



Transportation Improvement Board
September 25-26, 2008 – Chelan, Washington
Location: Best Western Lakeside Lodge
2312 W. Woodin Avenue, Chelan WA 98816
509-682-4396

September 25, 2008
WORK SESSION AGENDA

WORK SESSION			Page
	<i>Increase Request</i>		
2:00 pm	A. City of Napavine: Second Avenue NE	Greg Armstrong	44
	<i>Scope Change Requests</i>		
2:45 pm	B. Whatcom County: Yew Street	Greg Armstrong	47
3:30 pm	C. Douglas County: North Baker Avenue	Gloria Bennett	52
	<i>Route Jurisdiction Transfer Request</i>		
4:15 pm	D. Benton County: Intertie I-82 – Final Finding	Steve Gorcester	55
	<i>Program Issues and General Matters</i>		
4:25 pm	E. Application and Call Update	Steve Gorcester	63
4:30 pm	F. Delayed Projects Report	Steve Gorcester	1

Dinner on your own



Transportation Improvement Board
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September 26, 2008 – 9:00 am
 BOARD AGENDA

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B. City of Chelan – Welcoming Remarks	
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6. FUTURE MEETINGS	
Nov. 20-21 – Vancouver (Hilton Hotel)	
Jan. 22-23, 2009 – Lacey (Lacey Community Center)	
7. ADJOURNMENT	

11:30 am – Chelan Park Avenue Walkway Ribbon Cutting



Delayed Projects Report September 26, 2008

BACKGROUND

At the June 6, 2007 Board meeting, TIB staff provided a report to the Board on all projects that missed the bid award performance standard. The standard is:

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

TIB staff maintains regular contact with these agencies and are aware of the causes for the delays. This report provides an update on the status of the 11 delayed projects noted at the June 2007 meeting.

STAGES OF DELAY

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

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

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

STATUS SINCE JULY REPORT TO THE BOARD

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

- Three projects are scheduled to award this fall.
- City of Fife is scheduled to award November 2009.
- City of Wapato - Track Road Project has a significant funding shortfall and will request a change in scope.
- Pierce County(City of Pacific) – Stewart Road Project has a significant funding shortfall; the city plans to request a bond issue and, if successful, construct the project in 2011.

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

- Whatcom County – Yew Street Road Project is requesting a scope change at the September 2008 Board Meeting. If approved, they plan to construct in Spring 2010.
- Kitsap County – Bethel Road Project has a significant funding shortfall. The county's plan is to request a bond issue and, if successful, construct the project in 2010 and 2011.

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

- City of Long Beach will be brought to the January 2009 Board meeting for extension consideration if they miss their November 2008 award date.
- Douglas County is requesting a scope change at the September 2008 Board Meeting and plans to construct Spring 2009.
- City of Seattle will be brought to the March 2009 Board meeting for extension consideration if they miss their January 2009 award date.

Staff is waiting to see if the status of these projects changes in the next few months before determining the need for a Board decision.

RECOMMENDATION

No action is required.

Submitted Construction Commitment

Agency	Funding Year	Project Name	Remaining TIB Total TIB Project Cost	Construction Commitment	Delay Stage
Asotin County	2005	Highland Avenue - 13 th St to 15 th	812,770 947,000 1,199,000	September 2008	1
Fife	2005	20 TH Street East - 54 th Ave E to 63 rd Ave E	2,891,230 3,020,499 4,589,999	November 2009	1
Pierce County	2005	Stewart Road (Pacific) - SR-167 NB on-ramp to Bridge #1204-B	2,414,756 3,306,600 5,519,000	Spring 2011 Bonding Required	1
Pierce County	2004	Stewart Road (Sumner) - E Stuck River Bridge to Lake Tapps Pkwy E	3,391,771 4,125,600 5,519,000	March 2009	1
Ridgefield	2007	NE 10 th Avenue - S 5 th to S 10 th Way	653,483 689,750 974,750	September 2008	1
Wapato	2007	Track Road - West A St to E City Limits	684,400 684,400 720,421	Scope Change	1
Kitsap County	2003	Bethel Road - Crawford Lane to 350' n/o Lund Ave N	1,276,000 1,728,000 4,320,000	Spring 2010 Bonding Required	2
Whatcom County	2004	Yew Street Road - Samish Way to Kingsmill Rd	1,636,000 1,721,000 2,160,000	Scope Change	2
Douglas County	2002	North Baker Avenue - 15 th St NE to 27 th St NE	1,023,087 1,278,799 2,925,000	Scope Change	3
Long Beach	2005	Bolstad Street N - Pacific Ave (SR-103) to Washington Ave	214,360 214,360 240,850	September 2008	3
Seattle	2001	East Marginal Way Overpass - 300' South of S Idaho St to Spokane St	7,300,000 5,960,000 33,300,000	January 2009	3



State of Washington
Transportation Improvement Board

**WAC 479-10 Small City Pavement Preservation and Sidewalk Account
September 25, 2008**

BACKGROUND

At the June Board Meeting, the final draft of WAC 479-10 was approved to put out for public comment through the Code Reviser's Office (CRO). The CRO sent notice of the proposed new WAC in August. An announcement requesting comments was also added to the TIB home page with an ending date of September 23, 2008.

STATUS

To date, there have been no comments received. A public hearing will be held on September 26 with action taken by the Board at that time. If approved, the WAC will take effect 31 days after filing the appropriate paperwork to the CRO.

RECOMMENDATION

Board action taken following September 26 public hearing.

Chapter 479-10 WAC

SMALL CITY PAVEMENT PRESERVATION AND SIDEWALK ACCOUNT

NEW SECTION

WAC 479-10-005 Purpose and authority. The board adopts reasonable rules necessary to administer the small city pavement preservation and sidewalk account pursuant to RCW 47.26.340, 47.26.345 and 47.26.164.

NEW SECTION

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

NEW SECTION

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.

NEW SECTION

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.

NEW SECTION

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.

NEW SECTION

WAC 479-10-121 Types of street system treatments allowed under small city preservation program. The type of treatment will be based on the pavement condition rating, treatment types available in the area, and concurrence by the local agency. Treatments may include crack sealing, patching, ditching, chip sealing, overlay, cold in place recycling of roadway, or other treatment as deemed cost effective and/or necessary by TIB staff.

NEW SECTION

WAC 479-10-122 Qualification for the small city preservation program--Pavement condition ratings. To qualify for funding in the current program year, a city's pavement condition rating must be less than four years old on or by the application date.

For the cities' convenience, TIB staff will conduct all pavement condition ratings on a rotational basis every four years. If the city maintains their own pavement condition rating, the methods used for scoring must comply with TIB's methodology. If scores submitted by the city are substantially different than the TIB pavement scores, the difference will be resolved through an on-site review coordinated between TIB and city staff.

NEW SECTION

WAC 479-10-130 Identification of funding requests for the small city preservation program. To be considered for a project under the small city preservation program, an eligible agency may submit a funding application in response to either a standard TIB call for projects or identification and notification by TIB staff based on other opportunities available in the area to decrease material or labor costs associated with project delivery.

NEW SECTION

WAC 479-10-140 Project selection for the small city preservation program. Projects may be selected by the board or the executive director based on need, economy of scale opportunities, and criteria listed in RCW 47.26.345.

NEW SECTION

WAC 479-10-150 Project phases for the small city preservation program. Small city preservation program projects will have three phases. Each phase will require specific documentation as described below and each phase must be approved before the applicant agency is eligible to receive the related funding:

(1) Application phase - The city shall submit an application form as well as documentation showing route and treatment plan.

(2) Design and construction phase - TIB will provide documents for the city to sign and return. The city must submit the following agreements where utilized:

(a) Fuel tax agreement (except if services are provided by WSDOT).

(b) Rights of entry agreement (if applicable).

(c) Consultant agreement (if applicable).

If pavement services will be provided through WSDOT, TIB will maintain the task order agreement and subsequent

amendments.

(3) Project closeout phase - All necessary project cost documentation must be received prior to final payment.

NEW SECTION

WAC 479-10-160 City matching funds or services for small city preservation program. The board will consider a city's ability to provide matching funds or in-kind services when allocating funds under this program. Cash or in-kind match may be provided by 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.

(2) If the city assessed valuation is under one hundred million, no cash match is necessary.

(3) Match is not expected or accepted if the construction services will be provided to the city by WSDOT.

(4) All in-kind contributions must relate directly to the project and are limited to time, material, or real property donated to the agency to fulfill project requirements. In-kind match may include:

(a) Community involvement including volunteer participation.

(b) City force labor, materials, and/or equipment (excluding costs incurred for qualification in WAC 479-10-122 or application for funds).

(c) Other street beautification.

(d) In-kind match must be documented with labor reports, equipment reports, receipts, and/or citizen volunteer time with hourly rate (not to exceed fifteen dollars per hour).

(e) Contributions of overhead, per diem, travel expenses, time spent at advisory groups or meetings, or time from individuals receiving compensation through the grant will not be accepted as in-kind match.

NEW SECTION

WAC 479-10-200 Intent of the city hardship assistance program. The city hardship assistance program provides rehabilitation and maintenance funds for eligible routes pursuant to RCW 47.26.164.

NEW SECTION

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

NEW SECTION

WAC 479-10-220 What routes are eligible for city hardship assistance program funds. The following routes are eligible to receive city hardship assistance funds for maintenance:

(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 Road to Sunnyside Avenue and 3rd Avenue to 9th Avenue;

(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

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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.

NEW SECTION

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

NEW SECTION

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

(1) Application phase - Letter of application including the treatment plan and cost estimate submitted under WAC 479-10-230.

(2) Design and construction phase - Documents that must be received prior to phase approval:

(a) Fuel tax agreement or WSDOT task order agreement.

(b) Consultant agreement (if applicable).

(3) Project closeout phase - Project cost documentation must be received prior to final payment.

NEW SECTION

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

NEW SECTION

WAC 479-10-260 No match is required for city hardship assistance program projects. There is no local agency matching funds requirement for city hardship assistance program projects.

NEW SECTION

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

**Transportation Improvement Board
June 6, 2008
Holiday Inn Express
Pullman, Washington**

MINUTES

TIB BOARD MEMBERS PRESENT

Councilmember Jeanne Burbidge, Chair
Commissioner Greg Partch, Vice Chair
Commissioner Leo Bowman
Ms. Kathleen Davis
Nelson/recorder
Mr. Mark Freibrger
Councilmember Bill Ganley
Ms. Paula Hammond

Councilmember Neil McClure
Mr. Dick McKinley
Mr. Dave Nelson
Ms. Jill Satran

Mr. Harold Taniguchi
Mr. John Vodopich
Mr. Ralph Wessels

TIB STAFF

Steve Gorcster
Rhonda Reinke
Greg Armstrong
Vaughn

TIB BOARD MEMBERS NOT PRESENT

Mr. Todd Coleman
Ms. Doreen Marchione
Ms. Heidi Stamm
Mr. Jay Weber

CALL TO ORDER

Chair Burbidge called the meeting to order at 8:30 AM.

GENERAL MATTERS

A. Approval of March 28, 2008 Minutes

MOTION: It was moved by Councilmember McClure with a second from Commissioner Bowman to approve the minutes of the March 28, 2008 Board meeting as printed. Motion carried unanimously.

B. Communications – Steve Gorcster referred the Board to the newspaper articles in the board packet. He specifically noted the Kittitas paving article in *The Daily Record*, pointing out the great opportunity to pave the community with the training school's help.

Pullman Mayor Glenn Johnson thanked the Board for their support and expressed his appreciation for all that had been done for the city and surrounding areas.

LOCAL PRESENTATIONS

There were no local presentations at Friday's meeting, but the following people expressed their thanks to the Board during the Thursday work session:

- Representative Joe Schmick
- Whitman County
 - Commissioner Michael Largent
 - Commissioner Jerry Finch
 - Public Works Director Mark Storey
 - County Engineer Phil Meyer
- City of Pullman
 - City Manager John Sherman
 - Public Works Director Mark Workman

- Councilmember Barney Waldrop
- Mayor Ted Maxwell, Town of Malden
- Mayor Michael Echanove, City of Palouse
- Mayor Steve Lacy, Town of Lamont
- Mayor Russ Rickett, Town of Oakesdale
- Mayor John Jaeger, City of Tekoa
- Town of LaCrosse
 - Mayor Butch Burgess
 - Clerk-Treasurer Angela Brocckel
- Town of Farmington
 - Mayor Laura Hokenson
 - Clerk-Treasurer Forrest Miller
- Clerk-Treasurer Annie Pillars, Town of Garfield
- Town of Colton
 - Bill Frye
 - Nanny Keller
- Carl Thompson, City of Colfax
- Town of Albion
 - Public Works Director Ken Smith
 - Clerk-Treasurer Della Hill
- Linda Hayes, Town of St. John

NON-ACTION ITEMS

A. Chair's Report

Chair Burbidge presented farewell plaques to Councilmember Bill Ganley and Commissioner Leo Bowman. Both are term-limited and the plaques recognized their many years of dedicated service to the Board.

She also announced that Whatcom County Councilmember Sam Crawford was appointed to the Board to replace Commissioner Bowman. Nominations for Councilmember Ganley and Councilmember Goings' replacements had not yet been received.

Chair Burbidge congratulated Mr. McKinley on being named as one of the 2008 Top Ten Public Works Leader of the Year by the American Public Works Association.

B. Executive Director's Report

Steve Gorcester reported on the following:

- *Technology*
 - Michael Krigsman published an article, "Miracles happen: a transparent gov't dashboard," that lauded the openness of a government agency through the development and use of a successful dashboard.
 - TIB has a new website that gives the agency a new look.
- *Personnel* – Bob Moorhead accepted a position with CRAB. TIB recruited for a TE-5 and a TE-2 so that we will be fully staffed before applications are due in August.
- *Annual Report* – The Annual Report was distributed. Kudos were given to Andrea Weston-Smart for a job well done.
- *Revenue Forecast* – Because of the low expectations of the next revenue forecast, the next call for projects will be fiscally constrained.

- *LED Lighting Project* – The City of Buckley is the pilot for LED lighting throughout the city to determine which product to use and cost effectiveness. It will take about one year to see final results. TIB staff have been working with the light lab in Seattle to find the best product.
- *1990 Projects* – The last 1990 project was closed out a few months ago.
- *Project Events*
 - City of Cathlamet – Broadway Street ribbon cutting
 - City of Kittitas – Main Street ribbon cutting (included an OFM tour of training facility)
 - City of College Place – Whitman Drive ribbon cutting
- *Upcoming Events*
 - City of Union Gap – Valley Mall Blvd. groundbreaking (June 17 – 10:00 am)
 - City of Gig Harbor – 56th Street/Olympic Drive ribbon cutting (June 23 – 10:00 am)
 - City of Des Moines – 16th Avenue ribbon cutting (June 23 – 1:00 pm)
 - City of Kenmore – SR-522 groundbreaking (June 28 – 10:30 am)
 - City of SeaTac – Military Road ribbon cutting (July 30 – 10:00 am)

C. Delayed Projects

Steve Gorcester reported that we have only 11 delayed projects. In 2001, there were 250 delayed projects. He showed the Board the time lapse data on delayed projects using the dashboard. A proactive approach, with frequent communication and intervention, has helped to reduce delayed projects.

