



Transportation Improvement Board
November 19-20, 2009 – Bremerton, Washington 98337
Meeting Location: Kitsap Conference Center
100 Washington Avenue
(360) 377-3785
Lodging Location: Hampton Inn
150 Washington Avenue
(369) 405-0200

November 19, 2009
WORK SESSION AGENDA

WORK SESSION	Page
<i>Local Presentations</i>	
2:00 pm A. Bremerton Economic Development Walking Tour (Virtual tour if inclement weather)	Gary Sexton
3:00 pm B. PSRC and Transportation 2040 Update	Charlie Howard
3:30 pm C. Winslow Way Sustainable Design Overview Bainbridge Island, Chris Wierzbicki SvR Design, Brice Maryman and Nathan Polanski	
<i>Project & Program Issues</i>	
4:00 pm D. Small City Match History	Steve Gorcester 32
4:30 pm E. Contingency Restoration	Steve Gorcester 39
5:30 pm F. Thurston County Yelm Hwy: Contingency Restoration	Greg Armstrong 41

Dinner on your own



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November 20, 2009 – 9:00 am
BOARD AGENDA

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	6. Election ballot may seal the fate of Winslow Way – <i>Kitsap Sun</i>	17
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5.	FUTURE MEETINGS	
	January 21-22, 2010 – SeaTac (Hilton Hotel)	
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	September 23-24 – Walla Walla (Walla Walla Airport)	
	November 18-19 – Everett (Downtown Holiday Inn)	
6.	ADJOURNMENT	

Transportation Improvement Board
September 25, 2009
Red Lion Hotel
Yakima, Washington

MINUTES

TIB BOARD MEMBERS PRESENT

Commissioner Greg Partch, Chair
Mayor James Irish, Vice Chair
Mr. Todd Coleman
Councilmember Jeanne Burbidge
Councilmember Sam Crawford
Ms. Kathleen Davis
Councilmember Bill Gothmann
Ms. Doreen Marchione

Mr. Dick McKinley
Mr. Dave Nelson
Ms. Heidi Stamm
Mr. Harold Taniguchi
Mr. John Vodopich
Mr. Jay Weber
Mr. Ralph Wessels
Commissioner Mike Wilson

TIB STAFF

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

TIB BOARD MEMBERS NOT PRESENT

Mr. Mark Freiberger
Secretary Paula Hammond
Mr. Steve Thomsen

CALL TO ORDER

Chair Partch called the meeting to order at 9:06 am. He welcomed and introduced the new Board member, Spokane Valley Councilmember Bill Gothmann, who provided a brief background of himself.

Chair Partch shared with the Board the plaque that was to be presented to former Board member Mr. Neil McClure who resigned from the Yakima City Council earlier in the year. Mr. McClure was unable to attend this meeting.

GENERAL MATTERS

A. Approval of June 26, 2009 Minutes

Mr. Wessels pointed out that at the top of page 3, the "Amendment to the Amended Motion" needed to be corrected to a "New Motion" with Mr. Wessels making the motion and the second coming from Ms. Stamm. In addition, that motion needed to reflect that one member was opposed.

Mr. Weber noted that his name needed to be added to those members who were not present at the June 26 meeting.

MOTION: It was moved by Mayor Irish with a second from Mr. Weber to approve the minutes of the June 26, 2009 Board meeting with the corrections noted above. Motion carried unanimously.

B. Communications – Steve Gorcester referred the Board to the articles and letters in the board packet. He specifically noted the articles in *The Boomerang* announcing that Commissioner Partch had been elected Chair of the TIB and in the *Battle Ground Reflector* announcing that Mayor Irish had been elected Vice Chair. He also mentioned the letter from Governor Gregoire congratulating the TIB for winning the Achievement Level Award from the Washington State Quality Award.

Chair Partch pointed out the article in *Federal Computer Week*, "5 Pitfalls to Avoid with Performance Management Dashboards," which featured the TIB's performance management dashboard.

NON-ACTION ITEMS

A. Chair's Report – Chair Partch reported that he attended a ribbon cutting in Farmington on behalf of TIB. The Town of Farmington asked Chair Partch to convey their thanks to the Board for this improvement to Third Street. The Chair also attended the Zillah West First Street ribbon cutting, along with TIB staff, that was held on September 24.

B. Executive Director's Report – Steve Gorcester reported on the following:

Recent TIB Project Events (all are ribbon cuttings unless otherwise specified)

- City of Renton – Duvall Avenue
- City of Granite Falls – Jordan/Engbretson Roundabout groundbreaking
- Kitsap County – Bremerton Tunnel
- City of Union Gap – Valley Mall Boulevard
- City of Newcastle – Coal Creek Parkway
- City of Duvall – Main Street
- City of Kenmore – Bothell Way (SR-522)
- Town of Twisp – Glover Street
- City of Okanogan – 3rd Avenue/Oak Street
- City of Omak – Ross Canyon Road
- City of Chehalis – Chamber of Commerce Way
- City of Bellingham – Sunset Drive (Phase 2)
- City of Anacortes – Highway 20/Commercial Avenue Roundabout
- Town of Farmington – Third Street
- City of Zillah – First Street

C. Financial Report

Theresa Anderson reported that the current project inventory has a remaining commitment of \$242 million. The fund balance for the TIA is low at \$1.7 million, while the UATA and SCPF fund balances are on target at \$6.7 million and \$973,000, respectively. It was noted that account balance performance measures have improved greatly from last year at this time.

