SE	Contract Completion	CC	107,739	0	Director
P-P-138(P03)-1	EVERETT	100th Street SW	Audit	CC FV AD	75,320	-415	Director
P-P-127(P02)-1	GIG HARBOR	Rosedale Street	Audit	CC FV AD	97,200	0	Director
P-P-820(P01)-1	GRANITE FALLS	Alder Avenue	Construction	DE CN	99,275	0	Director
P-P-108(P02)-1	ISSAQUAH	S 2nd St, Clark St, Wildwood Blvd	Audit	CC FV AD	92,172	-2,828	Director
P-P-111(P01)-1	KIRKLAND	99th Place NE/100th Avenue NE	Construction	DE CN	150,000	0	Board
P-E-897(P06)-1	MEDICAL LAKE	Lefevre Street (SR 902)	Audit	CC FV AD	106,189	-14,476	Director
P-P-132(P02)-1	MILTON	Milton Way	Construction	DE CN	189,221	0	Director
P-P-141(P02)-1	MOUNTLAKE TERRACE	220th St SW	Contract Completion	CC	150,000	0	Director
P-W-973(P06)-1	NORTH BONNEVILLE	Cascade Drive	Construction	PD DE CN	119,420	0	Director



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 11/01/2007 to 12/31/2007

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
P-W-959(P03)-1	OCEAN SHORES	Chance A La Mer Avenue	Construction	DE CN	95,190	0	Director
P-P-133(P01)-1	STEILACOOM	Steilacoom Blvd	Bid Award	BA	163,940	0	Director
P-W-184(P05)-1	VANCOUVER	Andresen Road	Bid Award	BA	150,000	0	Director
P-E-867(P05)-1	WILSON CREEK	6th Street	Construction	DE CN	61,125	0	Director
Total SP Change						-12,138	
UAP Program							
8-4-175(015)-1	ELLENSBURG	Ruby Street/Mountain View Ave	Bid Award	CN BA	1,392,030	122,030	Director
8-1-138(032)-1	EVERETT	Broadway & Beverly Blvd Intersection	Bid Award	BA	500,000	0	Director
8-2-985(006)-1	FERNDALE	Main Street	Design	DE	294,641	0	Director
8-1-017(069)-1	KING COUNTY	Coal Creek Pkwy/Duvall Ave, Phase 3	Construction	CN	3,196,000	0	Director
8-1-199(010)-1	LAKEWOOD	Bridgeport Way	Design	DE	250,000	0	Director
8-1-027(065)-1	PIERCE COUNTY	94th Avenue E	Construction	PD DE CN	5,000,000	0	Director
8-1-129(017)-1	PUYALLUP	39th Avenue SW	Design	DE	772,698	0	Director
8-1-017(069)-2	RENTON	Duvall Avenue	Construction	CN	3,095,640	0	Director
8-4-171(014)-1	RICHLAND	Stevens Drive Improvements/Jadwin Ave/SR-240	Contract Completion	CC	776,000	0	Director
8-1-121(005)-1	SEATAC	S 154th Street	Design	DE	201,000	0	Director
8-1-101(154)-1	SEATTLE	Elliott Avenue W/15th Avenue W	Design	DE	0	0	Director
8-1-116(008)-1	TUKWILA	S 144th St	Contract Completion	CC	1,016,000	0	Director
8-5-186(007)-1	WASHOUGAL	E Street	Design	DE	663,469	0	Director
Total UAP Change						122,030	
UCP Program							
9-E-003(001)-2	BENTON COUNTY	I-82 To SR 397 Interlie	Audit	CC FV AD	3,361,381	97,160	Director
9-P-138(012)-1	EVERETT	Holly Drive	Contract Completion	CC	143,080	-6,460	Director
9-P-113(009)-1	FEDERAL WAY	S 348th Street HOV Lanes	Construction	CN	2,739,000	0	Director



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 11/01/2007 to 12/31/2007

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
9-P-017(021)-4	KENT	South 277th RAN Corridor Stage 4	Audit	AD	7,975,142	0	Director
9-P-106(008)-1	KENT	South 228th St	Audit	CC FV AD	1,885,791	295,895	Director
9-P-106(008)-7	KENT	South 228th St	Audit	CC FV AD	533,806	69,627	Director
9-P-101(019)-1	SEATTLE	35th Ave NE/NE 65th St and NE 75th St	Audit	CC FV AD	5,954,400	0	Director
9-P-031(017)-1	SNOHOMISH COUNTY	20th Street SE	Design	DE	379,695	0	Director
9-P-113(005)-2	TUKWILA	International Blvd Phase II (Design Only)	Bid Award	CN BA	660,000	0	Director
9-E-181(002)-1	UNION GAP	Valley Mall Boulevard Extension	Construction	CN	5,286,734	0	Director
Total UCP Change					456,222		
Total Change					817,904		