D. Financial Report

Rhonda Reinke reported that TIB has healthy fund balances. TIA has a fund balance of \$11,748,887 and UATA has \$5,779,898. The handouts differed from the dashboard due to a \$3 million payment to Newcastle for the Coal Creek Parkway project. The SCPP fund balance is at \$2.6 million and a payment of \$1.0 million will be received on July 1, 2008.

E. Project Activity Report

Greg Armstrong reported that there were 104 project actions during this reporting period. Of those, 42 projects were awarded construction contracts, 24 were advertised, and 26 were closed out. The remainder are either in design or have been withdrawn.

There was a total of \$2,244,733 in increases and \$945,955 in surpluses, resulting in an increase in TIB obligations of \$1,298,778.

ACTION ITEMS

- A. City of Richland: Leslie Road Sidewalk Deviation Request** – The city of Richland requested a sidewalk deviation to eliminate the sidewalk on the east side of the roadway from Rachel Road to Clearwater Avenue. There are no pedestrian generators in this section and current zoning does not allow development. It is unlikely that this area would ever be rezoned. There is an adjacent nature preserve and a path will be built through that area.

MOTION: It was moved by Mr. Freiburger with a second from Councilmember McClure to approve a sidewalk deviation on the east side of the roadway from Rachel Road to Clearwater Avenue. Motion carried. Commissioner Bowman abstained as he represents that area.

- B. Benton County: Intertie I-82 Route Jurisdiction Transfer Request** – In September 2007, Benton County requested that Intertie I-82 be transferred from the county to the state jurisdiction. Affected agencies, individual stakeholders, and legislators have been notified of the transfer request, asking for supporting or opposing comments. Additionally, an ad was placed in the *Tri-*

City Herald notifying the public of the transfer request and comment period. The request meets a number of the criteria used to determine jurisdictional transfers. Statutorily, maintenance costs of the route are not considered in the criteria.

Letters of support were received from the city of Kennewick and the Benton-Franklin Council of Governments. WSDOT also responded and agrees with the recommendation to transfer the route to the state with the caveat that all official documentation for this roadway is provided to WSDOT's south central region. No comments opposing the transfer request have been received, so a public hearing does not appear to be necessary.

TIB staff developed an analysis of the request that could be used as the preliminary finding if the Board has no substantive changes to it. Action to approve the final finding would be taken at the September meeting.

MOTION: It was moved by Councilmember McClure with a second from Councilmember Ganley to accept and release the staff analysis on the Benton County RJT request as the preliminary finding. Motion carried with one abstention from Benton County Commissioner Bowman.

Secretary Paula Hammond noted that WSDOT is in favor of the transfer and that additional funding for maintenance may be requested from the Legislature.

- C. WAC Chapter 479-010 Revisions** – WAC 479-010 are the new rules for the Small City Preservation Program. Changes that the Board suggested at the March 2008 meeting have been incorporated into the current document. Since then, there was one additional wording change, which has the support of our assistant attorney general. It was agreed that TIB staff will do pavement ratings. If the local agency does it, they would use our system to ensure consistent scoring. A public hearing for the final adoption will be held at the September meeting in Chelan.

MOTION: It was moved by Ms. Davis with a second from Councilmember Ganley to approve revisions made to WAC Chapter 479-010, with final adoption after a public hearing. Motion carried unanimously.

- D. Preliminary Program Size and Schedule** – Steve Gorcester presented the preliminary program size and schedule for the November 2008 project awards. Due to poor revenue forecasts, the call size is lower than in previous years. Most of the reductions are in the urban programs. He noted that applications were down last year and are expected to be down again this year.

It was the consensus of the Board that current revenues will not be able to continue to fund necessary projects and that other ideas need to be brought forward for future funding.

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

The recommended program schedule is:

Date	Milestone
June 9, 2008	Call for projects announced
June 9 - 27, 2008	Funding workshops scheduled across the state
August 29, 2008	Deadline for applications to be postmarked
September - October 2008	Application evaluation and field reviews
November 21, 2008	Board selects projects at Vancouver meeting

The recommended preliminary program size is:

Program	Amount
Urban Corridor Program	\$25 million
Urban Arterial Program	\$25 million
Small City Arterial Program	\$10 million
Sidewalk Program	\$3 million
TOTAL CALL	\$63 million

MOTION: It was moved by Commissioner Bowman with a second from Mr. Wessels to approve the call for projects schedule and proposed November 2008 program size as presented. Motion carried unanimously.

- E. 2009 Meeting Schedule** -- This item was tabled and will be brought back to the September meeting with a new five-meeting proposal.

FUTURE MEETINGS

The next meeting is scheduled for September 25-26, 2008 in Chelan. Meeting notices will be sent out on September 5, 2008.

ADJOURNMENT

The meeting adjourned at 10:17 AM.

WHITMAN COUNTY

State transportation board lauds county for efforts to improve infrastructure

By Devin Rokyta
Daily News staff writer

Washington Transportation Improvement Board Executive Director Stevan Gorcester praised Whitman County officials Thursday for their work in securing projects to maintain and upgrade infrastructure in the county's small towns.

"Whitman County has been particularly proactive in wanting to help the towns and they have been willing to do the job," Gorcester said. "Whitman County has emerged as one of the best in the state and that relationship is helping us to do an even better job, and it's saving the taxpayers money."

Pullman and Whitman County officials met with the TIB in Pullman to discuss completed and upcoming transportation projects in the county.

The state Legislature created the board to foster state investment in quality local transportation projects.

The board distributes grant funding — which comes from the revenue generated by 3 cents of the statewide gas tax — to

cities and counties for funding transportation projects.

The county's work with the board has paid off in numerous projects.

In Albion, it has helped keep the city's main two roads in operating condition. The city is completing a chip sealing project that likely would not have been possible without the money from the TIB.

Ken Smith, with the Albion public works department, said the city has been hit with tough budgetary constraints in recent years and can only dedicate about \$1,200 to its street maintenance and repair budget on an annual basis.

"If we didn't have you guys these roads would probably have already fallen apart," Smith told TIB members.

Pullman Public Works Director Mark Workman said TIB money has been integral in Bishop Boulevard's transformation into one of the city's commercial and economic centers. TIB projects have helped pay for road-widening and bridge project improvement along the street.

The board also awarded Colfax \$664,000

for a reconstruction project on Mill Street that is under way, and granted \$445,000 to Palouse for repairs to Whitman Street that are set to begin soon.

Colton also is scheduled to receive \$275,000 for the resurfacing of Steptoe Street, and Pullman will be awarded \$135,000 for a project on North Grand Avenue.

County Commissioner and TIB Vice Chairman Greg Patch said Washington residents often complain about the state's gas tax, which ranks as one of the highest nationally. That tax is being used to support TIB and its projects across the state, something that goes unnoticed by most people.

"It's the most efficient use of dollars I have ever seen," he said. "All these projects they see in the towns and cities ... TIB is a part of that."

"Obviously, the towns and cities know what TIB is, but the average person doesn't."

Devin Rokyta can be reached at (208) 882-5561, ext. 237, or by e-mail at drokyta@dnnews.com.

Atmosphere of cooperation:

Local officials, state transport panel meet

BY JOE SMILLIE

Gazette Reporter

Officials from nearly every town in Whitman County and the state Transportation Improvement Board (TIB) basked in each others' praise at a TIB regular meeting in the Pullman Holiday Inn Express last Thursday, June 5.

Executive Director Steve Gorcester praised the county's road department for augmenting TIB projects and for contacting TIB when the board can piggy-back onto county projects in small towns.

"There is an atmosphere of cooperation in Whitman County that makes these projects work," said Gorcester.

Last year, the county funded a rebuilding of Scott Road into LaCrosse. The new road made for year-round access to the town for heavy trucks.

Partch and LaCrosse officials contacted the TIB to let them know the county had acquired asphalt at a particularly good price, and the board decided to hop on that bid and pay for improvements to several streets within LaCrosse.

In return, officials from county towns that have improved their streets with TIB funds expressed their appreciation. TIB has granted more than \$10 million in funding to road and sidewalk improvements in several county towns.

Grants are paid out through funding made avail-

able by the state Legislature. In addition to the legislative funding, the TIB receives three cents from every gallon of gasoline sold in the state.

According to the American Automobile Association, Washington drivers pay the fifth highest gas tax in the nation, at 54.4 cents per gallon on gasoline and 60.4 cents per gallon on diesel.

Whitman County Commissioner Greg Partch serves as vice chair of the TIB.

Partch praised the board as an unusually effective and financially responsible state agency.

"This board is the most efficient use of dollars I have ever seen," he said.

Over the past 20 years, the TIB has funded \$4.7 million in improvements at Pullman and nearly \$2.9 million in projects at Colfax.

TIB projects are currently, or soon to be, underway in Albion, Colfax, Garfield, Lamont, Oakesdale, Palouse and Tekoa.

Colfax is rebuilding the northern portion of Mill Street due to \$663,000 from the TIB. Lamont, for the first time ever, will have streets paved because of nearly \$600,000 in funding from the board.

The overhaul of Palouse's downtown is partly funded by the TIB.

Ken Smith, Albion maintenance manager, added the town's two paved roads would have already fallen apart if not for TIB funding.

Whitman County Gazette
June 12, 2008

First time ever:

Lamont streets will get pavement

BY JOE SMILLIE

Gazette Reporter

Big changes are rumbling in the town of Lamont.

The rumbling comes as construction crews with large earth-movers pave the streets of Washington's second-smallest town.

"The first day they fired up that compactor I heard this rattling in my kitchen," said Mayor Steve Lacey. "It was the racks in my oven shaking."

Most of Lamont's streets will be paved for the first time in the town's 100-year history because of funding from a \$587,515 grant from the state's Transportation Improvement Board (TIB).

"The better we can make this town, the more our residents will take pride in it," said Councilmember Dale Windsor.

Currently only Main Street, which connects Lamont to Highway 23, and the southern section of Ninth Street, used by grain trucks, are paved.



COUNCILMEMBER DALE WINDSOR POINTS OUT CONSTRUCTION BEING DONE TO SPOKANE STREET

Windsor said he hopes the paving of the town's streets will be a good start in returning business to Lamont.

"Ideally, this will help give someone the initiative to start up a little store or restaurant in town, and we won't have to go to Sprague for everything," he said.

Crews from Owens

one side. The streets should be completely paved and painted by the beginning of July.

The original plan was to create a loop off of the town's paved Main Street, from Fourth Street to Eighth Street along Spokane Street.

Extra work, however, is being done to Fourth Street, along the front of the school, and to Eighth Street, to extend to the town's church.

Windsor credited the town's engineering firm, CenturyWest of Spokane, for including the extra work in the town's application to the TIB.

"The TIB told us we probably wouldn't get funding for the extra work," said Windsor. "But they added if we don't include it in our application, there was no chance of us getting it. And then they approved it."

Windsor even gave up a small section of his yard to allow the Fourth Street extension, moving his fence so the goal posts on the school's football field would not have to be moved.

Lamont's 2007 population of 90 made it the second-smallest incorporated city in the state. The tiny town of Krupp, in eastern Grant County, had a population of 60.

Published on Wednesday, June 18, 2008

Roadway extension will connect I-82, airport

By ERIN SNELGROVE

Yakima Herald-Republic

YAKIMA -- One of the largest public works projects in the Yakima Valley was officially launched Tuesday with a groundbreaking ceremony attended by about 50 people.

Under the \$15 million project, Valley Mall Boulevard will be extended from South Third Avenue northwest to the intersection of 16th and Washington avenues.

On top of that, a direct link from Interstate 82 to the Yakima Air Terminal will be created, access will be improved to underdeveloped industrial and commercial property west of 10th Avenue and people will have an easier time getting to Union Gap, Mayor Jim Lemon said.

Construction is expected to begin later this month and will conclude next June, said Union Gap Public Works Manager Dennis Henne.

The first step in the project is closing South 16th Avenue to through traffic at Wide Hollow Creek, which could begin as early as Monday. The closure will allow for extending a waterline under the creek, removing the existing bridge and constructing a new, single-span bridge. The road closure is expected to remain in effect at least through September.

Local businesses on both sides of Wide Hollow Creek will be accessible during the closure, Henne said. The Airport Salon and McAllister Museum of Aviation can be reached from Ahtanum Road, while Cub Crafters can be reached from West Washington Ave.

The detour route for South 16th Avenue will be South Third Avenue. Signs and barricades will be installed to mark the closure and to redirect traffic, Henne said.

The project, known as Phase 3 of the Valley Mall Boulevard Expansion, is part of a large, arterial road construction plan that's been under way for about eight years. It completes the extension of Valley Mall Boulevard from Interstate 82 to just south of the 16th and Washington intersection.

Numerous partners are helping fund the work, including the city of Union Gap, the Transportation Improvement Board, the Public Works Trust Fund Board and the state Legislature.

* Erin Snelgrove can be reached at 577-7684 or esnclgrove@yakimaherald.com.

Kenmore celebrates reopening of the Burke-Gilman Trail



Courtesy photo
(left to right:) King County Executive Ron Sims, Transportation Improvement Board Executive Director Steve Gorcester, Kenmore Councilmember Laurie Sperry, 32nd District Rep. Maralyn Chase, Kenmore Mayor David Baker, King County Councilmember Bob Ferguson, Kenmore Deputy Mayor Milton Curtis

Ground broken on next phase of SR 522 construction

Outdoor enthusiasts basked in the sun amid record heat in Kenmore while celebrating the grand re-opening of the Burke-Gilman Trail and completion of the new underpass at 73rd Avenue Northeast on Saturday, June 28. Ground was also broken on the next phase of State Route 522 improvements.

"The Burke-Gilman Trail and State Route 522 constitute a key transportation and recreation corridor," said King County Councilmember Bob Ferguson, who spoke at the event and who is chair of the Council's Operating Budget

Committee. "These improvements help ensure that future generations can enjoy the Burke-Gilman Trail."

The new underpass is part of the State Route 522 project to increase safety, improve transit reliability, and ease congestion along the 522 corridor.

The project includes Business Access and Transit lanes for transit reliability, new landscaping and medians, and new sidewalks, street lighting, and traffic signals. The ongoing improvements on SR 522 between 65th and 83rd Northeast are scheduled

to be completed in 2009.

In addition to enjoying the sun and being among the first to try out the new underpass, attendees decorated their bikes at the City of Kenmore booth and got a free bike tune-up from an REI mechanic.

The Burke-Gilman Trail runs more than 18 miles from Shilshole Bay in the City of Seattle to the City of Bothell where it intersects the Sammamish River Trail. The trail follows an historic railroad route near the Lake Washington Ship Canal and north along Lake Washington to the Sammamish River.