The demand for payment in the TIA is now tapering off, which helps with the recovery and stabilization of that account. During the late spring and early summer, several large payments were made taking the account above the \$5 million target. It is now on target, with current demand slightly above \$1 million. The UATA demand was above the \$5 million target in June and July, but is now back down to about \$2 million. Payments to customers from both accounts have been made within the 20-25 day target.

The revenue forecast continues to decline. However, the projected forecast for the remainder of the biennium shows only a loss of about \$300,000.

There is about \$14 million remaining in bonding authority for FY 2010. The decision to sell bonds does not need to be made until June 2010. Most of the UATA bond debt will be retired within the next two biennia.

D. Project Activity Report

Greg Armstrong reported that there were 80 project actions between June and August. The majority of these actions were for bid award (36 projects) and closeout (32 projects). There was a small increase for the Town of Latah (\$64,074). A good bidding climate helped eight projects come in under budget saving TIB \$2.2 million.

During this reporting period, there was a total decrease in TIB obligations of \$2,525,580.

ACTION ITEMS

- A. Project Inventory Reduction** – This year the Board has taken action to reduce the number of projects TIB carries in its inventory. The inventory is too large for the amount of projected revenue TIB is expecting to receive due to the economic downturn. Since the March and June meetings, eight projects have been withdrawn, reducing TIB committed funds by \$13.3 million. An additional eight projects have been added to a contingency list, reducing committed TIB funds by \$19.5 million. If available, these funds will be restored to each project if the projects can move to construction within a set timeframe.

There are currently two projects that staff is recommending be added to the contingency list if these projects have not moved forward by the next Board meeting in November. The projects are Milton Way in Milton and North Oak Harbor Street in Oak Harbor. The city of Milton is in condemnation, but is expecting to have a court decision by November. The city of Oak Harbor is waiting on environmental permitting, but is expected to meet the November deadline.

By allowing these two agencies to maintain their current active TIB status until November gives them time to resolve their current issues and time to bid the project. TIB has the committed funds to meet both of these obligations if the projects advance to construction.

MOTION: It was moved by Mr. McKinley with a second from Mr. Weber to place Milton and Oak Harbor projects on contingency effective November 25, 2009 if respective projects have not been advertised. Motion carried unanimously.

Delayed Projects Update – During the Thursday work session, Steve Gorcester provided an update from the June meeting delayed projects report. Since June, Kettle Falls (SR-395), Seattle (East Marginal Way), and Puyallup (9th Street SW) have been awarded for construction. Wapato (Track Road) is the only project that is in stage 2 delay, and may possibly come before the Board at the November meeting to request a scope change. There are no stage 3 delayed projects.

- B. Small City Match Policy** – The history of small city match goes back to 1996, with the match going to both small cities and urban agencies. Since 1996, 471 projects have received matching funds totaling \$26.4 million in UATA funds. In 2000, the Board suspended the match for urban agencies because of cost; however, continued to provide a matching fund for small cities (population under 5,000). At the March 2009 meeting, the Board suspended the small city matching funds due to lack of revenue.

Currently, there is no match funding policy, and therefore, no operating policies through WAC. Several questions were put before the Board to determine the appropriate WAC language. The following questions were taken under consideration:

1. Should TIB limit the amount of matching funds available for small city federal projects (e.g. \$2.0 million per biennium)?
 - o If funds are limited, agencies that come in late in the process after the set aside amount has already been allocated would be denied match.
 - o If funds are not limited, federal match becomes the top priority for UATA funding, and could limit availability of the Urban Arterial Program, Small City Arterial Program, and Sidewalk Program.
2. Should TIB limit the match to those types of projects that would normally be eligible for the regular grant program?
3. Should TIB allow bridge (BRAC) match without limits? BRAC projects require 20% match funds which can be hundreds of thousands of dollars.
4. Should TIB provide match funding for all types of enhancement projects (i.e., museums, historic preservation and restoration, and aesthetic projects)?

After a lengthy discussion, Mr. McKinley offered the following proposal:

1. Keep a formal match program for cities under 5,000 population.
2. Set a dollar amount based on a percentage of an historical average of UATA funds used in match.
3. Allow unused SPPP funds to go toward matching funds, if necessary.
4. Projects must be eligible for TIB funds and small cities would be required to complete an application for the matching funds.
5. The application would be honored on a “first in/first out” basis. HOWEVER, the Board has the capacity to override the limit of the “first in/first out,” which allows a high-quality project that was not submitted in time to still receive matching funds.
6. TIB funds are the provider of last resort. (In effect, TIB staff would assist cities in determining availability of other funds before authorizing match.)
7. BRAC matches are eligible, but cannot go beyond a certain dollar amount without Board approval.
8. Funds are for infrastructure only and cannot be used for enhancements (i.e., museums, historic preservation and restoration, and aesthetic projects).
9. TIB Director has the authority to approve administrative increases.

The Board directed staff to draft the rules incorporating the nine points listed above and bring to the November meeting for review. The Board agreed to review the process and how it is working within one year of rule adoption. It was also the consensus of the Board that an annual report of matching funds be given to minimize the financial risk.