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

City of Burlington

North Burlington Blvd - SR-20 to SR-11

Requested Increase

\$668,740

Bid Authorization Phase Staff Review

FY 2007 Urban Arterial Program (UAP)

TIB Project 8-2-159(011)-1

Board Meeting Date: January 24, 2008

Bid Award Target Date: Feb 2008

Project Information

Existing Conditions

The existing road is two lanes wide with left turn pockets and open ditches.

Proposed Improvements

This project widens the roadway to five lanes with curb, gutter, sidewalk, illumination, and storm drainage facilities. In addition, this project adds a roundabout improving access to Burlington-Edison High School.

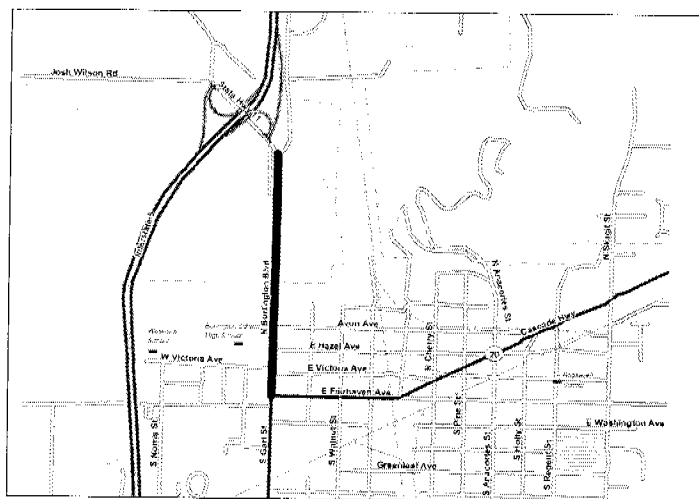
Funding Summary

	Original	Increase	New Total
TIB Funding	\$1,940,489	\$668,740	\$2,609,229
Lead Agency Funding	504,638	2,407,603	2,912,241
Public Funding	188,000	0	188,000
Private Funding	139,000	0	139,000
Totals	\$2,772,127	\$3,076,343	\$5,848,470

Discussion

This project completes the widening of an important north-south corridor through Burlington and Mount Vernon, extending from College Avenue SR 538 to SR 11 and I-5. When this project was selected in November 2005, the estimate for design engineering was \$210,000 and right-of-way acquisition was \$250,000. The design cost has increased to \$681,000 to address access control and storm water issues, plus the right-of-way cost has increased to \$1,900,000. Initially, it was anticipated that a parcel would be donated to the city, but this did not happen. The city proposes to pay for 100% of the increase in design and right-of-way costs.

Construction costs have risen from \$2,312,127 to \$3,267,470, with the primary cause being construction of a roundabout instead of signalized intersection to serve Burlington-Edison High School (as endorsed by the Value Engineering Study). This is consistent with the WSDOT roundabout at the SR 11/I-5 interchange at the north end of the project. Inflation of construction materials and labor costs also contributes to the higher costs. The city is requesting that TIB maintain its original 70% share of the construction costs by approving an increase of \$668,740 in TIB funds.



Recommendation

Staff recommends approval of an increase of \$668,740 in UAP funds for this project.



December 6, 2007

Bob Moorhead, P.E.
Project Engineer
Transportation Improvement Board
505 Union Avenue SE, Suite 350
Olympia, WA 98501-1428

RECEIVED
DEC 13 2007
TIB

RE: Increase Request, City of Burlington's North Burlington Boulevard Project, TIB 8-2-159(011)-1

Dear Mr. Moorhead,

The City of Burlington is requesting an increase of \$668,740 for its North Burlington Boulevard project.

The City is fully committed to this \$8.6 million project, and we will do what it takes, including borrowing a significant sum of money, to complete it. Doing our job to complete this project is important to two other significant projects that depend on completing North Burlington Boulevard – the new Skagit Transit Park and Ride facility, and the reconstruction of the I-5 / SR-11 interchange at the north terminus of our project. This 2,000 foot section is the last 2-lane segment of Burlington Boulevard and when completed, it will function very well with the State's interchange roundabouts, the new Skagit Transit facility, and the adjacent land uses including a significantly safer and more efficient access to the High School.