A Vital Link: Tacoma celebrates D Street Overpass opening



Tacoma Mayor Bill Baarsma (center) joined city, county, and state officials June 25 in a ribbon-cutting ceremony to mark the opening of the \$24.5 million D Street Overpass. (Photo by Todd Matthews)

By Todd Matthews
Jun 30 2008

If there were ever any doubts about the merits of the D Street Overpass project -- with its two-year construction timeline that created a challenge for local businesses in the Dome District and on the tide flats, and a funding gap midway through the project that placed its completion in doubt -- they were likely quieted June 25 when city, county, and state leaders gathered atop the overpass to celebrate its opening.

As one elected official or transportation executive after another made his or her way to a podium to speak about the project, their voices competed with the heavy rumble and blaring horns of rail freight traffic being hauled way from the Port of Tacoma, around a curve at the south end of Thea Foss Waterway, and out of the city.

Still, almost magically, all of it appeared to be happening out of the way, somewhere else -- neatly tucked beneath the \$24.5 million overpass project.

The project, which began in May 2006 and was completed earlier this month, serves many purposes: it separates rail traffic from vehicles and pedestrians; it reconfigures the tracks so trains can take the curve around Foss Waterway and out of the city at a slightly higher clip (especially with cars and people out of the way); and it creates a bike and pedestrian link between the Dome District (a hub for Sound Transit, Pierce Transit, and Greyhound) and Thea Foss Waterway and Dock Street (a hub for many Tacoma residents and small businesses, as well as an esplanade and parks).

The project gathered funding from a variety of sources: Burlington Northern Santa Fe Railway; Economic Development Administration; Federal Highway Administration; Fast Corridor Partnership; Freight Mobility Strategic Investment Board; Port of Tacoma; Puget Sound Regional Council; Sound Transit; Transportation Improvement Board; and Union Pacific.

On Wednesday, civic leaders gathered to comment on the project, its funding challenges, and its impact on Tacoma's economic vitality.

1. Jim Kastama, Senator (D-Puyallup)

Collaboration, of which this is a great example, will become even more important in the future when it comes to transportation projects. I say this because as the dollar has gone down, it has made Washington State more competitive. Our exports have increased from \$35 billion to \$67 billion within a year. Our reliance on facilities like the Port of Tacoma will increase and help us economically. At the same time, as the dollar has gone down, the price of gas has gone up. As gas goes up, the consumption goes down and fewer higher mileage vehicles are purchased. What that translates into for us is less revenue because we rely on the gas tax revenue. There are all kinds of ironies in it. We need that revenue to build projects like this so we can remain competitive. At the same time, those revenues will be going down. That's why collaboration will be key in the future -- bringing people together and prioritizing the projects that a community wants and needs.

2. Clare Petrich, Commissioner, Port of Tacoma

Thank goodness this overpass is open! Thank goodness it's open in time for Tall Ships 2008! It's a project that has been a long, long time in the making. This project helps not only the port, [but also] businesses along D Street -- and I am one of

those [businesses]. There are businesses at the other end of D Street, and I'm one of them because I have my office down [near] the Murray Morgan Bridge. When the Murray Morgan Bridge closed [last year], construction was going on at this particular [project] -- we were basically landlocked. Again, thank goodness this is opening. I used to drive up and down this road all the time. I used to watch people risking their lives climbing over the couplings on those trains to get to an event at the Tacoma Dome. It really means a lot to have this overpass in place, not only for people's safety, but also for the freight that is coming out of the Port of Tacoma and Port of Seattle, and coming around this curve. The loosening of this curve, and the overpass that has been built, is basically tripling the amount of trade and freight that we can get through Tacoma and onto its final destination. We're separating our motor traffic and train traffic, and revitalizing the Dome District with the opening of this overpass. Also, I want to thank the people who designed this overpass. I'm a bicycle rider. The sidewalks here are wide enough that bikes and pedestrians will be able to share them.

3. Bill Baarsma, Mayor, City of Tacoma

There was a time when there were doubts that [this project] might not [happen]. What a beautiful outcome today. As you can clearly see from this vantage point, the D Street serves as a major corridor for major rail and truck traffic. This project successfully separates train and motor traffic. This realignment of railroad tracks ease the curve around the end of the Thea Foss Waterway so train traffic can move at a higher speed. Automobile and freight traffic no longer have to wait for trains that previously blocked D Street. If you've had the same experiences I've had over the years, you just didn't take D Street because more often than not, there was a train there. You couldn't make it. Now you can. Another bonus is it creates a safe, reliable pedestrian connection between the Dome District and the Thea Foss Waterway Esplanade and parks. The overpass now has united the Dome District and Thea Foss Waterway. We have to sincerely thank the residents, workers and business owners in this area for their endless patience during the course of this project. It's the city's hope this overpass will help connect the Dome District and Foss businesses with longevity and prosperity.

4. Dennis Flannigan, U.S. State Representative (D-Tacoma)

I really want to thank Alfred's Cafe and Johnny's Restaurant, and all of the similar businesses. One of the things about progress is that it stamps on the people who are there to help it occur and need it to occur. A lot of businesses have suffered to have something good happen. For the next two months, have every breakfast, lunch, and dinner somewhere near the D Street Overpass because those folks will give you a round of applause.

5. Dan Mathis, Federal Highways Administration, Division Administrator

In commemoration of the day, I wrote a little poem:

We're here to celebrate the D Street Overpass

To cut the ribbon on this key project at last

On behalf of WSDOT's Office of Highways and Local Programs, and the Federal Highway Administration, too

We wish to congratulate the City of Tacoma and the many other partners who helped make this come true.

A myriad of partners helped with the funding

Upwards of 14 contributed to it

From Fed, State, and local agencies

To BNSF and UP, and our friends from Sound Transit

This D Street Overpass project separates vehicles and pedestrians from trains

Allowing ease of movement and increased safety for all it gains

Improved access it also provides to a revitalized Thea Foss Waterway

And future parks and esplanades for those who work, and those who play

Improvements to the streetscape enhance the neighborhood anew with sidewalks and signals and lights

A new roadway surface, and landscape features, too

As we cut the ribbon for the D Street Overpass

This project proves that from strong partnerships come projects with great class

Congratulations, Tacoma

July 28, 2008

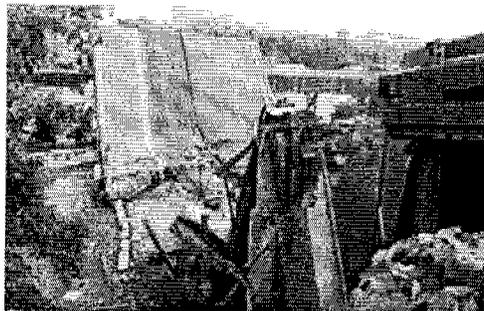
PAGE ONE

Funds for Highways Plummet As Drivers Cut Gasoline Use

By CHRISTOPHER CONKEY
July 28, 2008; Page A1

An unprecedented cutback in driving is slashing the funds available to rebuild the nation's aging highway system and expand mass-transit options, underscoring the economic impact of high gasoline prices. The resulting financial strain is touching off a political battle over government priorities in a new era of expensive oil.

A report to be released Monday by the Transportation Department shows that over the past seven months, Americans have reduced their driving by more than 40 billion miles. Because of high gasoline prices, they drove 3.7% fewer miles in May than they did a year earlier, the report says, more than double the 1.8% drop-off seen in April.



Associated Press

Before its collapse last year, the Interstate 35W bridge in Minneapolis was part of the one quarter of the nation's bridges that are considered either 'functionally obsolete' or 'structurally deficient.'

The cutback furthers many U.S. policy goals, such as reducing oil consumption and curbing emissions. But, coupled with a rapid shift away from gas-guzzling vehicles, it also means consumers are paying less in federal fuel taxes, which go largely to help finance highway and mass-transit systems. As a result, many such projects may have to be pared down or eliminated.

The challenge comes at a time when surging costs for asphalt and other construction materials already are straining state and local transportation budgets. Those cost increases make it more expensive to maintain the nation's roads, bridges and rail networks.

In many areas, the ragged edges are already showing. About 25% of bridges in the U.S. are either "functionally obsolete" or "structurally deficient," like the Mississippi River bridge that collapsed in Minneapolis last August, killing 13 people.

Moreover, the pavement is rated "not acceptable" on one of every seven miles of the nation's roads, according to the National Surface Transportation Policy and Revenue Study Commission, whose job is to assess infrastructure problems and recommend fixes.

Overall, the commission estimated, \$225 billion a year is needed to meet the country's transportation infrastructure needs. Current spending is about 40% of that level.

"We were losing ground to these incredible increases in construction costs, but then to see the erosion in

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CAST YOUR VOTE



1
Has your household cut back on driving?
Cast your vote in the Question of the

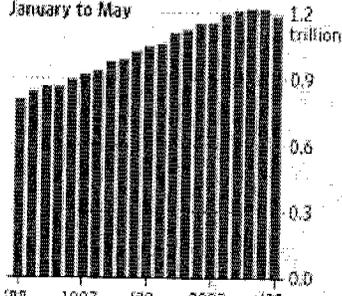
Day².

driving -- it's a double whammy," said John Horsley, executive director of the American Association of State Highway and Transportation Officials. On top of the federal gasoline tax, currently 18.4 cents a gallon, the states charge their own gasoline taxes, which are typically slightly above the federal rate.

Parked Cars

Soaring gas prices have caused a rare drop in American driving.

U.S. vehicle miles traveled, January to May



Source: Department of Transportation

The Bush administration is expected to release as early as Monday figures projecting a deficit of \$5 billion or more in the Highway Trust Fund for next year. Thanks to steady increases in driving, since it was set up under President Dwight Eisenhower, the trust historically has run a surplus. It steers gasoline-tax revenue through a federal appropriations process before sending it back to the states.

The prospect of the highway fund running a big deficit has sparked a frenzy of lobbying on Capitol Hill, as business groups, ranging from the U.S. Chamber of Commerce to the National Stone, Sand & Gravel Association, have pressed lawmakers for a quick solution.

"We're going to spend a lot of time, money and effort on this," said U.S. Chamber of Commerce President Tom Donohue. "People need to understand that this infrastructure thing is not optional."

In recent weeks, Mr. Horsley's group has circulated a memo estimating that the states will lose a total of about \$14 billion and roughly 380,000 jobs if Congress doesn't act to shore up the fund soon.

On Wednesday, the House passed a bill targeting \$8 billion for highway and mass-transit projects. The measure has a good chance of clearing the Senate as well, despite White House reservations.

On Thursday, the House passed legislation that designates an additional \$1 billion for bridge repair. House and Senate leaders are talking about including a significant increase in infrastructure spending in a possible second economic-stimulus bill.

Prelude to a Debate

The moves are a prelude to a debate expected next year as Congress considers a new, six-year transportation bill that could authorize more than \$400 billion in spending.

Transportation Secretary Mary Peters said administration officials are crafting an overhaul plan aimed at shaping the debate. The goal would be to give states more flexibility to set transportation spending, while making it easier for them to tap private-sector dollars. Also under consideration: asking Congress to loosen restrictions on states levying new tolls on interstate highways.

A big question will be what to do about the Highway Trust Fund, which pays for the promises laid out in each transportation bill. Another quandary will be whether a greater share of transportation dollars should go to rail or other nonhighway options.

With consumers already recoiling from high prices, raising the federal gas tax isn't a politically viable option. In fact, debate in the presidential campaign this year has centered on whether to give consumers a gasoline-tax holiday, a step presumptive Republican nominee Sen. John McCain has endorsed.

Rep. Earl Blumenauer, an Oregon Democrat who is leading efforts to solve what he calls the "transportation funding crisis," is hoping the presidential candidates will offer their views at a summit this fall.

Sen. Barack Obama, the presumptive Democratic nominee, and other lawmakers have proposed a \$60

billion national infrastructure bank that would fund projects that could improve regional and national transportation, such as unclogging freight-rail bottlenecks in the Chicago area.

Consumers began tapping the brakes on driving in November, but by the spring, with gasoline prices hovering around \$4 a gallon, many were leaving their cars in the driveway. March, April and May marked the steepest three-month pullback on record, the new data show.

The pullback over that short period is approaching the periodic declines seen throughout the volatile 1970s, when an oil embargo and the Iranian revolution sparked long lines at gasoline station and two major oil shocks.

"In the past...we've seen driving bounce back pretty quickly," said Ms. Peters. "That is not the case now."

As debate revs up, the retreat from the roads shows how consumers are altering the transportation equation. With driving down, the number of people riding Amtrak has risen 11% this year, and mass-transit systems in many areas, including Seattle and South Florida, are experiencing ridership increases of 30% or more, according to the American Public Transit Association.

APTA President William Millar rides Washington's Metro rail each weekday between his home downtown and Falls Church, Va. He used to be able to find a seat at some point on his trip, but these days, he said, "I can't even squeeze onto the train" during the afternoon rush.

Earlier this year, the House passed legislation that would provide an additional \$1.7 billion to transit agencies over two years. Both chambers have passed bills that would significantly boost Amtrak funding.

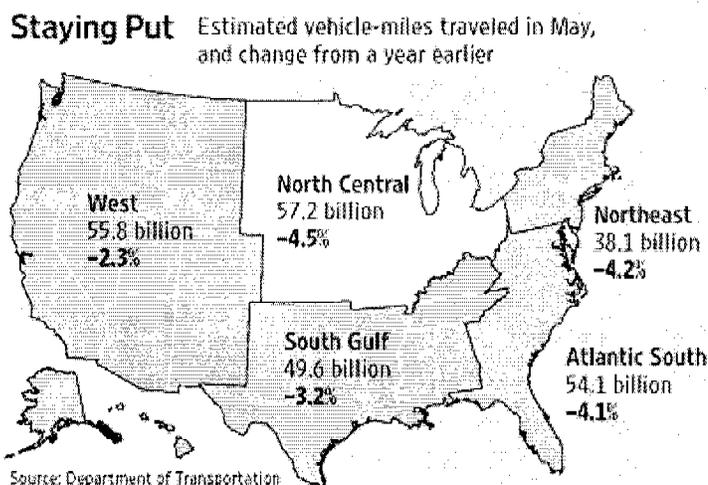
The recent congressional action has raised some hopes. "I was ready until yesterday to have a list of projects to delay," said Larry L. "Butch" Brown, executive director of the Mississippi Department of Transportation, referring to the July 23 House vote to shore up the Highway Trust Fund. But going forward, he added: "There's going to be one hell of a challenge to come."

Diverting Money

Like many counterparts across the country, Mr. Brown is diverting money from new road improvement projects toward simple maintenance of existing roads. The most immediate challenge for states is ensuring Congress moves to bolster the trust fund so they don't have to further curtail plans -- and cut jobs. Mr. Brown said Mississippi stands to lose \$140 million and around 5,000 jobs.

Vermont Gov. Jim Douglas sent a letter to Congress last month saying the state would have to cancel numerous transportation projects that employ 1,600 people unless lawmakers shored up the trust fund.