- C. SCPP Red Town Status and Spending Decision** – Since the inception of the Small City Pavement Preservation (SCPP) in 2005, 80 miles of roadway have received maintenance, funding 131 projects in 93 cities. The Pavement Condition Rating (PCR) scores rate from zero to 100. Typically, a pavement rating below 70 PCR should be resurfaced while preventative seal coats may be used to extend pavement life. The \$8 million total cost for the 80 miles of improvements has increased the PCR scores from a statewide average of 67.98 to 72.30.

Ten cities began with a PCR score of less than 50. These cities were called “red towns” to denote the urgency to their street conditions. Of the 10 red towns, Soap Lake is the only remaining town with a PCR score of less than 50. Some of the original red towns have been greatly improved, but there is still more to be done to increase their PCR scores to at least the statewide average. The funding available in the FY 2010 SCPP funds totals \$900,000. Because the Soap Lake system is so large (11.6 miles) and it is not cost effective to repair their streets piecemeal, staff recommend that the Board award Soap Lake the \$695,000 needed to reconstruct Division Street.

MOTION: It was moved by Councilmember Crawford with a second from Councilmember Burbidge to approve \$695,000 in FY 2010 SCPP funds for Soap Lake Division Street reconstruction. Motion carried unanimously.

Mr. McKinley noted the diligence and perseverance maintained by Steve Gorcester to develop the red towns concept, and the financial planning needed to ensure its success. He asked that the Board go on record to recognize these efforts.

MOTION: It was moved by Mr. McKinley with a second from Councilmember Crawford to commend Steve Gorcester for the red town initiative and the immense improvements this has made in the state of Washington. Motion carried unanimously.

- D. Bylaw Revisions** – During the June meeting, the Board reviewed the Bylaw revisions and made several suggested changes. These included a clear definition of what constituted a “majority” and a “quorum,” the inclusion of allowing the Board to vote on the Priority Array, and the requirement to be present to vote. Those changes had been made and no additional comments or changes were suggested at this meeting.

MOTION: It was moved by Mr. Nelson with a second from Councilmember Crawford to adopt the Bylaw revisions as presented. Motion carried unanimously.

FUTURE MEETINGS

The next meeting is scheduled for November 19-20, 2009 in Bremerton. Meeting notices will be sent out on October 30, 2009.

OTHER BUSINESS

Chair Partch noted that Board member Jill Satran, the Governor appointee, took a new position and resigned her seat on the Board. A replacement for her will be forthcoming.

Steve Gorcester announced a change in the 2010 TIB meeting schedule. The June meeting, originally slated for Port Angeles, had to be moved to Vancouver. The November meeting will be held in Everett rather than Seattle.

Soap Lake Mayor Hovde thanked the Board for consideration and approval of the funds to help repair the street system in Soap Lake.

ADJOURNMENT

The meeting adjourned at 10:24 am.

FRONTPAGE
return home

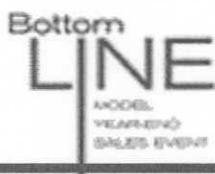
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Wash. state transportation head weighs in on future of infrastructure

By Laura Pierce

Reporter Newspapers

In the future, you could be paying for your right to use roads the same way you pay your utilities — a bill based on exactly how much you use.

According to Paula Hammond, secretary of transportation, and the state's highest transportation official, the technology to do that isn't that far down the road.

"It's 10 to 15 years out," she said, noting that kind of direct-user fee could be part of the equation for future transportation funding.

But in the meantime, there is a complex – not to mention expensive – series of transportation needs that the Puget Sound area has to resolve, or at least come to terms with. Traffic congestion; freight issues; super-efficient hybrid vehicles slowing the state's gas tax to more of a trickle: all



of these elements are adding up to a Gordian's Knot of worries on which the state is working to get a handle.

Politics played a part

Part of the issues today come from a lack of decision-making years earlier. Hammond described "a good 15 years of stagnation," in the state transportation system, starting in the 1980s. It's only been over the last five years that Washington has regained its focus to aggressively begin addressing for advances to its system, she said. That earlier lag, Hammond noted, was due partly to lack of a clear direction.

"Puget Sound politics – people say it's like no other," Hammond said, noting for years it was difficult for lawmakers to find a common vision on what, exactly, had to happen to advance the state's road system.

"I think that lack of decision-making and second-guessing, all of that has not served us well," she said, adding, "we love to debate things."

It wasn't always like that. In the 1970s, Washington road-planning was ahead of the curve, including its development of high-occupancy vehicle Lanes.

"There was great vision in the 1970s," Hammond said, noting the HOV lanes were a significant advance in transportation.

Today, she said, "we have a 300-mile (core HOV system) and 250 miles of that is in place."

That HOV system continues to be a major asset in the Puget Sound transportation system.

Washington has invested more than \$1.5 billion in state and federal funding over the past 40 years in its HOV lanes. The lanes continue to provide a steam valve for congestion and an incentive for carpoolers, today moving about 35 percent of people on the roads in 19 percent of the cars. But just like everywhere else on state roads, congestion in the HOV lanes is increasing, thanks to more drivers, and SUVs with greater carrying capacity.

But there's a fix in sight, and the way it's funded could be a blueprint for the way future transportation needs in Washington are covered.

Hammond called attention to one of DOT's latest projects: high-occupancy tolling lanes, or HOT Lanes. It's a concept allowing non-carpooling drivers to use the HOV lanes, by charging them for the privilege.

For more than a year DOT has been operating a test segment of State Route 167 in South King County. And it's working.