Although not directly related to our North Burlington Boulevard project, the City is also committed to a reconfigured local access associated with WSDOT's I-5 / SR-20 interchange project. This is a "must do" project also, and adds another \$1.1 million obligation to our Street Fund in 2008.

The North Burlington Boulevard project is on track to be advertised on January 31, 2008.

We are hopeful the Board will consider this request at its January meeting.

Sincerely,

Roger "Gus" Tjeerdsma
Mayor

City of Royal City

Royal Avenue - SR-26 to Grape Dr

Requested Increase

\$362,092

Increase Request Staff Review

FY 2007 Small City Arterial Program (SCAP)

TIB Project 6-E-864(003)-1

Board Meeting Date: January 25, 2008

Bid Award Target Date: Apr 2008

Project Information

Existing Conditions

The existing roadway is in poor condition with an inadequate storm water drainage system. In addition, there are no pedestrian facilities, forcing pedestrians onto the roadway.

Proposed Improvements

This project reconstructs the existing roadway to provide two lanes and sidewalk with curb and gutter on both sides of the roadway. Other improvements include an enclosed storm drainage system, illumination, and landscaping.

Funding Summary

	Original	Increase	New Total
TIB Funding	\$621,800	\$362,092	\$983,892
Lead Agency Funding	\$109,700	\$259,728	\$369,428
Public Funding	0	0	0
Private Funding	0	0	0
Totals	\$731,500	\$621,820	\$1,353,320

Discussion

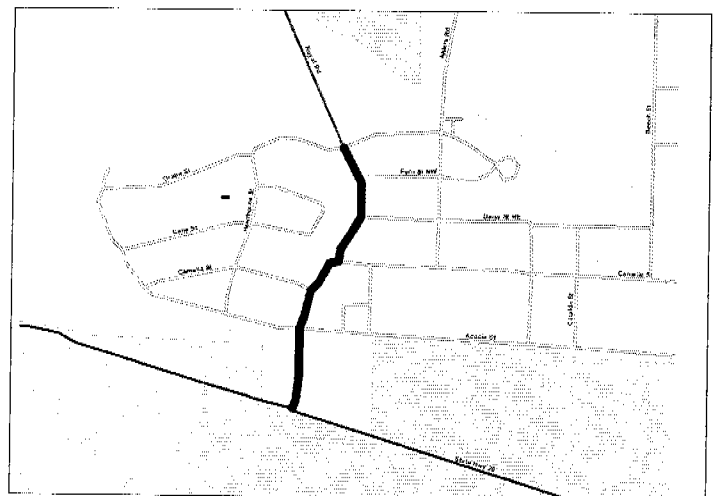
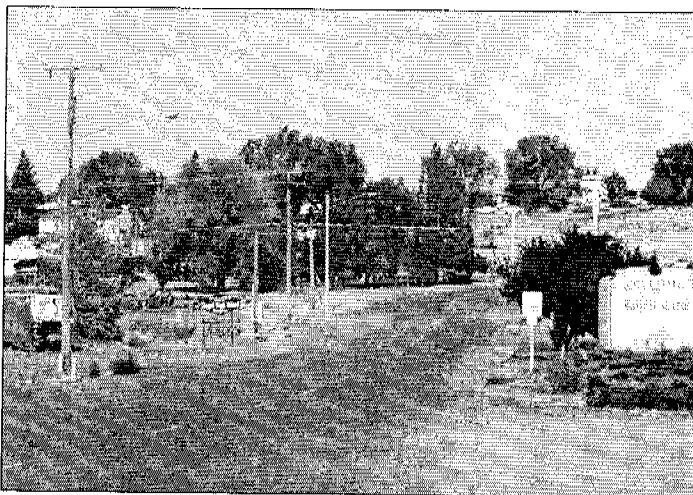
Royal Avenue is the gateway to the city from SR 26 and extends improvements north to Grape Drive. The county road north of the project was improved in 2005.

The increase in project cost is due to the following:

- Increase in the cost of petroleum and concrete based products.
- Geotechnical investigation of the soil conditions required a change in the design from an infiltration system to a retention pond. The city investigated two locations; one on United States Bureau of Reclamation (USBR) property and the other on city owned property. The USBR property was the most economical site, but the request to locate here was denied. The other location on city property requires additional piping and construction costs.
- It was assumed that the roadway could be rehabilitated and overlaid, but it was determined during the design phase that reconstruction was required.

Also during the design phase, it was discovered that an existing 50 to 60 year old water main is in poor condition and needs replacement. The replacement cost will be paid by USDA and city funds.

The city has committed the additional funds to support the local share increases.



Recommendation

Staff recommends approval of a \$362,092 increase in Small City Arterial Program funds.