Meanwhile, many consumers are rethinking their transportation options and drastically altering their travel patterns, forcing auto makers to overhaul their plans and straining the capacity of many transit systems.



Nancy Underwood, an administrator in Alexandria, Va., got rid of her gas-thirsty Ford Explorer in favor of a Honda Accord, which still cost her \$69 to fill up Sunday morning. She and her husband have nearly stopped their frequent trips to Richmond, and gasoline prices have even influenced her job situation.

"I took a job three blocks from my home" to save on gas and parking, even though "I could make more money" working in town, she said.

--Alicia Mundy contributed to this article.

Write to Christopher Conkey at christopher.conkey@wsj.com³

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Construction

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July 30, 2008

Many road repair projects on hold due to a shortage of liquid asphalt

- *The Tesoro refinery in Anacortes recently announced it is no longer making liquid asphalt, at least for the time being.*

By MARGIE SLOVAN
Journal Staff Reporter

Pierce County announced yesterday it is suspending 48 miles of scheduled road maintenance because it doesn't have the liquid asphalt it needs to do the repairs.

A road project on Whidbey Island was postponed last week for the same reason and road projects in Clallam and Jefferson counties are also on hold.

Liquid asphalt is a thick black liquid that binds asphalt components together. It is used mostly for chip sealing, which is an inexpensive way to preserve pavement. Chip sealing is often used to maintain low-volume roads, such as county roads.

"It's unprecedented," said Pierce County road maintenance superintendent Paul Marsh yesterday. "We just got notice last Monday from Albina they could no longer supply us." Vancouver-based Albina Asphalt also sells liquid asphalt to Lewis, Clallam, Jefferson and San Juan counties and to the state of Washington.

A couple of weeks ago Albina's supplier, the Tesoro refinery in Anacortes, announced it was no longer manufacturing liquid asphalt, at least for the time being.

The rapid rise in crude oil prices over the last year has pressured oil refiners to "reduce their production of lower-valued products such as asphalt," Tesoro's chief economist Lynn Westfall wrote to the DJC in an e-mail.

San Antonio-based Tesoro operates seven oil refineries in the U.S., generating more than 660,000 barrels of crude oil per day. Tesoro is still making liquid asphalt at some other refineries, but not in Anacortes, a spokesperson said.

Tesoro can make more money by producing additional diesel fuel and gasoline, a Tesoro spokesperson said.

"Those guys don't run to make asphalt," Albina's operations manager Erwin Winter said yesterday. "We're just picking up the bottom of the barrel."

Albina tried to find another liquid asphalt source, but Tacoma-based U.S. Oil — the only other local refiner — was already maxed out.

"All the customers went to U.S. Oil," Winter said. "It was a domino effect."

Tom Gaetz, executive director of the Washington Asphalt Pavement Association, says the chaos in the asphalt industry is not permanent.

"Right now the asphalt industry is experiencing rather turbulent times in trying to balance supply and demand," said Gaetz. "This is very fluid. September might be different from August."

Pierce County is hoping to negotiate a contract with U.S. Oil for next year and do road maintenance work then.

U.S. Oil supplies the state with liquid asphalt, said Jim Spade, WSDOT's assistant state construction engineer for roads. The state also has a contract with Idaho Asphalt.

"We have four or five large chip sealing projects but they're not affected," Spade said.

Snohomish County, which has contracted with Paramount Petroleum for an ambitious road repair program this summer, is also not affected.

"Paramount at this point has committed to our chip sealing program through Labor Day," said county spokesperson Christopher Schwarzen. "At this point they feel they have the supply to do the work for us."

Snohomish County is paying \$425 per ton this year for liquid asphalt, plus tax.

Besides being scarce, liquid asphalt is getting more and more expensive. Three years ago Pierce County paid \$270 per ton for it.

"Next year it could be \$800 or \$1,000 per ton but we'd take that over having no oil," Marsh said.

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

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Mattawa pavement project to begin in August

BY LYNNE LYNCH
Herald staff writer

MATTAWA — Portage Avenue and a western portion of Fourth Street in Mattawa will get a facelift in August with new pavement.

The \$250,000 project will be paid for by the state Transportation Improvement Board (TIB), according to a TIB spokesperson. The TIB will use money set aside by the state Legislature from a 9.5-cent gas tax increase approved in 2005.

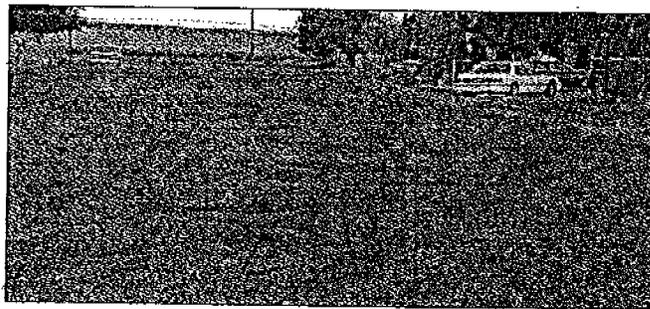
That's because there's not enough money in small towns to carry out expensive street projects, said TIB Executive Director Steve Gorcester.

TIB inspected pavement for damage in 2006 throughout 174 cities statewide with populations under 5,000. Among those towns, pavement in Mattawa and eight other communities were found to be in the poorest condition.

But Mattawa was in the worst condition with the highest amount of cracks and potholes, said Gorcester.

"It's so poor in Mattawa they ended up having the lowest average pavement condition in the state," he said.

The state planned to pave all of Portage Avenue, Fourth Street and Boundary Road. Asphalt prices increased as a result of climbing



Courtesy photo/state

Transportation Improvement Board streets in Mattawa will undergo improvements starting in August with new pavement.

oil prices. So there wasn't enough gas tax money to pay for street projects, stated TIB Executive Director Steve Gorcester.

"Even with high costs, Mattawa's infrastructure will remain a priority for the Transportation Improvement Board," Gorcester stated. "We plan to finish the rest of Fourth Street and Division next summer."

Soap Lake will also see improvements on some of its streets with new seal coating and overlay work to be done this summer and next summer, he said. Soap Lake was also among the eight towns statewide with highly damaged pavement.

The condition of Soap Lake's street is such that the damage can be repaired with seal coating and overlay, he said.

Information about the pavement projects can be found at www.tib.wa.gov.

SCHOOL SINGERS from Grant and Adams counties are competing alongside other Washington students in the state Junior Miss Program.

The event is at 7 p.m. Saturday, at Washington State University's Beasley Performing Arts Coliseum. Tickets are \$15, and can be purchased from Cougar Depot in Pullman, from TicketsWest at 1-800-325-SEAT, or at the door if available.

Participants include Caitlin Loomis of Lind, Lindsey Coulson of Mattawa, Ashley Tucker of Moses Lake, Jillian Pflugrath of Ritzville, Cierra Miller of Royal City, and other youth from throughout Washington.

Contestants are competing for more than \$8,400 in scholarships. Areas of judging include fitness, judge interviews, scholarship, self-expression and talent.

The current Washington Junior Miss is Annie Wang of Pullman.

— Staff report

**To err is human.
To fix it
is our policy.**

Corrections can be found on page A4

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Columbia Basin Herald. Thursday, July 31, 2008. P. A3.

Statewide driving trends impact Cle Elum?

by Jim Fossett

CLE ELUM - As downward driving trends persist, state funds tapped for city street improvements are drying up according to Steve Gorcester, Executive Director of the Washington State Transportation Improvement Board (TIB), a funding source for cities across Washington.

"Our statewide budget, for the fiscal year ending July 1, 2009," he said, "is down \$5 million dollars, and the ten-year budget is down \$57 million."

Gorcester explained people are driving less because of rising fuel costs, and that means fewer state gas tax dollars are finding their way into TIB coffers.

"We're funded by the state gas tax," he said. "The result is, with less money coming in, less is going out. Competition for what funds are left - will certainly get tougher."

Cities compete for TIB money. The competition is based on criteria cities must meet to qualify for the money. TIB board members use a point system to evaluate applications submitted by cities. Cities with the best scores get the cash.

"The way things are going, winners definitely will have to score higher, and we'll be awarding fewer and fewer street improvement projects," he said.

On the Flip Side

Gorcester tempered his remarks with what will come as a bit of good news for Cle Elum over the short term.

"TIB's Small City Program, for municipalities under 5,000 population, like Cle Elum, is still intact," he said. "I was able to avoid cuts to that budget last year and this year, but looking to the future, if driving trends continue to decrease, the SCP will inevitably face cuts, too."

Track Record:

TIB Funds to Cle Elum

According to Gorcester, Cle Elum's benefited greatly from TIB money in the past.

"The Oakes Avenue proj-

ect, for example, cost the city \$535,000 dollars," he pointed out, "and \$500,000 of that came from the TIB. We've funded seven projects in Cle Elum since 1990, costing a total of \$2.7 million, with \$2.3 million coming from TIB."

Raw Data:

Washingtonians Travel Less
According to the Federal Highway Administration (FHIA), Americans traveled 40.5 billion miles less in the first quarter of 2008 compared to the first quarter of 2007.

Nationwide, that amounts to nearly a four-percent decrease on average per region. The FHIA reported Washingtonians to be traveling nearly four-percent less in May.

UGA's Impacted, Too?

From another angle, downward driving trends could also affect growth trends in Urban Growth Areas (UGA).

"One of our primary missions at TIB," Gorcester said, "is to support the Growth Management Act. By that, I mean cities looking to expand into their UGA's via annexation need TIB money to fund street building."

"With TIB funds shrinking," he added, "we're looking at less money available for city expansions."

Reaction from City Hall

In Cle Elum, Community Development Director Matt Morton said, "We've been looking at the new development with TIB funding for awhile," he said, "and the bottom line is - if we're going to get money for transportation infrastructure improvements, we've got to think about moving on it now, before the well dries up."

"But what's more important at this juncture," he added, "in light of the dramatic way the economy is shifting, is that we need a real paradigm shift in the way we view transportation improvements and maintenance."
Morton said City Hall is

ahead of the curve, evaluating and implementing strategies to deliver safe and cost effective, functional infrastructure "on budget," but into the future, Morton believes even the look and feel of city streets will have to change.

The Paradigm Shift: Streets for a New Age

"When oil prices rise," he said, "so does the price for asphalt. Five or six years ago we were paying \$50 dollars a ton. Now we're paying nearly \$150. So, we've got to figure out ways to beat those costs. It's costing Seattle and Bellevue \$1-2 million dollars per mile just to construct and repair sidewalks. That's off the scale."

"So the paradigm shift I'm talking about," he continued, "is asking ourselves if we really need every one of our streets to be extra wide? Do we need every inch of every street to have a sidewalk?"

"I think," he continued, "we can design a city with a variety of different kinds of streets, based on need and functionality - and still provide safety, with savings."

"How can we responsibly continue to use the old model of urban street design," he said, "and beat the rising costs associated with sticking with that model. We simply can't continue to do business the same way, otherwise we're just setting ourselves up for failure."

Testing the Water

Morton indicated his desire to engage the public in a dialogue for change.

"I'd like to get the community's take on what direction we should go," he said. "I'd like to work up some different design scenarios geared to protect the community's investment and to lead us toward a functional, useable, creative infrastructure."

"The key is," he said, "you've got to have safety and functionality or people won't buy into anything proposed, no

matter what savings can be accrued. I think we can get there."

Precedent for Morton's approach apparently is found in some European cities that long ago found ways to beat rising costs.

"In France, for example," he said, "they pave many of their streets without sidewalks, and then, where necessary, install visually pleasing permanent or seasonal barriers to segregate that portion of a road required for bikes or pedestrian traffic. There are a number of different ways they've accomplished that, but the point is, they're only paving once and saving an incredible amount of money in the process - by allowing motorists, cyclists, pedestrians, even horses - to safely share the same surface."

"I'm not saying that kind of solution can be applied universally in Cle Elum, and I wouldn't propose to do so, but we might consider applying tech-

niques like that where we can."

"Beating costs and staying solvent as a City: it's all about thinking outside the box."

For more information on developing City transportation issues, stay plugged in to up-

coming meetings of the Cle Elum City Council.

Morton said the change with TIB funding would also affect strategies currently being discussed in his Regional Transportation Committee.



Cle Elum Farm & Home asks the community to please ... VOTE FOR THE POOL!

To the Upper Kittitas County Community,

Inland Networks management and staff are shocked and upset by the July 23, 2008 arrest of an employee/co-worker accused of a felony crime while working for Inland Networks. The Inland management team would like to assure the community that inappropriate behavior by any employee is not taken lightly.

Inland Networks is committed to supporting law enforcement and the legal processes of all agencies in this country and will assist in this investigation to the fullest extent possible.

The hiring process at Inland Networks requires that, if offered a position within the company, the potential employee must agree to a background check, driving record evaluation and mandatory drug testing. The results of these tests determine whether Inland will offer the potential employee a position with the Company. These practices are reviewed, evaluated and modified as deemed appropriate.

All employees are required to report all infractions to Inland's management team whether the infraction occurs while on or off company time. Inland's management team was not aware of the employee's pending DUI and shoplifting charges as reported in the Daily Record on July 25, 2008.

If you have any concerns regarding an Inland Networks employee, please contact a Customer Service Representative at 649-2211. Your safety is of the greatest concern to us and every effort will be made to ensure your confidence in Inland Networks.

Pay now or later - How the cards in your wallet stack up

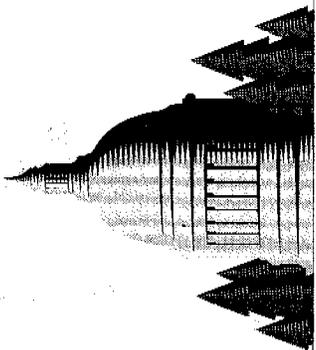
(NEWSUSA) - American's wallets feel heavy, but they're not stuffed with bills. At any given time, the average American carries 11 cards in their wallet, a mix of credit cards, debit cards and prepaid cards.

holds use debit cards to manage spending. Because debit cards limit withdrawals to the amount in a checking account, consumers use them as they would a check without the hassles of actually writing paper

Prepaid cards do not require cardholders to hold bank accounts or pass a credit check, but can be used like credit or debit cards to make purchases. A prepaid card carrying a brand logo - American

Northern Kittitas County Tribune

Aug 1, 2008 p. 8



MONDAY, AUGUST 25, 2008

The Olympian

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GOOD MORNING
HIGH 66
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FORECAST, DE

Work to begin soon in Tumwater

BY KERI BRENNER
THE OLYMPIAN

TUMWATER — Contractors will start a \$4.3 million reconstruction project next month on a three-quarter-mile stretch of Littlerock Road Southwest, creating more tie-ups in the interim for Tumwater drivers.

Alpha Development Corp. of Tacoma, the same contractor completing reconstruction work on North Street, was the low bidder for the job.

About 13,000 vehicles daily use

ON THE WEB

For more information about Littlerock Road construction, check the city's Web site at www.ci.tumwater.wa.us in early September.