"What we've learned over the year or so we've had it – we saw people buying their way in for a dollar, to

Paula J. Hammond, appointed by Gov. Christine Gregoire in 2007, leads the Washington State Department of Transportation, an agency of 7,100 employees that operate, maintain and build state highways. She oversees the Washington State Ferry system, the nation's largest; WSDOT Aviation; Public Transit; Amtrak Cascades and freight. WSDOT is responsible for the operation, maintenance and construction of improvements on over 7,000 centerline miles of highway and 3,500 bridges. Hammond's leadership focus at WSDOT is on public accountability, project delivery, open communications with the public, and the quest for efficiency in the use of transportation facilities and in the agency's own business practices.

get a 10-minute savings on travel," Hammond said, noting 30,000 people a month are paying to use the lane. "We've learned people think it's worth something to pay to get in to reduce their travel time."

Given the promise of HOT lanes have shown, DOT is working to expand HOT lanes on more of Puget Sound's clogged roadways – starting with I-405, where road-expansion work is ongoing, and HOV lanes are already present.

In terms of traffic flow on the heavily used highway, "you see a natural break near Bellevue," Hammond said. "But we're looking at the entire (405) corridor. And as it comes through the 167 interchange and carries down there as well."

The project could be constructed in pieces, so drivers using one segment actually would be paying for constructing the next segment.

Hammond said the Legislature has asked DOT to analyze the project this legislative session, and then to come back with a report for the next session.

"So we're doing the work now and coming back in 2010, to see if they'll give us the authority to proceed with that project," she said.

A new funding concept

The concept of paying as you go, to fund specific projects like the HOT lanes, is gaining serious momentum as a payment solution for transportation issues.

Right now, the state gas tax is the main source of dollars – and it's a dwindling one.

For all the good things today's fuel-efficient cars represent, it also means more drivers pay less at the pump – and therefore pump fewer dollars into the transportation system.

"We see it's a loser," Hammond said, adding the gas tax also fails to keep up with inflation.

Given the realities of funding – tolling is going to become more prevalent, Hammond said.

One event that brought that into clearer focus was when voters balked in 2007 at the Roads and Transit measure – a major transportation package that combined resources for improvements in roads, bus service and rail.

While Hammond said there was a lot of debate about why the measure failed, it was a telling moment when Puget Sound voters the next year passed the Sound Transit 2 measure, taxing themselves for a major expansion of light rail in the region. "That was good information – people did want the transit measure to pass," Hammond said.

Of RTID, "I think it was too much of a taxpayer investment," Hammond said. "But I don't think people said they didn't want those projects."

And with those projects still on the drawing board, there needs to be a revenue source to fund them.

"We are gravitating toward tolling," she added.

When asked how she personally would resolve the funding issue, Hammond said drivers investing directly in the roads they use is a critical part of the equation.

"I think the users need to pay," she explained. "They need to pay for the value they get out of that system."

The cost to drive a mile in Wenatchee isn't close to what it costs to drive a mile in Seattle."

Top road projects

When asked what she felt the highest-priority road projects are Puget Sound, Hammond listed four, with the focus on safety: The Alaskan Way viaduct replacement, the Highway 520 floating bridge, completing the 405 corridor and increasing the efficiency of Interstate 5 as it runs through Puget Sound. Hammond confessed that the 520 floating bridge, due for completion in 2014, and the viaduct, which should be under construction and open to traffic by 2015, have both caused her sleepless nights.

Future transportation picture

Hammond pointed to a future transportation picture in the Puget Sound region that encompasses many things – from a cultural shift toward alternative modes of transportation, to technology making it easier for people to say where they are working from.

"I think we're already seeing the transition now," she said, of people leaving their cars in the garage and taking the train or bus, although these modes, she added will never replace personal vehicles.

"Sound Transit has opened its first (light rail) link, and we're seeing heavy commuter rail use already. Local transit services has seen growth," she said, adding that as technology continues to improve, "I think you're going to see some people altering their work schedules, and doing more work from home."

And as far as transportation funding in the future, she said, "I do think we'll see more tolling."

But state officials need to tread lightly in ushering in those changes, especially when it comes to how public dollars are being spent.

"We need to take our time to have this public conversation," Hammond said. "Until we explain that well to people, we're not going to have that public buy-in."

Laura Pierce is Editor of the Kent Reporter. She can be contacted at editor@kentreporter.com.



In The Works



Public Works Department Monthly Newsletter

September 2009

Upcoming Events

October 16-18 Anacortes Jazz Festival
October 27 Trick-or-Treat Downtown



Public Works Contact Numbers

Engineering
360-293-1920

Operations
360-293-1921

Wastewater Treatment Plant
360-299-0953

Water Treatment Plant
360-428-1598

website: www.cityofanacortes.org

(To subscribe to a public works or other departmental mailing list click on "Subscribe" at the bottom of the of the city web page)



From the Director

Fred Buckenmeyer
293-1919

This entire newsletter is dedicated to the Commercial Avenue Roundabout project. The ribbon cutting ceremony was held on September 16. Special thanks and recognition to the following individuals/firms for their involvement in the project:

- **The Washington State Transportation Improvement Board** for financial support for the project.
- **Todd Harrison** and his staff at Washington State Department of Transportation (WSDOT) for rapid plan reviews and permitting; and for the temporary signal at R Avenue. **Pat Hayes, WSDOT Inspector.**
- **SRV Construction** the general contractor and **Steve Verbarandse** for a quality project and commitment to the 30-day schedule
- **Schwetz Construction** for the excellent concrete work
- **Summersun Nursery** for quality landscaping and plants
- **City of Anacortes operations staff, Sandi Andersen, Mac Jackson and Terry Nemeth** for directional business signs installation and all the last minute requests.
- **Kelli, Rachel, Patrick and the crew at Reid Middleton** for their design skills and expertise. Reid Middleton is recognized nationally for roundabout design.
- **City residents** who detoured around the project for 30-days and the next door neighbors who had noise impacts for 30-days.
- **Lyle Davis** for living and breathing the project as the City's **Construction Manager/Inspector**; it was obvious he earned the respect of the various contractors onsite.
- **Eric Shjarback, Project Manager**, who wrote the grant for this project, oversaw the design, the contract management, Eric was in almost constant contact with the community during this project developing .email lists, making phone calls, sending out brochures and mailers, and answering questions at the counter.
- **Mayor Dean Maxwell** for his strong leadership and support of staff and the project
- **Anacortes City Council** for their strong support of the project and staff



The City of Anacortes began construction June 24, 2009, on a project that will forever improve the safety and appearance of the south entrance to Anacortes. The Commercial Avenue Roundabout is now complete and



has already had a profound impact on the safety and the appearance of the entrance to our city.

Across America, towns and cities of all shapes and sizes have been choosing modern roundabouts over antiquated signalization equipment and expensive grade separated interchanges. Modern roundabouts have been around since the mid-70's and studies have shown a number of safety benefits including:

- 90% reduction in fatalities
- 60% reduction in injuries
- 30% reduction in overall accident numbers

But what's not often discussed is the ability of modern roundabouts to greatly improve public space. Increased safety promotes biking and walking, which increases



the vibrancy of the place. Roundabouts can play important roles in creating a destination, not just an area people drive through.

The intersection of SR 20 and Commercial Avenue has been the highest traffic accident location in the city for many years. The intersection was also the dismay of anyone who previously tried to cross on foot or on a bicycle.

The roundabout adds much needed crosswalks and bike lanes to this previously difficult intersection. The project was completed within a 30-day shutdown of the intersection. We made a commitment to the community to have the intersection reopened in 30 days and we held up that commitment.

On Wednesday, September 16, the City of Anacortes held the formal ribbon cutting for the Commercial Avenue roundabout. The event was well attended and refreshments were provided by "The Store"



The project:

- Planted over 8300 new plants, shrubs, and trees
- Replaced approx. 500 LF of natural gas line
- Installed or replaced over 1000 LF of new stormwater conveyance
- All new street lighting along with underground conduits
- All landscaping has solar powered irrigation

An artwork component that will be arranged and funded by the Anacortes Arts commission will be positioned somewhere in the project.



Lyle and Joan Davis



Eric Shjarback and family



Mayor Maxwell and Wallie Funk

Washougal E Street project advances, but faces bumps

By Howard Buck

Columbian staff writer

WASHOUGAL — The city council on Monday nudged the proposed E Street "road diet" and roundabout project one step closer to construction.

But the narrow 4-3 council vote suggests the plan is on shaky ground heading toward the November election.

The council adopted a condemnation ordinance that allows the city to negotiate purchase of street-front property needed to build new sidewalks along the busy arterial and construct a traffic circle where E Street intersects Washougal River Road (the former 17th Street).

For any purchase deal not reached following a formal appraisal, the city may instead pursue condemnation.

That didn't sit well with critics of the \$8.9 million project, designed to improve auto, pedestrian and bicyclist safety on the city's main thoroughfare and to ease traffic backups at its busiest corner.

"I just wish you would take it (via negotiation) property by property and not shove it down everyone's throat," said Shelly Lively, part of the Neder family that has run Neder's Cafe and Neder's Service for more than six decades.

"I'm all for progress and moving forward; I just don't want to be stepped on," Lively said.

She said she doubts Washougal can afford the roundabout and to reconfigure E Street from four traffic lanes to two, with a dedicated left-turn lane and new center islands and signaled pedestrian crossings.

So do other critics. They also said the E Street "diet" and traffic circle are ill-conceived and instead want to improve pedestrian safety with less-costly changes.

"Use common sense. We want four lanes on this," said Larry Neal, operator of Miss Jaime's Daycare Center, which he said the project would displace. "Fix what's there; quit running up the bill."

Project supporters share a different view. They urged the council to follow through on a key piece of the city's six-year transportation plan.

Donna Jensen, owner of A Crewel World Yarn Shop and an adjacent computer store, said E Street traffic needs a fix. She's seen a girl knocked off her bike by a passing truck, and her daughter's car was totaled in a rear-end collision as she tried to exit the roadway, she said.

"People treat E Street like a freeway," Jensen said.

Resident Mike Briggs said he feels for affected businesses, but believes Washougal must move ahead or it will find itself facing chronic congestion.

"We need to look at this town for what it's going to become, not what it was," Briggs said.

Funding gap?

With Monday's testimony complete and without pause for debate, the council voted just as it has recently: Jennifer McDaniel, Jon Russell and Michael Delavar were firm "no" votes.

McDaniel said she fears merchants will lose driveways or parking space. She worries the roundabout would be dangerous, at the foot of the Washougal River Road's railroad overpass, she said.

Money remains a sticking point. The city must find \$2 million more to reach the \$8.9 million mark — of which \$4.95 million in federal and state transportation, clean air and safety grants has been secured.