Gray & Osborne, Inc.

CONSULTING ENGINEERS

December 19, 2007

Mr. John Dorffeld, P. E.
Project Engineer
Transportation Improvement Board
P.O. Box 40901
Olympia, WA 98504-0901

SUBJECT: ROYAL AVENUE, PHASE I
TIB NO: 6-E-864(003)-1
CITY OF ROYAL CITY, GRANT COUNTY, WASHINGTON
G&O #06022

Dear Mr. Dorffeld:

The City of Royal City is nearing completion of the design engineering for the Royal Avenue Improvements Project. We are writing to discuss several issues that have impacted the project and to request assistance in addressing these new issues.

Gray & Osborne has recently completed an updated construction cost estimate that shows an increase in total project cost. This increase in cost is due primarily to additional construction requirements and increased costs of construction, construction materials, and increased design efforts.

In comparing the updated construction cost estimate to the original estimate at the time of application it is apparent that the raw cost of construction materials has increased significantly. The recent upswing of crude oil prices has had an impact on all petroleum related products, ranging from asphalt, to plastic piping, to diesel fuel. This is most evident in the cost of asphalt. The original estimate completed almost two years ago utilized a cost of \$50 per ton, for hot mix asphalt (HMA). Recent bids received on similar projects in the area have had costs of approximately \$60 to \$80 per ton for HMA. The current project schedule suggests that construction will not occur until 2008, which may result in additional increases. To help account for this, the revised estimate now includes a cost of \$75 per ton for HMA. Similar increases in estimated pricing for concrete materials and piping have been included in this estimate to help bring it more in line with what can be expected based upon recently received bids for comparable work.

Additional construction costs can also be attributed to a change in the required storm drainage design. The original application assumed that a catchbasin/drywell infiltration system, similar to one installed at the nearby Ahlers Avenue project, would be constructed to collect and dispose of stormwater within the project site. However, the results of the geotechnical analysis completed for the project indicate that soil conditions are extremely poor for infiltration. The second most cost effective alternative would be to construct a stormwater retention pond at the lowest point on the project. The most logical location for the pond would be at Acacia Street, on property owned by the United States Bureau of Reclamation (USBR). The City approached the USBR to request an easement



Mr. John Dorffeld, P.E.

December 19, 2007

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for these purposes and was denied. The next best location for the pond location is approximately 600 feet east on Acacia Avenue on a City owned parcel. The disadvantage of this parcel is its poor proximity to the project site, which will require additional piping and surface repair. The updated cost estimate includes costs for this additional work.

The City is also very concerned about the condition of the existing water mains located beneath the roadway. The piping is predominantly aging, thin-walled steel pipe that is near the end of its useful life, as evidenced by recent multiple failures in a section of similar pipe last winter. The attached memo describes the existing water mains in more detail. The City believes that the existing water main piping is in such poor condition that construction activity will cause the pipe to break apart.

Another significant portion of the increased project costs are related to the design engineering costs. The original application assumed a cost of \$58,520 for design engineering. Current design costs are approaching \$130,000, with some work still remaining to finalize the plans. Increased costs are due to additional storm drainage design work, water main considerations and replacement design, completion of a cultural resource assessment, and additional roadway design efforts, due to unexpected geotechnical considerations.

Concerns about the condition of existing water main have required additional consideration, and ultimately, a complete design of a replacement main. Additional design effort has come primarily as a result of the geotechnical report which identified that a) infiltration of stormwater in drywells would not be possible, and b) the section of roadway between Acacia and Balsam Streets could not be overlaid as originally proposed. The storm drainage design was further complicated by the USBR's unwillingness to work with the City which resulted in considerable additional design evaluation. Additional design work was also necessary to account for new grades to complete the roadway reconstruction between Acacia and Balsam Streets. The City also realized added project cost not included in the original application due to the requirement that a cultural resource assessment be completed.

The total increase in project cost is approximately \$550,000 over the original estimate. Gray & Osborne and the City are optimistic that the project can be constructed as designed, and the City is able to commit additional funds to meet its match requirement of 15 percent of the new project cost. However, the City does not have sufficient funds to absorb the total increase. To accommodate the inflation in costs of this project we are submitting this request for additional funds to complete the project.



Mr. John Dorffeld, P.E.
December 19, 2007
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Should you have any questions or require further clarification please feel free to contact us.

Very truly yours,

GRAY & OSBORNE, INC.

Michael M. Meskimen, P.E.

MMM/dlw

Encl.

cc: Mr. Todd Perry, Public Works Director, City of Royal City