Littlerock Road, said Jay Eaton, city public works director. Work on Littlerock Road will start by mid-September, and the contract, which officially begins Sept. 8, calls for 185 working days, said Joe Oliveri, Alpha Develop-

ment project manager.

Factoring in weekends and time off because of bad weather, "it's basically a yearlong project," Eaton said.

Unlike North Street, Littlerock is expected to stay at least partly open during construction, Eaton said. That means that detours won't be necessary, and that shoppers and residents still will be able to access businesses or homes along the road between 73rd Avenue and Odegard Road.

Eaton said the Littlerock project will add three roundabouts at Tumwater Boulevard, Israel Road

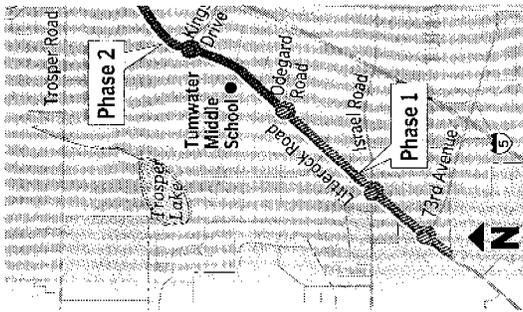
and Odegard Road and a center median strip with plantings. The median will prevent drivers from making left turns either off or onto Littlerock, Eaton said. Drivers who need to turn left will have to go to the roundabouts, he said.

"People may have to go a longer distance, but it will make it easier and safer for them to turn," he said. "It will be all right turns, and you won't have to sit behind cars that are stopped, waiting for traffic to clear in both directions."

See **ROAD WORK**, Page A2

Littlerock Road project

Improvements on Littlerock Road will include roundabouts and a center median. Because of the median, drivers will not be able to turn left onto or off of Littlerock Road, except at the roundabouts.



Source: City of Tumwater

ROAD WORK

Continued from Page One

Eaton said the new configuration will allow Littlerock to accommodate the heavier traffic that the area has seen with increased residential and commercial growth in recent years. Other improvements call for sidewalks, underground utilities, bike lanes, landscaping and repaving.

The city also is preparing design drawings for the second phase of Littlerock Road reconstruction, from Odegard Road north to Trosper Road. The road work was split into two phases after 16 unmarked graves were discovered on the edge of Pioneer Cemetery during a preconstruction study in March.

Plans for the second phase are being redrawn so the road goes around the graves, Eaton said. The second phase will include one roundabout at Kingswood Drive, he said.

The Littlerock job is being financed through the transportation section of the city's capital facilities plan. Phase I financing includes a \$2.3 million state grant. Phase II, estimated at about \$3 million but still in planning, will be 100 percent city money.

North Street

North Street in Tumwater has been closed since May 12. Oliveri said he thinks it could re-open ahead of schedule, possibly by early October — instead of Nov. 30, as originally planned.

"Once we get the Puget Sound Energy (underground) conversion done, we'll do curbs and gutters and then paving," he said.

In addition, the finishing touches, including landscaping and new street lights, could be done by Nov. 15 instead of stretching over until spring, as initially expected, Oliveri said.

Jim Shoopman, Tumwater's project manager for both North Street and Littlerock Road, said most of the Alpha Development excavators and heavy-equipment operators have finished work at North Street and will be available to start the Littlerock work after Labor Day.

"It will be easier for them to move that heavy equipment just across town than to take it away and bring it back," Shoopman said.

Tumwater City Councilwoman Joan Cathey, who lives on North Street, said she hoped contractors would be more careful about public-safety issues on Littlerock than they have been on North. She said open trenches were left

unprotected, and someone could have fallen in.

Meanwhile, the city has agreed to purchase an area of right-of-way from the owners of The Short Stop, a convenience store along North Street, to build a sidewalk, city administrator Doug Baker said. He said the city could not compensate the store for loss of business during reconstruction but that the purchase "should help out a little bit" as well as improve the site.

The Short Stop's owners had approached the city about reimbursement, saying the road construction was to blame for their business plummeting. The new sidewalk will be built along Hoadly Street, which abuts The Short Stop's property.

The price tag on the North Street work was estimated at \$2.48 million. That includes a federal grant of \$440,000.

Shoopman said the final cost could vary, but he did not expect any large increases — such as to accommodate a national boost in the price of asphalt.

Shoopman said the North Street contract has some built-in leeway for a potential increase in asphalt costs. The Littlerock contract also has an escalator clause for asphalt so "both the city and the contractor are protected if the

price goes up" when paving starts next year, Shoopman said.

Keri Brenner covers Tumwater for The Olympian. She can be reached at 360-754-5435 or kbrenner@theolympian.com.

Aug, 28, 2008

TRANSPORTATION

No sidewalks for now near new Yew Street Road school

District will bus students south of school until county can afford road improvements

JARED PABEN

Bellingham School District plans to bus students living south of the new Wade King Elementary to school, because Whatcom County can't afford to install sidewalks along a narrow, winding stretch of Yew Street Road.

The new elementary school opens to students next week, but county officials don't foresee funding to install a sidewalk or trail on Yew Street Road from the school, near Kingsmill Street, all the way south to Samish Way.

The district is planning to have two buses arrive at the school from the south in the morning, and two leaving southbound at each afternoon release. North of the school, the road has sidewalks on both sides.

Whatcom County Public Works previously planned to widen and install sidewalks along the entire length of Yew Street Road. In 2004, the project was estimated at \$2.16 million. But four years later, the county is estimating it would cost \$14.1 million, and it simply doesn't have the money for that, Whatcom County Public Works Director Frank Abart said.

So officials plan to scale back the project, widening and installing one sidewalk from the school to about 1,500 feet south (around Tacoma Avenue), but that won't be finished until fall 2010, at the earliest. The remaining 3,700 feet of Yew Street Road south to Samish Way will be repaved, which it badly needs, but won't get sidewalks, Abart said. And the county may not have enough money to improve the shoulders along that southern seven-tenths of a mile, Abart said.

"That's too early to tell, but certainly if it's possible we're going to do it," he said. "It really depends on money."

Before Public Works can do anything, he said, officials have to ask for permission from the Whatcom Council of Governments and state Transportation Improvement Board to

scale back the project. The council gave Whatcom County a \$1.86 million grant for the project, and the board gave it \$1.64 million.

Both entities have to approve continuing to provide the grants, and they'll probably make a decision in the next two months, Abart said.

If the change is approved, Public Works plans to improve the section nearest the school first, starting construction in spring 2010 and ending in fall 2010. Then, it'll repave the southern part in 2011.

Over the past three years, that stretch has had seven crashes, but none involved hitting a pedestrian, according to a crash report. Six involved a vehicle hitting a fixed object, and the seventh involved somebody falling, jumping or getting pushed from a vehicle.

Reach JARED PABEN at jjared.paben@bellinghamherald.com or call 715-2289.



DAILY JOURNAL OF COMMERCE
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Construction

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September 11, 2008

Congress restores \$8B to U.S. highway funds

By MARGIE SLOVAN
Journal Staff Reporter

It looks like the Washington State Department of Transportation will not have to postpone \$67 million in highway projects this fall after all.

Yesterday morning, WSDOT issued a press release saying more than 20 projects it had planned to begin this fall were at risk if Congress didn't bail out the federal highway trust fund, which is close to bankruptcy.

Later in the day, however, Congress passed a bill that will replace \$8 billion that was taken out of the trust fund 10 years ago when the fund was flush. President Bush is expected to sign the bill shortly.

U.S. Senator Patty Murray said, "If the federal government has to cut off funds, Washington state would lose between \$33 million and \$54 million per month over the next five months." Murray chairs the Senate's Transportation Appropriations Subcommittee.

The state of Oklahoma would be in worse shape. It relies on federal funding for 85 percent of its transportation expenditures, compared with 21 percent in Washington state.

According to the Laborers' International Union of North America, more than 7,000 transportation jobs were at risk in Washington state if the federal money did not come through. That figure includes engineers, surveyors, construction workers and maintenance crews.

In King County, three transportation projects were at risk this year: replacing the 56-year-old Banderet Bridge over Issaquah Creek, a signal project on the Juanita-Woodinville Road and a widening project on South 272nd Street between Kent and Auburn. The county was also worried about a \$45 million road improvement project in Redmond scheduled for next year.

"There's substantial federal money in the Novelty Hill Road project," said Ron Posthuma, King County's assistant director of transportation.

Four projects were at risk in Snohomish County, said Owen Carter, the county engineer.

Transportation officials from 13 major U.S. cities, including Seattle, have called for a new federal transportation policy when the current federal law, SAFETEA-LU, expires next September.

The country is on the verge of a transportation crisis precipitated by high gas prices, escalating construction costs and crumbling infrastructure, according to the National Association of City Transportation Officials and Rep. James Oberstar, D-Minnesota, who chairs the U.S. House Transportation & Infrastructure Committee.

NACTO called for the federal government to fund road and bridge repairs, take the lead in fighting climate change and allow cities to receive federal transportation funding directly, rather than routing it through the states.

It takes too long for cities to get federal money, SDOT director Grace Crunican said in a press release.

"We need more transportation improvements and less paperwork," Crunican said.

CHRISTINE O. GREGOIRE
Governor



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August 25, 2008

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

Dear Steve:

Congratulations to you, your staff, and members of the Transportation Improvement Board (TIB) on your recent Award for Excellence in Government Finance from the Government Finance Officers Association. I am pleased to learn that TIB was recognized for the years of hard work necessary to restore the agency's fiscal health. I'm also glad to recognize your recent Council of State Governments Innovation Award. It gives me great pride to say that Washington has won this award two years in a row.

TIB promotes an environment of improving performance and delivering real results as evidenced by the success of the agency's real-time performance management dashboard. As you know, I believe that performance management leads to results that make a difference in the lives of our citizens. Equally significant is our mission to make it easier for citizens to understand state business with access to vital information about how we are performing on the issues that are important to them.

Again, congratulations. Your success is a shining example for both state agencies and private sector businesses.

Sincerely,

A handwritten signature in cursive script that reads "Christine O. Gregoire".

Christine O. Gregoire
Governor





Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 06/01/2008 to 08/31/2008

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	Bid Award	BA	301,395	-28,605	Director
6-E-876(004)-1	BREWSTER	Main Avenue	Bid Award	BA	428,624	-26,776	Director
6-P-808(008)-1	BUCKLEY	Main Street	Contract Completion	CC	782,682	87,682	Director
6-P-808(009)-1	BUCKLEY	Ryan Road	Contract Completion	CC	787,020	37,020	Director
6-E-930(003)-1	CLE ELLUM	Oakes Avenue	Bid Award	DE CN BA	520,770	21,090	Director
6-E-908(001)-1	COLTON	Steploe Street	Bid Award	CN BA	235,971	-39,029	Director
6-E-877(002)-1	CONCONULLY	Main Street/Lake Street	Design	DE	2,020	0	Director
6-E-924(004)-1	DAYTON	S Third Street	Contract Completion	CC	588,981	48,846	Director
6-E-894(009)-1	DEER PARK	Crawford Ave - Phase V	Design	DE	15,331	0	Director
6-E-940(003)-1	GRANGER	East E Street	Contract Completion	CC	457,257	7,614	Director
6-E-871(006)-1	HARRINGTON	Linden Street	Audit	CC FV AD	17,805	-6,360	Director
6-W-949(004)-1	LA CENTER	Highland Avenue / E 4th Street	Bid Award	BA	37,457	0	Director
6-W-970(004)-1	LONG BEACH	Bolstad Street N	Construction	CN	214,360	0	Director
6-E-835(002)-1	LYMAN	Pipeline Road and East Main Street	Contract Completion	CC	38,586	-13,319	Director
6-E-881(007)-1	OKANOGAN	Sixth Ave N/Orchard Grade	Design	DE	8,100	0	Director
6-W-971(006)-1	RAYMOND	SR 101 Safety Upgrade	Withdrawn	WD	0	-31,214	Director
6-W-950(003)-1	RIDGEFIELD	NE 10th Avenue	Construction	CN	689,750	0	Director
6-W-965(001)-1	TOLEDO	Cowlitz Street	Bid Award	CN BA	284,958	34,258	Director
6-E-886(005)-1	TWISP	2nd Avenue	Bid Award	CN	155,863	48,538	Director
6-W-978(009)-1	YELM	Coates Avenue NW	Bid Award	CN BA	540,568	-9,432	Director

Total SCAP Change 130,313



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SCPP Program							
2-E-907(001)-1	ALBION	FY 2009 Seal Coat Project	Bid Award	BA	8,184	0	Director
2-E-868(001)-1	ALMIRA	FY 2009 Seal Coat Project	Bid Award	BA	27,130	0	Director
2-P-800(001)-1	BLACK DIAMOND	FY 2009 Overlay Project	Bid Award	BA	104,342	1,882	Director
2-W-837(001)-1	BLAINE	Semiahmoo Parkway	Bid Award	BA	86,250	11,250	Director
2-W-952(002)-1	CASTLE ROCK	FY 2009 Sidewalk Maintenance Project	Audit	BA CC FV AD	28,733	3,641	Director
2-E-908(001)-1	COLTON	FY 2009 Seal Coat Project	Bid Award	BA	17,148	0	Director
2-E-894(001)-1	DEER PARK	FY 2009 Overlay Project	Contract Completion	CC	67,350	16,478	Director
2-E-857(002)-1	ELECTRIC CITY	FY 2009 Seal Coat Project	Bid Award	BA	12,410	0	Director
2-W-831(002)-1	FRIDAY HARBOR	FY 2009 Overlay Project	Audit	CC FV AD	74,447	14,147	Director
2-E-911(003)-1	GARFIELD	FY 2009 Overlay Project	Bid Award	BA	42,226	0	Director
2-E-860(001)-1	HARTLINE	FY 2009 Seal Coat Project	Bid Award	BA	14,709	0	Director
2-E-860(002)-1	HARTLINE	FY 2009 Sidewalk Maintenance Project	Contract Completion	BA CC	36,500	11,011	Director
2-E-889(001)-1	IONE	Eighth Avenue Overlay	Bid Award	BA	144,880	37,150	Director
2-E-931(002)-1	KITTITAS	FY 2009 Overlay Project	Audit	CC FV AD	116,736	4,092	Director
2-W-949(001)-1	LA CENTER	FY 2009 Overlay Project	Bid Award	BA	120,222	0	Director
2-E-852(002)-1	MANSFIELD	FY 2009 Overlay Project	Bid Award	BA	68,750	0	Director
2-E-862(001)-1	MATTAWA	FY 2009 Overlay Project	Bid Award	CN BA	217,699	-7,637	Director
2-E-928(001)-1	MESA	FY 2009 Seal Coat Project	Bid Award	BA	67,660	0	Director
2-E-891(001)-1	METALINE FALLS	5th Avenue Overlay	Bid Award	BA	177,592	96,592	Director
2-E-880(001)-1	NESPELEM	Pavement Maintenance Prep Work	Bid Award	CN BA	135,350	13,550	Director
2-E-905(001)-1	NORTHPORT	FY 2009 Seal Coat Project	Construction	DE CN	50,348	0	Director
2-E-872(001)-1	ODESSA	FY 2009 Seal Coat Project	Bid Award	BA	50,276	0	Director
2-E-882(001)-1	OROVILLE	FY 2009 Overlay Project	Bid Award	BA	120,904	28,924	Director