That's beyond \$2 million already allocated from city traffic impact fees and water system improvement funds.

"My biggest concern is the 'creep cost,'" said Russell. "We don't have (the money) now, but we're pressing forward."

Council member Paul Greenlee, a supporter, said he's confident the dollars can be found, possibly from additional grants.

He said the "road diet," long a part of Washougal's six-year transportation plan, is sound. The roundabout is essential to carry greater traffic expected when extension of the state Highway 14 freeway eliminates direct access to Second and Sixth streets, both popular alternate routes, he said.

The roundabout is required for use of the \$1.2 million federal clean-air grant.

Elections could sway

Monday's action will allow property negotiations and nontaxable land sales that Greenlee hopes will eliminate a move to condemnations.

All that could take several months. And further steps will demand council action prior to any construction, Greenlee said: "This is not the last hurdle."

Indeed, next month's municipal elections loom large.

Council member Lou Peterson, a reliable project supporter, will be replaced after finishing third in the August primary. Leading vote-getter Dave Shoemaker decried the proposal again on Monday: "It's going to cause businesses to leave, because it's basically auto-unfriendly," he told the council.

Sean Guard, battling project advocate and incumbent Stacey Sellers for the mayor's job, said the predicted congestion relief wasn't worth the price, in dollars or business impact.

McDaniel said a moment of truth has yet to be reached.

"I think it really depends on the election here," she said.

Howard Buck: 360-735-4515 or howard.buck@columbian.com.

Bainbridge Officials Fear Funding for Winslow Way Project Could Disappear

Kitsap Sun

Bainbridge Officials Fear Funding for Winslow Way Project Could Disappear

By Tristan Baurick
Wednesday, October 14, 2009

BAINBRIDGE ISLAND —

The big fix for Winslow Way may grind to a halt before end of the month.

That is, unless city officials can settle a lawsuit or find a bank willing to loan them \$2 million.

Neither scenario looks promising.

“We’re playing Russian roulette with a major infrastructure project,” City Councilman Kjell Stoknes said.

A lawsuit, filed by the Bainbridge Ratepayers Alliance over the city’s funding plan for the Winslow sewer treatment plant upgrade, is dissuading banks from loaning the city the money it needs to match a \$2.3 million state grant for the Winslow Way project.

“The banks are saying ‘call us back when the (lawsuit) is done,’” city Finance Director Elray Konkell said, adding that banks consider the city a risky borrower as long as its utility fund is entangled in a lawsuit. “Nobody wants to touch it.”

The city has until Oct. 23 to find the \$2 million match.

If the state grant is not obtained through its required match, the city likely won’t have the money needed to begin work on schedule, thereby imperiling a \$2.5 million federal grant that must be used for construction in 2010.

Essentially, the city’s failure to obtain the initial \$2 million match would cause a domino effect, possibly knocking down two key funding sources, officials said.

The two grants account for almost half of the project’s total cost, which was recently reduced from an estimated \$12 million to \$10 million this month thanks in part to recession-related declines in construction costs.

The alliance, Konkell said, “is holding the (sewer) plant hostage until they get everything they want.” The Winslow Way project is at risk of becoming a casualty during the stand-off.

The alliance sued the city in April because it was afraid sewer plant bonds may be used to pay for Winslow Way and other unrelated projects.

A recent court ruling upheld the city's right to use bonds to pay for the sewer project, but the alliance reignited the legal battle with an appeal in late September.

Along with putting the Winslow Way project at risk, the lawsuit has effectively blocked the sewer project from obtaining a \$6 million bond. The city will likely make up for the lost bond by doubling or tripling Winslow sewer rates.

City officials and the alliance have had lengthy closed-door negotiations about once a week for almost two months.

They can't discuss the details of the meetings, but council members have a range of impressions about how the negotiations are going.

"We're talking the hard talk," Councilman Bill Knobloch said.

"It's always about money," he added before declining to elaborate.

Knobloch, who has opposed the Winslow Way project's funding plan, said basic utility work — including leaky sewer pipe repairs and water pipe upgrades — will get done eventually, with or without the grants.

"I'm optimistic," he said. "Eventually, we'll work this out."

Stoknes, a proponent of the Winslow Way plan, is more pessimistic about whether the project will move forward if an agreement is not reached with the alliance by Oct. 23.

"It could be canceled," he said.

Alliance member Dick Allen said negotiations with the city are going well.

"The atmosphere is cordial," he said. "We're making minimal progress each time we meet."

Allen said the alliance is not responsible if the Winslow Way project loses its grants.

"Do I feel responsible? Not really," he said. "We're addressing grievances and wrong-doing by the city. The city is responsible for the lawsuit brought on them, not the citizens who brought it."

It was the threat of a lawsuit that finally forced the city to address grievances about how the city's utility funds were being used, Allen said.

Besides the alliance's suspicion that the city may use sewer-related bonds for other projects, Allen said the city improperly used Winslow utility funds for sewer and water studies benefiting parts of the island far from the Winslow area.

As the city and alliance wrangle on, there is some small hope that the state will give the city an extension beyond Oct. 23.

"Grants can always be moved ahead," Knobloch said. "I think that's not a drop-dead date."

Konkel disagrees, noting that the federal and state grantors are likely growing impatient with the city. "I don't see that (happening)," he said. "They've already extended the deadline for us a couple times."