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2-E-883(002)-1	PATEROS	FY 2009 Overlay Project	Bid Award	BA	42,694	0	Director
2-E-845(002)-1	RITZVILLE	FY 2009 Seal Coat Project	Bid Award	BA	65,418	16,307	Director
2-E-932(001)-1	ROSLYN	FY 2009 Maintenance Project	Bid Award	CN BA	60,970	10,970	Director
2-E-865(002)-1	SOAP LAKE	FY 2009 Seal Coat Project	Bid Award	BA	55,433	0	Director
2-P-815(001)-1	SOUTH PRAIRIE	FY 2009 Sidewalk Maintenance Project	Contract Completion	CC	64,113	14,233	Director
2-E-919(001)-1	TEKOA	FY 2009 Seal Coat Project	Bid Award	BA	45,934	0	Director
2-E-885(002)-1	TONASKET	FY 2009 Overlay Project	Construction	DE CN	73,525	0	Director
2-W-967(001)-1	VADER	Seal Coat Project	Audit	FV AD	25,295	0	Director
2-E-866(001)-1	WARDEN	FY 2009 Seal Coat Project	Construction	DE CN	21,333	0	Director
2-E-854(002)-1	WATERVILLE	FY 2009 Overlay Project	Construction	DE CN	62,160	0	Director
2-W-951(002)-1	YACOLT	FY 2009 Seal Coat Project	Bid Award	BA	27,374	0	Director

Total SSCP Change 272,591

SP Program

P-W-156(P03)-1	BELLINGHAM	Northshore Drive	Bid Award	BA	175,000	0	Director
P-W-837(P01)-1	BLAINE	Semiahmoo Parkway	Bid Award	BA	150,000	50,000	Director
P-E-911(P02)-1	GARFIELD	2nd Street	Bid Award	BA	234,349	50,000	Director
P-E-860(P01)-1	HARTLINE	Chelan Street and Willard Street	Contract Completion	CC	239,616	-5,884	Director
P-W-840(P02)-1	NOOKSACK	W 2nd Street/ W Madison Street	Contract Completion	CC	117,500	0	Director
P-W-195(P03)-1	OLYMPIA	Division Street NW/4th Avenue NW	Contract Completion	CC	140,888	-9,112	Director
P-P-117(P01)-1	PACIFIC	3rd Avenue SW	Bid Award	BA	150,000	0	Director
P-E-883(P01)-1	PATEROS	Dawson Street	Audit	FV AD	188,329	0	Director
P-P-101(P02)-1	SEATTLE	Sand Point Way NE (SR 513)	Bid Award	BA	54,622	-73,541	Director
P-E-918(P01)-1	ST. JOHN	Bartholow, Front, Park & Nob Hill Streets	Bid Award	BA	188,084	21,584	Director



Washington State Transportation Improvement Board Project Activity Report

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Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
P-W-965(P03)-1	TOLEDO	Cowlitz, 2nd St and 3rd St	Bid Award	BA	102,972	-8,427	Director
P-W-184(P06)-1	VANCOUVER	Fort Vancouver Way	Bid Award	BA	40,610	-46,390	Director
P-E-176(P01)-1	WALLA WALLA	Plaza Way	Bid Award	BA	34,560	0	Director
P-E-867(P05)-1	WILSON CREEK	6th Street	Bid Award	BA	69,330	8,205	Director
Total SP Change						-13,565	
UAP Program							
8-2-156(035)-1	BELLINGHAM	Sunset Drive	Bid Award	BA	1,949,500	187,500	Director
8-2-152(024)-1	BREMERTON	Warren Ave (SR 303)	Audit	CC FV AD	616,843	-12,706	Director
8-3-161(007)-1	EAST WENATCHEE	Eastmont Avenue and 15th Street NE	Audit	CC FV AD	1,572,395	205,095	Director
8-1-017(069)-1	KING COUNTY	Coal Creek Pkwy/Duvall Ave, Phase 3	Audit	CC AD	899,944	0	Director
8-1-104(002)-1	MERCER ISLAND	SE 40th Street	Bid Award	BA	926,325	120,825	Director
8-2-155(015)-1	MOUNT VERNON	College Way (SR 538)	Construction	CN	2,010,250	0	Director
8-5-195(014)-1	OLYMPIA	RW Johnson Boulevard/21st Avenue SW	Contract Completion	CC	1,423,433	-244,861	Director
8-1-101(149)-1	SEATTLE	14th Avenue South	Bid Award	BA	1,209,766	0	Director
8-4-182(007)-1	SELAH	East Fremont Avenue	Bid Award	CN BA	307,433	-20,567	Director
8-1-142(009)-1	SNOHOMISH	2nd Street	Bid Award	BA	300,968	968	Director
8-1-128(084)-1	TACOMA	South Tyler St	Audit	CC FV AD	1,567,200	0	Director
8-5-196(015)-1	TUMWATER	Litterock Road	Bid Award	CN BA	2,497,359	0	Director
8-4-039(023)-1	YAKIMA COUNTY	Riverside Rd (Keys Rd alternate realignment)	Audit	CC FV AD	1,350,000	0	Director
Total UAP Change						236,254	



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 06/01/2008 to 08/31/2008

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
UCP Program							
9-P-817(003)-1	ARLINGTON	172nd Street (SR 531)	Audit	CC FV AD	3,693,000	0	Director
9-W-193(001)-1	CHEHALIS	Chamber of Commerce Way	Bid Award	BA	1,963,900	0	Director
9-W-006(025)-1	CLARK COUNTY	NE 88th Street	Bid Award	BA	2,912,136	-87,864	Director
9-E-009(002)-1	DOUGLAS COUNTY	Badger Mountain Road	Audit	CC FV AD	1,900,000	0	Director
9-E-173(013)-1	KENNEWICK	27th Avenue and 36th Avenue	Audit	FV AD	787,750	0	Director
9-P-106(009)-1	KENT	277th Street Corridor Extension	Audit	CC FV AD	1,945,200	0	Director
9-P-031(013)-1	SNOHOMISH COUNTY	20th Street SE	Bid Award	BA	2,397,750	312,750	Director
9-P-031(015)-1	SNOHOMISH COUNTY	20th St SE	Bid Award	BA	4,025,000	525,000	Director
9-E-032(017)-1	SPOKANE COUNTY	Hayford Road	Audit	CC FV AD	326,053	0	Director
9-E-032(017)-2	SPOKANE COUNTY	Hayford Road	Audit	CC FV AD	1,148,147	0	Director
9-E-032(016)-1	SPOKANE VALLEY	SR 27/Mansfield Ave	Bid Award	BA	2,293,561	100,000	Director
9-P-198(006)-1	WOODINVILLE	131st Ave NE (SR 202)	Bid Award	BA	2,915,515	0	Director
Total UCP Change					849,886		

Total Change 1,475,479

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

City of Napavine

Second Avenue NE - West Washington St to Park St

Requested Increase

\$282,572

Bid Award Phase Staff Review
FY 2008 Small City Arterial Program (SCAP)
TIB Project 6-W-963(006)-1

Board Meeting Date: September 26, 2008
Bid Authorization Target Date: Sep 2008

Project Information

Existing Conditions

The existing two-lane roadway has gravel parking lanes on both sides. Currently there are no drainage facilities and water ponds on existing shoulders until it infiltrates into the ground or drains onto adjacent property. The at-grade sidewalks within the project are in poor condition and do not meet current ADA standards.

Proposed Improvements

The project widens the roadway to provide two paved lanes and parking lanes through the downtown core. Curbs and gutters will be added to direct storm water into an enclosed drainage system and new sidewalks will link downtown with the elementary school. Other project elements include landscaping and illumination.

Funding Summary

	Original	Increase	New Total
TIB Funding	\$650,000	\$282,572	\$932,572
Lead Agency Funding	162,601	50,000	212,601
Public Funding	245,641	-245,641	0
Private Funding	0	0	0
Totals	\$1,058,242	\$86,931	\$1,145,173

Discussion

This project has been bid and is ready to award; however, there is a funding shortfall of \$332,575. The city only has the ability to increase their share by \$50,000.

This shortfall is primarily the result of the inability of the city to secure funds through the Pedestrian Safety near Schools Program. They felt confident they would receive this grant for the follow reasons:

- The project had been reviewed by the Region Local Program Engineer.
- The city received assistance from Highways and Local Programs in developing the application.
- The city also had past experience receiving the Pedestrian Safety near Schools grants, providing access to the school complex and this grant completed the final gap.

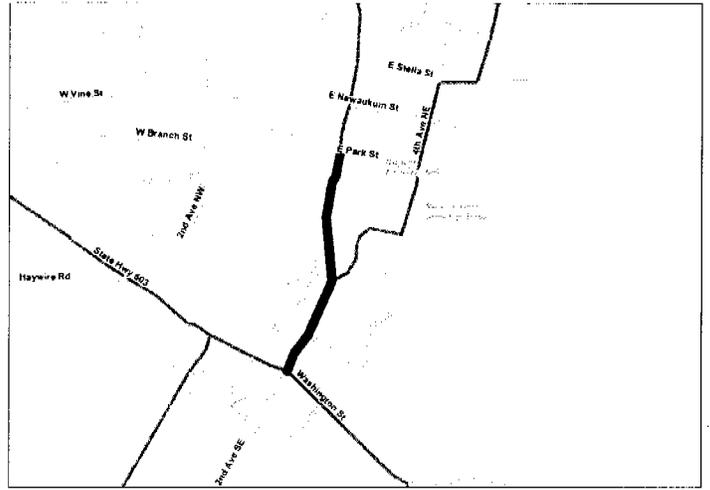
In addition, increases in labor and materials costs resulted in higher than anticipated construction cost.

The city has explored the following options to reduce the shortfall:

- Eliminate landscaping and street illumination items from the project. This would reduce the cost by \$100,000, but would compromise safety and aesthetic elements of the project.
- Shorten the project to remain within existing funds. If the project is shortened, it does not meet the critical project goal of linking the elementary school to downtown.
- Readvertise in Spring 2009. The city received 10 bids ranging from \$1,012,173 to \$1,374,910. With the uncertainty of future commodity prices, it is unlikely that better prices would be available next year.

The city has explored and exhausted potential funding from Lewis County and federal sources.

The city council has directed their staff to approach TIB to cover the shortfall. If the shortfall cannot be covered, the project will be withdrawn.

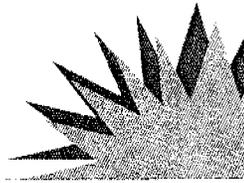


Recommendation

Staff recommends approval of a \$282,572 increase, bringing the total TIB cost to \$932,572 in SCAP funds.

Mayor Nicholas W. Bozarth

Robin Saline, Clerk Treasurer



City of
Napavine

City of
Napavine
407 Birch Ave nw
P O Box 810
Napavine, WA 98565
Telephone (360) 262-9344

AUG 29 2008

Dear Steve Gorcester
Transportation Improvement Board
Executive Director

The City of Napavine is requesting an increase of \$282,572 TIB funds for the Second Avenue project.

The reason for the increase is inability to secure grant funding that the City applied for through pedestrian safety near schools program. The City then proceeded to bid with in hopes good bids would be received. Unfortunately, at this time, asphalt and concrete pricing were increasing dramatically. The city received 10 qualified bidders with bids between \$1,012,173 and \$1,374,910.

The City considered eliminating elements of the project like street lighting and landscaping, to eliminate the shortfall but their were still insufficient funds to fund the shortfall. Then the City looked at reducing the project length to decrease the shortfall. Unfortunately, this left a large gap in front of the school and did not complete the connection from the downtown to the school, which was a major goal of this project.

The City also looked at rebidding the project next year but it is very unlikely that a lower cost bid would occur due to the large number of bidders and the uncertainty of next years labor and materials costs.

The City has had this project on its six-year street plan and in its capital facilities plan for many years and would really like this project to succeed.

The City Council has held the award of this project to ask for TIB's assistance in funding this shortfall.

Thank You for your assistance in this matter
Steve Ashley
Public Works/Community Development Director
City of Napavine

Whatcom County

Yew St Rd - Samish Way to Kingsmill St

Requested Increase

\$0

Scope Change Staff Review
 FY 2004 Urban Arterial Program (UAP)
 TIB Project 8-2-037(007)-1

Board Meeting Date: September 26, 2008
 Bid Authorization Target Date: May 2010

Project Information

Existing Conditions

Yew Street Road is a narrow, winding two-lane deteriorated roadway with open drainage ditches and no shoulders.

Original Scope

The original project planned to reconstruct and realign 1.0 mile of Yew Street between Kingsmill Road and Samish Way with two 12-foot lanes, 5-foot shoulders, curb, gutter, sidewalks on both sides, and drainage improvements.

Funding Summary

	Original	Increase	New Total
TIB Funding	\$1,721,000	\$0	\$1,721,000
Lead Agency Funding	439,000	0	439,000
Public Funding	0	1,864,000	1,864,000
Private Funding	0	0	0
Totals	\$2,160,000	\$1,864,000	\$4,024,000

Discussion

Whatcom County is requesting a scope change to reconstruct 0.28 miles of Yew Street Road to include 12-foot lanes, 5-foot shoulders, and a sidewalk only along the west side of the road from Kingsmill Street to Tacoma Avenue.

This project is a stage 2-delayed project. The critical path for the TIB portion of the project is the acquisition of right of way, which would delay construction of the project until May 2010.

Upon review of the original selection criteria, the score of the project would increase because of additional local funds. The change in scoring is shown below.

PROJECT RATING	Original Scope Rating	49	Revised Scope Rating	52
	Revised Scope Rating within Priority Array Funding Level			Yes

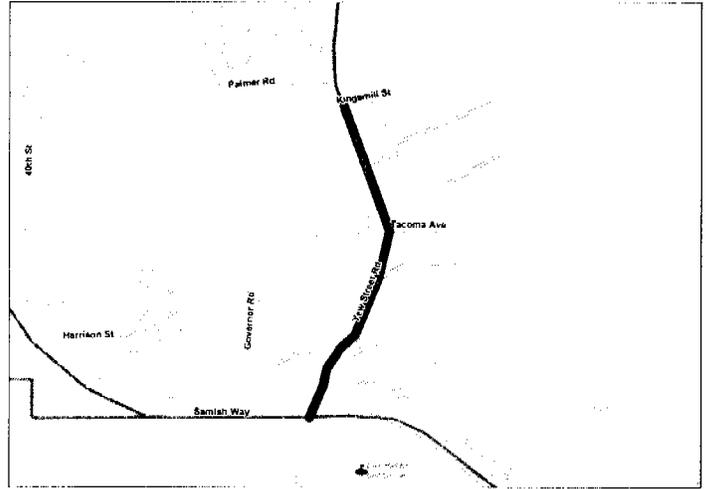
The reasons for this scope change request are:

- The county cannot afford to construct the originally scoped project, but the scope change would eliminate reconstruction cost and the need to acquire right of way on the southern 70% of the project.
- The cost of the project has dramatically risen from \$2,160,000 at application in August 2002 to \$14,100,000 for the follow reasons:
 - Significant increases in design and right of way costs
 - Additional storm drainage costs to meet new standards
 - Inflation in costs of labor and materials
 - Addition of retaining walls to minimize right of way acquisition
 - Significant rock excavation and blasting required to realign the road
- The Department of Fish and Wildlife would require the upgrade of three culverts located south of Tacoma Avenue to meet current fish passage standards. This would potentially add \$2,000,000 in additional costs and the need for flood mitigation to private property and structures.
- Bellingham School District opened a new elementary school in September 2008 whose main access is off Yew Street Road at Kingsmill Street. The school district has raised concerns about the safety of Yew Street Road along their frontage and the county is committed to making safety and pedestrian improvements along the

school frontage.

- The new limits makes improvements along the school frontage and serve the fire station and residential neighborhood with access at Tacoma Avenue.

The Bellingham school district supports this request.



Recommendation

Staff recommends approval of a scope change that shortens the project limits from Kingsmill Street to Tacoma Avenue, with the county constructing the sidewalk along both sides of Yew Street Road from Kingsmill Street to Tacoma Avenue.

**WHATCOM COUNTY
PUBLIC WORKS DEPARTMENT**

Frank M. Abart
Director



JOSEPH P. RUTAN, P.E.
Assistant Director/County Road Engineer
2011 Young St., Suite 201
Bellingham, WA 98225-4052
Phone: (360) 715-7450
Fax: (360) 715-7451
www.whatcomcounty.us

August 15, 2008

Stevan E. Gorcester
TIB – Executive Director
P.O. Box 40901
Olympia, WA 98504

AUG 21 2008

**Re: TIB Project Number 8-2-037(007)-1;
Yew St Rd (Samish Way to Kingsmill), CRP #998001;
Project Status & Proposed Scope Change**

Dear Mr. Gorcester:

Whatcom County received a letter from the Transportation Improvement Board (TIB) on July 1, 2008, requesting we address several issues regarding the status of the Yew St Rd Phase II Project by August 29, 2008. Please accept this letter as our response to your request.

Whatcom County has made considerable progress in moving towards the design and construction of the Yew St Rd Phase II project. Working with our design consultant, we are scheduled to reach the 60% design at the end of September 2008. In our previous letter to TIB dated August 21, 2007, we indicated that there were staff vacancies that had hampered project progress; however, an engineering vacancy was filled last year which has allowed us to move forward in a more expeditious manner.

In 2004, we secured \$1,721,000 in TIB funds with an estimated construction contract cost of \$1,960,000 as depicted on the TIB website. Due to significant increases in construction costs over the past several years, the total construction cost has increased to approximately \$10,500,000 with a total project cost of about \$12,500,000. Also, further increases to this cost may occur due to impacts from the upsizing of three (3) culverts to become fish passable culverts crossing under Yew St Rd. The proposed upsizing required by the Department of Fish and Wildlife will likely result in flooding potential at the outfall located within a nearby mobile home park and the project cost will increase significantly to address this issue. Because of the construction costs increases and additional potential impact due to the culvert upsizing, we are unable to construct the original project scope as proposed due to financial constraints.

In order to stay within our budget, we propose that a reduced scope of work be considered for Yew St Road Phase II. Using the TIB funds, we recommend installing the originally proposed 12-ft lanes and 5-ft shoulder widths but with a 5.5-ft sidewalk only on one side from Kingsmill Rd to Tacoma Ave (approximately 1500-ft, see attached map). A large elementary school has just been built 500-ft south of Kingsmill Road and opens this coming fall of 2008. Our concern, shared by Bellingham Public Schools, is that road safety improvements are greatly needed along the school frontage to accommodate the expected school children foot traffic. Based on our attached cost estimate for this reduced scope, we believe the roadway can be constructed with the secured TIB funds, portions of the STP(R) funds, and County local road funds.

The majority of the STP(R) funds (\$1,836,000) will be used for a structural overlay and shoulder enhancements without sidewalks from Tacoma Ave to Samish Way (approximately 3800-ft). The City of Bellingham will also be installing sanitary sewer and a waterline during construction from Kingsmill Rd to Samish Way.

The current financial plan to fully fund the project is as follows:

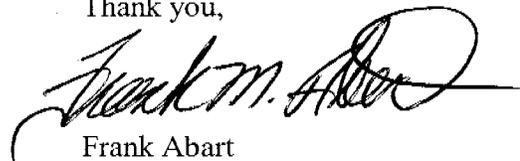
Funding Source	Design	Phase of Project		
		ROW	Construction	Total
TIB (AIP)	\$85k	---	\$1,636k	\$1,721k
Federal (STPR)	\$85k	\$235k	\$1,544k	\$1,864k
Local	\$15k	\$15k	----	\$30k
Total	\$185k	\$250k	\$3,180k	\$3,615k

Note: All dollar amounts in thousands of dollars

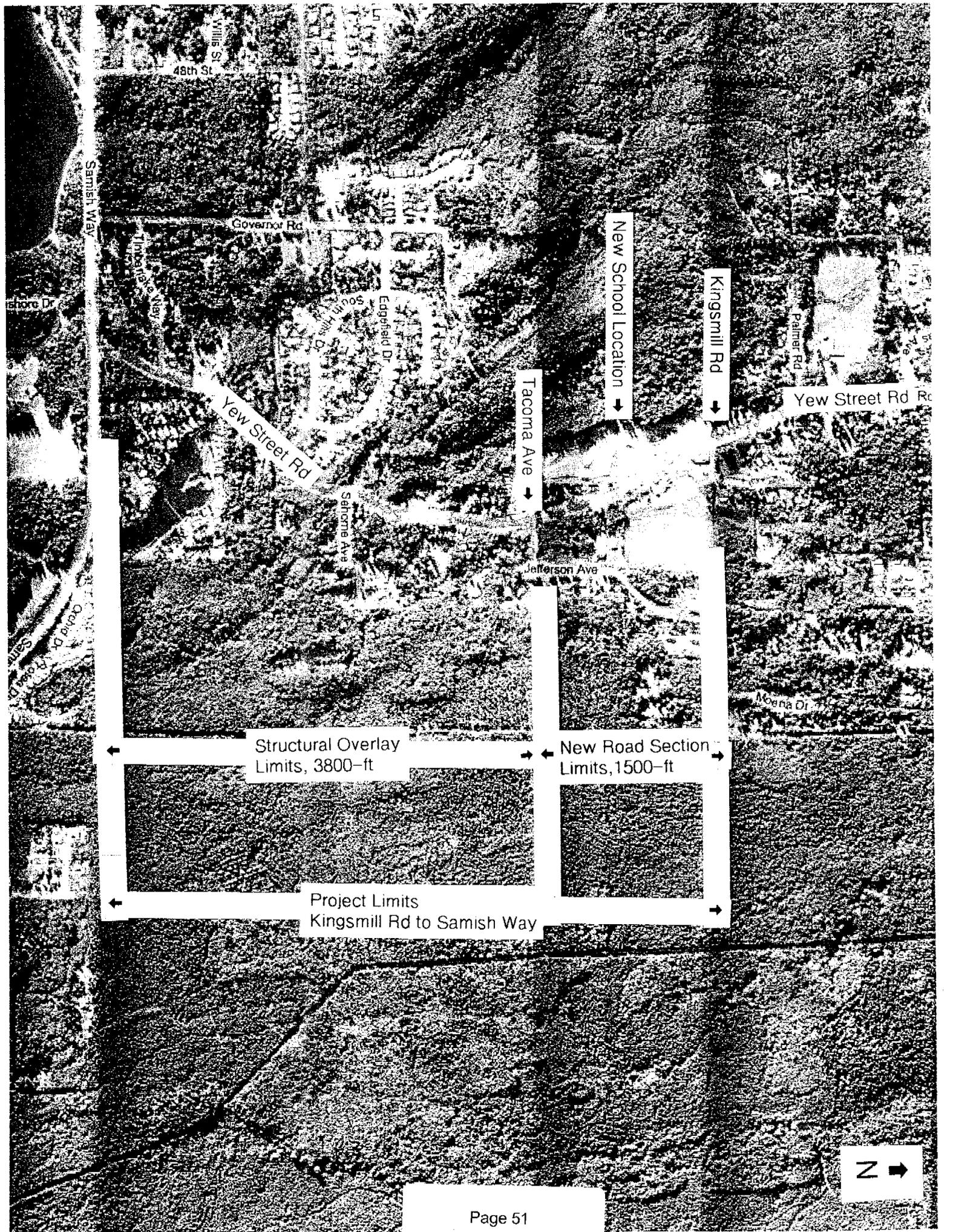
With this reduced scope, we will secure needed R/W and produce modified design drawings with an anticipated construction date of spring of 2010 and project completion by the fall of 2010 for the section from Kingsmill Rd to Tacoma Ave. Due to a recently enacted County ordinance for protection of critical watersheds, the work window for the Lake Padden Watershed has been established as May 1 – September 1. This 4-month work window will require that the structural overlay and shoulder enhancement portion (Tacoma Ave to Samish Way) of the project be constructed during the following work window in the spring of 2011 and completed by the fall of 2011.

Please let us know if you require additional information and your response to our proposal. We look forward to providing an improved and safer roadway for our community.

Thank you,



Frank Abart
Public Works Director



48th St

Willie St

Governor Rd

New School Location

Kingsmill Rd

Palmer Rd

Yew Street Rd

Tacoma Ave

Yew Street Rd

Salome Ave

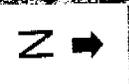
Jefferson Ave

Moana Dr

Structural Overlay
Limits, 3800-ft

New Road Section
Limits, 1500-ft

Project Limits
Kingsmill Rd to Samish Way



Douglas County

North Baker Ave - 15th St NE to 27th St NE

Requested Increase
\$0

Scope Change Staff Review
FY 2002 Urban Arterial Program (UAP)
TIB Project 8-3-009(005)-1

Board Meeting Date: September 26, 2008
Bid Authorization Target Date: Feb 2009

Project Information

Existing Conditions

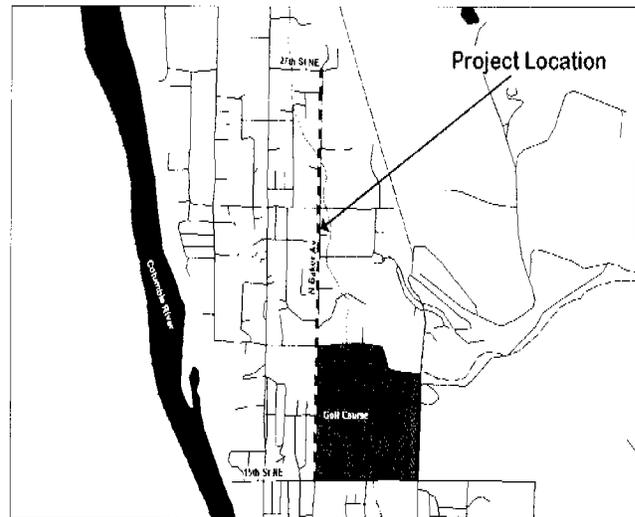
The existing roadway has a deteriorated BST surface, substandard lane widths and narrow one to two-foot shoulders, with no accommodations for bicycles or pedestrians. Stormwater currently drains across the roadway onto the existing gravel shoulder and infiltrates into the ground.

Proposed Improvements

This project widens the roadway to provide two travel lanes with left turn pockets and larger turning radii at intersections. Sidewalk and bike lanes on both sides of street provide separated facilities for non-motorized modes. Relocating power poles behind sidewalks resolves clear zone issues. Drainage improvements will eliminate standing water and icing conditions currently experienced in the corridor.

Funding Summary

	Original	Increase	New Total
TIB Funding	\$1,278,799	\$0	\$1,278,799
Lead Agency Funding	399,905	0	399,905
Public Funding	1,246,296	0	1,246,296
Private Funding	0	0	0
Totals	\$2,925,000	\$0	\$2,925,000



Discussion

Douglas County is seeking a scope change with no change in TIB funds. Their proposal changes the southern project terminus from 15th Street NE to 23rd Street NE and leaving northern terminus at 27th Street NE. This leaves a 1-mile gap in the improved section between 15th Street NE and 23rd Street NE. The original project was 1.5 miles long. The revised section length is approximately 0.5 miles.

The county has also requested a shift of \$100,000 in TIB Funds from construction phase to the design phase to complete right of way acquisition for the section between 23rd Street NE and 27th Street NE.

The county has submitted an application for North Baker Road between 20th Street NE and 23rd with a request of \$1.3 million in TIB funds. The remaining segment between 15th Street NE and 20th Street NE is unfunded although the county intends to submit a future application.

This project is a stage 3-delayed project. If the scope change is approved the county would have the project under construction by spring 2009.

Project History

- › The Board selected the project in January 2001.
- › Design phase approval was delayed until June 2005 because of a funding shortfall.
- › The project entered into delay status July 2005. It moved into Stage 2 Delay Status July 2007 because the project did not meet its bid award target in 2007.

TIB staff met with Douglas County several times over last couple of years to develop a plan for the project to progress. After the latest meeting, Douglas County determined that changing the limits to the southern portion of the project would allow the county to complete design and right of way acquisition for the original project limits and construct the section between 15th Street NE and 23rd Street NE with current TIB funding.

The county was ready to proceed with this scope change request at the March 2008 board meeting when they encountered more challenges and issues.

- › Douglas County learned that Washington Department of Fish and Wildlife would require culvert at Sand Canyon north of 19th Street NE to be upgraded to current fish passage standards. Costs for these improvements are substantial and were not anticipated at project selection.
- › Wenatchee Golf & Country Club is adjacent to North Baker Avenue on the east side of the road between 15th Street NE and 19th Street NE. To construct the designed section, the county needs to acquire a strip right of way from the golf course. Right of way negotiations with the country club have been difficult if they are unable to reach an agreement, condemnation action may result.
- › Costs for labor materials continue to increase. The current estimate for the original project is in excess of \$6.2 million.

A developer is currently constructing retaining walls and roadway improvements on the North Baker Avenue alignment north of 27th Street NE north to access Aspen Hills #1 subdivision. Development of Aspen Hills #2 subdivision includes extending North Baker Avenue to Eastmont Avenue. Construction of the Aspen Hills #2 street improvements is scheduled for 2009.

Eastmont Avenue Extension is a fully-funded \$53.9 million WSDOT project that constructs an extension of Eastmont Avenue from Badger Mountain Road to the SR 28/US 2/SR 97 intersection at the east end of the Odabashian Bridge. The extension is under design with construction scheduled to begin in 2010.