Election Ballot May Seal the Fate of Winslow Way Improvements

Kitsap Sun

Election Ballot May Seal the Fate of Winslow Way Improvements

By Tristan Baurick
Tuesday, October 20, 2009

BAINBRIDGE ISLAND — Winslow Way is where islanders come together, and where they divide.

Considered the heart of the community, the one-mile strip is the place islanders go to meet, shop, eat, work and play. Lately, though, a costly plan to dig up Winslow Way's pipes and pavement has made the thoroughfare the subject of the island's biggest argument.

"It's torn this town apart," said Dee DuMont, one of six islanders running for City Council, the epicenter of the Winslow Way debate.

"We're now going into the second election where your stance on Winslow Way is what everybody asks," she said.

It's been talked about for decades — the need to rip open Winslow's main street and fix ailing sewer pipes, upgrade narrow water pipes, improve a virtually non-existent stormwater drainage system and patch it all up with a new roadway and better sidewalks. Years of talk have finally brought the project to the verge of action. The city plans to break ground in March for nine months of construction at a total project cost of just over \$10 million.

"We have to do the project. We have to take care of our infrastructure," said Debbi Lester, DuMont's opponent and the candidate who has been the most vocally supportive of the project. "It's not going to get any cheaper by stalling."

The two Central Ward candidates, Lester and DuMont, show the sharpest divide in the Winslow Way debate.

In the South Ward race, both candidates say they support the project, although one has, until recently, been a vocal critic.

Both North Ward candidates have taken a hard line against the project's funding plan, agreeing with DuMont that relying on Winslow utility ratepayers is unfair.

"My beef is that the people who don't benefit are having to pay for it," DuMont said, noting that almost a third of the project's budget depends on ratepayer-supported utility funds. For DuMont, more than 2,000 ratepayers are paying for fixes that benefit the few property owners along Winslow Way. A more equitable option, she said, would be to have the street's property owners increase their promised \$1 million contribution to about \$4 million to cover the ratepayer share.

DuMont's position echoes that of the Bainbridge Ratepayers Alliance, a group suing the city over an alleged misuse of utility funds. The lawsuit has rattled the entire project by cutting the city off from loans aimed at refilling depleted utility funds. The lawsuit may, in turn, prevent the city from collecting almost \$5 million in grants — half the project's budget.

The teetering funding plan has elicited predictions that the project may collapse before the new council takes office. But if the city can reach an agreement with the alliance and can find a bank willing to hand over a \$2 million loan, the project could get back on track and head to the new council for more rounds of debate.

While much of the planning is done, the winners of the three races will have the power to make or break the project when an expected series of construction contracts comes before them for approval.

The races will “absolutely” have an impact on the Winslow Way project, said Councilman Kjell Stoknes, whose decision to not seek re-election opened the Central Ward race to DuMont and Lester.

“Next year, the council can do one of two things: let it move along or cancel it,” Stoknes said.

The current council has argued over each step of the project's development.

The Winslow Way reconstruction was the only concrete project to come out of the Winslow Tomorrow planning initiative, which ran from 2003 to 2007 and cost an estimated \$3.4 million. About \$1.3 million of Winslow Tomorrow's budget was devoted to early Winslow Way design and engineering work and was folded into the project's initial \$20.6 million proposal. Roundly criticized for its large scope — including moving power lines under ground and the instillation of public art — the project's budget was whittled down to a bare-bones \$12.5 million in 2008. Recession-related drops in construction costs helped bring estimates down to just over \$10 million in recent weeks.

The current budget is composed of \$4.9 million in grants, \$1.4 million from the sewer fund, \$1.2 million from the water fund, \$1.2 million from the general fund, \$1 million from Winslow Way property owners and about \$343,000 from the stormwater fund. About \$8 million is earmarked for the project's construction portion.

Lester and South Ward candidate Tim Jacobsen are the two candidates that give nearly unequivocal support for the project.

“It's a great project,” Jacobsen said. “If we lose the grants and have to rip up the infrastructure later, it's going to cost the ratepayers a lot more. I don't think we'll have a better opportunity to save ratepayer money and end up with a beautiful downtown street than right now.”

Jacobsen's opponent, Kirsten Hytopoulos, has criticized the project in the recent past, arguing at meetings and in letters to newspapers that infrastructure upgrades may allow developers to build taller buildings along Winslow Way, thereby diminishing Winslow's small town feel.

Hytopoulos changed her mind after researching the issue further.

“I'm willing to evolve and reconsider,” she said, noting that she now believes water pipe upgrades will have no direct impact on building size allowances. “Now that it's gotten down to the essentials, I definitely support it going forward.”

She does, however, remain concerned that the budget may rely disproportionately on ratepayers.

Despite Hytopoulos' recent shift to guarded support for the project, Jacobsen said he's the clear choice for voters who want to see the Winslow Way reconstruction move forward without a hitch.

"Up to the start of the campaign, (Hytopoulos) was fighting the Winslow Way project," he said. "Now she says it's OK, but that she may want to change the funding because she's not satisfied about the amount the ratepayers are picking up. She may be looking for an opportunity to stop the funding."

DuMont also recently backed away from her strongest proposal for project: that it be put to a public vote.

"Undoubtably, its too late now," she said. "We're too far into it to have the public have a vote."

For Lester, putting infrastructure fixes to a vote doesn't make sense.

"That sounds very democratic, but we have to, at a certain point, elect people to make decisions," she said. "Are we going to vote to repair leaking pipes? No, we're just going to fix them."