The Eastmont Extension and the new subdivisions on North Baker Avenue will significantly affect traffic volume on Baker Avenue. The East Wenatchee area is experiencing high growth rates resulting in more trips through the North Baker Avenue corridor.

Recommendation

Staff recommends approval of the scope change in spite of concerns that the remaining gap in corridor improvements will not be constructed anytime soon. We recommend approval because greater problems will be caused if the new road extension being constructed by developers connects to the existing road without improvements.

Staff recommends denial of the requested \$100,000 fund shift from construction to design. TIB funds spent on design are not usually recovered when projects don't reach construction, and the many problems experienced in project development points to a higher level of risk than the board should approve.

Staff recommends a board hearing (Stage 3 Delayed Project) to determine whether to continue holding the construction funding if the project is not under contract by the June 2009 Board Meeting.



DOUGLAS COUNTY
TRANSPORTATION & LAND SERVICES
140 19TH STREET NW, SUITE A • EAST WENATCHEE, WA 98802
PHONE: 509/884-7173 • FAX: 509/888-0406
www.douglascountywa.net

September 11, 2008

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

RE: Project Number 8-3-009(005)-1
North Baker Avenue Scope Change

Dear Greg,

I am requesting a scope change for construction of North Baker Avenue. The revised limits would begin construction at 23rd St NE and end at 27th St NE. North Baker Avenue from 23rd St NE to 27th St NE is 1/3rd of the total length of the original project, however, this is all that can be constructed with existing TIB, STP and match funds. Development money is currently building the continuation of North Baker from 27th St NE to the Eastmont Extension.

Costs to complete right-of-way will (R/W) require a shift of funds from the construction phase to R/W. The amount of R/W funding requested in this scope change is \$100,000.

Design for this section of North Baker Avenue is nearly complete and R/W is in the negotiation stage and amendment of the environmental permitting is in the process. The North Baker Avenue project is scheduled for construction 2009.

If you need additional information or have any questions please feel free to call me at (509) 884-7173.

Sincerely,

Douglas Bramlette, PE, PLS
County Engineer



Benton County RJT Request
Final Finding
September 26, 2008

BACKGROUND

On September 19, 2007, Benton County submitted an official request to TIB to transfer 10.9 miles of CR 397, between I-82 and SR 397, to the Washington State Department of Transportation. They also submitted an agency evaluation of whether the route met the transfer criteria as detailed in WAC 479-210 and RCW 47.17.001.

TIB staff prepared an analysis of the request. On April 16, 2008, the analysis and a notification letter requesting comments were sent to interested parties and posted on the TIB website. In addition, a legal ad for public comment was published in the *Tri-City Herald*. No comments opposing this transfer have been received. Based on the lack of opposition to this request, a public hearing was not necessary.

STATUS

On June 6, 2008, the Board released the preliminary finding for public comment. On June 25, 2008, this finding and a notification letter requesting comments were sent to interested parties and posted on the TIB website. In addition, a legal ad for public comment was published in the *Tri-City Herald*. No comments were received at the end of the 30-day comment period.

Legislation enacting the transfer has been drafted for consideration during the 2009 legislative session (see pages 61-62).

RECOMMENDATION

Staff recommend that the Board adopt the final finding as presented and forward this recommendation and legislation to the Joint Transportation Committee.



Final Finding
Benton County CR 397 Route Jurisdiction Transfer Request
September 2008

I. PURPOSE

To determine if the designation of CR 397, between SR 397 near Finley and I-82, as a state route is appropriate in accordance with the state highway designation criteria in WAC 479-210-200, WAC 4790210-250, and RCW 47.17.001.

II. BACKGROUND

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

The Board adopted WAC Rules for the administration of the Route Jurisdiction Transfer (RJT) process. WAC Rules 479-210-200 and 479-210-250 describe minimum criteria that must be met to be eligible for state route designation.

On September 19, 2007, Benton County submitted an official request to TIB to transfer 10.9 miles of CR 397, between I-82 and SR 397 near Finley, to the Washington State Department of Transportation.

TIB staff prepared an analysis of the request. On April 16, 2008, the analysis and a notification letter requesting comment were sent to interested parties and posted on the TIB website. In addition, a legal ad for public comment was published in the *Tri-City Herald*. At the end of the 30-day comment period, TIB received letters from the city of Kennewick and the Benton-Franklin Council of Governments supporting the transfer. WSDOT also responded and agreed with the recommendation to transfer the route to the state with the caveat that all official documentation for this roadway is provided to WSDOT's south central region. Since no comments opposing this transfer were received, a public meeting was not scheduled.

The board reviewed the analysis on June 6 and agreed that if there were no substantive changes, the analysis may act as the preliminary finding.

On June 25, 2008, the preliminary finding and a notification letter requesting comment were sent to interested parties and posted on the TIB website. In addition, a legal ad for public comment was published in the *Tri-City Herald*. No comments were received at the end of the 30-day comment period.

III. RECOMMENDATION

The Transportation Improvement Board finds that the request by Benton County to transfer jurisdiction of CR 397 between SR 397 near Finley and I-82 to the Washington State Department of Transportation does meet the criteria set forth in WAC 479-210-200, WAC 479-210-250, and RCW 47.17.001, and that this route be transferred to the Washington State Department of Transportation.

IV. WAC ANALYSIS OF TRANSFER REQUEST

WAC 479-210-200

An urban highway route that meets any of the following criteria should be designated as part of the state highway system:

WAC 479-210-200(1)

Is designated as part of the interstate system;

BOARD DETERMINATION: The route does not meet the requirement of this section of the WAC.

WAC 479-210-200(2)

Is designated as part of the system of numbered United States routes;

BOARD DETERMINATION: The route does not meet the requirement of this section of the WAC.

WAC 479-210-200(3)

Is an urban extension of a rural state highway into or through an urban area and is necessary to form an integrated system of state highways;

BOARD DETERMINATION: The route does not meet the requirement of this section of the WAC.

WAC 479-210-200(4)

Is a principal arterial that is a connecting link between two state highways and serves regionally oriented through traffic in urbanized areas with a population of fifty thousand or greater, or is a spur that serves regionally oriented traffic in urbanized areas.

BOARD DETERMINATION: CR 397 is a new road connecting SR 397 to I-82. The route serves regional truck traffic to a major industrial center and the Port of Kennewick. The Tri-Cities is an urbanized area with a population of 157,800. **The route meets the requirement of this section of the WAC.**

WAC 479-210-250

These guidelines are intended to be used as a basis for interpreting and applying the criteria to specific routes:

WAC 479-210-250(1)

For any route wholly within one or more contiguous jurisdictions which would be proposed for transfer to the state highway system under these criteria, if local officials prefer, responsibility will remain at the local level.

BOARD DETERMINATION: The route does not meet the requirement of this section of the WAC.

WAC 479-210-250(2)

State highway routes maintain continuity by being composed of routes that join other state routes at both ends or to arterial routes in the states of Oregon and Idaho and the province of British Columbia.

BOARD DETERMINATION: CR 397 adds to system continuity by connecting I-82 to SR 397. I-82 is a north/south interstate freeway making a connection between I-90 in Washington and I-

84 in Oregon. In addition, SR 397 is a north/south state route connecting I-182 to the Finley Industrial area. **The route meets the requirement of this section of the WAC.**

WAC 479-210-250(3)

Public facilities may be considered to be served if they are within approximately two miles of a state highway.

BOARD DETERMINATION: The route does not meet the requirement of this section of the WAC.

WAC 479-210-250(4)

Exceptions may be made to include:

WAC 479-210-250(4)(a)

Rural spurs as state highways if they meet the criteria relative to serving population centers of 1,000 or greater population or activity centers with population equivalencies or an aggregated population of 1,000 or greater;

BOARD DETERMINATION: The route does not meet the requirement of this section of the WAC.

WAC 479-210-250(4)(b)

Urban spurs as state highways that provide needed access to Washington state ferry terminals, state parks, major seaports, and trunk airports; and

BOARD DETERMINATION: The route does not meet the requirement of this section of the WAC.

WAC 479-210-250(4)(c)

Urban connecting links as state highways that function as needed bypass routing of regionally oriented through traffic and benefit truck routing, capacity alternative, business congestion, and geometric deficiencies.

BOARD DETERMINATION: CR 397 connects I-82 at the west end to the southern terminus of SR 397 at the east end, which ends at the Finley Industrial area. This route will reduce west-east bound truck traffic on SR 240, SR 397 and the city of Kennewick streets. **The route meets the requirement of this section of the WAC.**

WAC 479-210-250(5)

In urban and urbanized area:

WAC 479-210-250(5)(a)

Unless they are significant regional traffic generators, public facilities such as state hospitals, state correction centers, state universities, ferry terminals, and military bases do not constitute a criteria for establishment a state highway; and

BOARD DETERMINATION: The route does not meet the requirement of this section of the WAC.

WAC 479-210-250(5)(b)

There may be no more than one parallel non-access controlled facility in the same corridor as a freeway or limited access facility as designated by the metropolitan planning organization.

BOARD DETERMINATION: There are no other parallel non-access or limited access facilities within the same corridor. **The route meets the requirement of this section of the WAC.**

WAC 479-210-250(6)

When there is a choice of two or more routes between population centers, the state route designation shall normally be based on the following considerations:

WAC 479-210-250(6)(a)

The ability to handle higher traffic volumes;

BOARD DETERMINATION: CR 397 has been designed and constructed to accommodate the estimated 20-year design traffic volumes of 2,556 vehicles per day, with an estimated truck volume of 19%. The typical roadway section is two 12-foot travel lanes with a five foot paved shoulder on each side of the roadway. **The route meets the requirement of this section of the WAC.**

WAC 479-210-250(6)(b)

The higher ability to accommodate further development or expansion along the existing alignment;

BOARD DETERMINATION: CR 397 forms the southern boundary of the Benton County unincorporated urbanized area with the city of Kennewick being the northern boundary, I-82 as the western boundary, and the Columbia River is the eastern boundary. The area described above is undeveloped and is within the Federal Urban Growth Boundary for Benton County. **The route meets the requirement of this section of the WAC.**

WAC 479-210-250(6)(c)

The most direct route and the lowest travel time;

BOARD DETERMINATION: The distance from I-82 MP 114.4 to the southern terminus of SR 397 is approximately 10.9 miles with no major intersections or traffic signals. The distance on the existing roadways are approximately 16.7 miles with about 16 major intersections and/or traffic signals. The reduced number of miles and intersections will make CR 397 the shortest and lowest travel time route between these two points. **The route meets the requirement of this section of the WAC.**

WAC 479-210-250(6)(d)

The route that serves traffic with the most interstate, statewide, and interregional significance;

BOARD DETERMINATION: SR 397 is classified as a T-2 truck route (4 million to 10 million tons per year) and terminates in the Finley Industrial area. The Finley Industrial area is also served by Union Pacific and Burlington Northern Santa Fe Railroads. CR 397 connects to I-82 at the west end and SR 397 at the east end. Freight traveling to I-82 can travel north to I-90 and then to Seattle or Spokane, or travel south to Oregon I-84 and then to Portland or Idaho. SR 397 is connected to I-182/US 12 and SR 395. I-182 connects to I-82 and US 12 connects to points east and west of SR 397. SR 395 extends northward to I-90 near Spokane. **The route meets the requirement of this section of the WAC.**

WAC 479-210-250(6)(e)

The route that provides the optimal spacing between other state routes; and

BOARD DETERMINATION: I-182/US 12 is the northern most west to east route with SR 240 being the next west to east route and CR 397 being the southern most west to east route connecting to I-82 and SR 395, both north to south routes. **The route meets the requirement of this section of the WAC.**

WAC 479-210-250(6)(f)

The route that best serves the comprehensive plan for community development in those areas where such a plan has been developed and adopted.

BOARD DETERMINATION: CR 397 is classified as a Minor Arterial under the Federal Function Classification system and "heavy industrial" in the Benton County Comprehensive Land Use Plan. The Tri-Cities Regional Transportation Plan (2002 to 2025) indicates the area between I-82 to the west, city of Kennewick to the north, Columbia River to the east, and CR 397 to the south is within the Metropolitan Planning Area (MPA) for Benton County. It indicates the Finley Industrial Area is an area of "high industrial/manufacturing employment." The report forecasts an increase in population of 43% in 20 years and an increase in employment of 30% in 20 years in the MPA. **The route meets the requirement of this section of the WAC.**

Councilmember Jeanne Burbidge, Transportation Improvement Board Chair

Date

BILL REQUEST - CODE REVISER'S OFFICE

BILL REQ. #: Z-0021.2/09 2nd draft

ATTY/TYPIST: BP:seg

BRIEF DESCRIPTION: Extending state route number 397 to Interstate 82.

1 AN ACT Relating to state route number 397; and amending RCW
2 47.17.577.

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

4 **Sec. 1.** RCW 47.17.577 and 1993 c 430 s 5 are each amended to read
5 as follows:

6 A state highway to be known as state route number 397 is
7 established as follows:

8 Beginning at ((~~Piert Road in the vicinity southeast of Finely~~))
9 state route number 82 at exit 114, thence easterly, northwesterly, and
10 northerly across the Columbia River, thence easterly and northerly to
11 a junction with state route number 395 in Pasco.

--- END ---



**November 2008 Call for Projects
Applications and Call Size Update**
September 25, 2008

BACKGROUND

The Transportation Improvement Board's financial guidelines were developed to ensure that TIB offers a sustainable level call for projects for the major funding programs. The call for projects was announced after the June Board Meeting. August 31, 2008 was the postmark due date for applications.

STATUS

With the revenue forecast continuing to decrease, the call size reflects the conservative nature of the economic outlook. This year, we also received a smaller number of applications.

Program	Call Size (\$ millions)	No. Applications Received	Total Requests (\$ millions)
Urban Corridor	\$ 25.0	13	\$39,277,637
Urban Arterial	\$ 25.0	38	\$70,377,282
Combined UAP/UCP		60	\$174,023,306
Small City Arterial	\$ 10.0	74	\$40,833,656
Sidewalk	\$ 3.0	27 (urban) 35 (small city)	\$16,354,568
TOTAL	\$ 63.0	247	\$340,866,449

Staff are currently reviewing and desk rating the applications with the field reviews scheduled during the end of September through early October.

Additionally, staff are working on a list of possible SCPP projects for the summer 2009 construction season. Any funding for these projects will be from the CHAP residual amount verified at the end of the current biennium (June 30, 2008). This amount is tentatively calculated at \$1.5 million.

RECOMMENDATION

Staff recommend approving the call size as presented at the June Board meeting.



TIB 2009 Proposed Meeting Schedule

September 26, 2008

DATE	CITY
January 22-23	Olympia
March 26-27	Bellingham
June 25-26 <i>(In conjunction with AWC conf.)</i>	Spokane
September 24-25	Yakima
November 19-20*	Bremerton

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