DuMont isn't sure how she'd vote if the project were presented to her as a council member next year, but she leans strongly against it as long as ratepayers remain on the hook for a larger portion than the Winslow Way property owners.

"If I'm on the next council, I may have issues with the funding," she said. "If (Winslow Way) property owners pay the remaining (ratepayer) amount, I'd approve the project."

Both North Ward candidates are also unhappy with the project's funding plan.

North Ward Councilwoman Debbie Vancil, who hopes to defend her seat against challenger and former councilman Bob Scales, could not be reached for comment for this story. She has spoken out and voted against the project in recent years. In a written statement, Vancil said she will continue "to call for a fair and equitable funding strategy that is legally defensible. Litigation between a city and its own citizens illustrates a lack of communication and cooperation that increases costs for everyone. This project cannot begin under the cloud of litigation. It's time to work together to resolve the concerns of the ratepayers..."

Scales said he will oppose the project until a new funding strategy is created and better-qualified staff are hired to oversee construction.

"I don't believe the city has the capability to complete a project like Winslow Way," he said, citing the risky funding plan and a lack of staff with construction management experience.

Scales said a more equitable funding plan would rely primarily on grants and a local improvement district paid for by Winslow Way property owners.

Recognizing the community divisions, the millions of dollars already spent and the financial risks the project has already wrought, Scales said killing it at this late stage could do more harm than good.

"If it would do greater harm to cancel it, I'm not going to pull the plug," he said. "The worst case scenario is that we end up digging a big hole in the ground and not have the money and nobody who knows how to fill it in."

Riverside Drive opens for a day

By Christine Pratt

Friday, October 16, 2009



World photo/Mike Bonnicksen

Sam Skondin, foreground, and Hector Gomez, both of Jansen Inc., continue to work on a retaining wall as the city of Wenatchee holds a ribbon-cutting ceremony along Riverside Drive on Thursday. According to Steve King, director of public works engineering for the city of Wenatchee, crews have about one more month of work to complete the project. Upcoming construction includes paving the Island View roundabout, landscaping and installing a traffic light at Ninth Street and Walla Walla Avenue.



World photo/Mike Bonnicksen

The city of Wenatchee held a ribbon-cutting ceremony on Riverside Drive on Thursday morning.



World photo/Mike Bonnicksen

The city of Wenatchee held a ribbon cutting ceremony on Riverside Drive on Thursday morning.

WENATCHEE — Mayor Dennis Johnson gave a little driving tip Thursday to the crowd gathered at the foot of Fifth Street, near the city's first "roundabout" or traffic circle.

"It's easy to drive in roundabouts," he said to the amusement of a crowd of about 100 city and county officials, state lawmakers, area property owners, and other members of the public. "You have one hand on the wheel and one hand on the horn."

The roundabout, centered by the stainless steel and basalt sculpture "Convergence," serves as both an entrance and centerpiece to the city's newest road, Riverside Drive, which Johnson inaugurated Thursday.

The \$9.8 million road is a pillar of the city's plans to redevelop its Columbia River waterfront into a commercial and condo district.

The route, which meanders along the waterfront between Fifth and Ninth streets, isn't yet completely finished.

Steve King, the city's director of Public Works Engineering, said the street will be closed to complete paving around a second roundabout at Island View Street, install a traffic light at Ninth Street and Walla Walla Avenue and finish landscaping.

It'll be open in about a month, he said.

Early Thursday crews were out spreading bark dust, planting and sweeping to get ready for the inaugural event.

Speaking under an arch of colorful balloons that competed with the autumn blaze of a Riverfront Park maple tree, local dignitaries hailed the project as an impetus for future growth.

"I think this is just the tip of the iceberg," said state Rep. Mike Armstrong, R-Wenatchee. "This will open the river up to the public ... and could be a shining example of future development."

"You've cocked a big economic-development spring," said Joe Jarvis, executive manager of Operations for the Chelan County PUD, referring to the area's readiness for a boom once the recession subsides.

Citing a city statistic, state Sen. Linda Evans Parlette, R-Wenatchee, said waterfront development around the street could attract some \$239 million in new private development.

"It's really special when you can ... see a huge project like this move forward." Parlette said.

Construction work began in March, but the route has been in the idea stages since 2000, when early riverfront planning began. Most of its funding comes from a \$4.9 million state transportation grant and \$2.6 million in bond financing that will be repayed by area property owners. The rest comes from the city, private donations and the Chelan County

PUD.

Present in the crowd were area property owners John McQuaig and Ken Blodgett.

McQuaig, who owns the old Riverfront Ice Arena Property, said he could begin construction next spring on a commercial and residential building with a look that compliments an office building he owns nearby.

Blodgett said he's considering the slow market for residential condos, he's pondering a hotel for his property along Piere Street and could break ground in two years.

During his comments, Armstrong, who's also external affairs director for the Port of Chelan County, added that the project "has not been without its trials and tribulations."

He referred to city residents who were displaced to make room for the road, which cuts through what was once the Ninth Street Trailer Park.

The park's low-income residents had to scramble to move their manufactured homes elsewhere.

Despite financial aid for the city and state, many of the park's residents have said they remain disgruntled by their forced ouster and limited options to move in their price range.

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Print Page

Ocean Shores: All roads lead to construction

By **Rachel Thomson**
The Daily World

Sunday, October 25, 2009 1:13 AM PDT

OCEAN SHORES — During daylight hours, construction crews in orange-and-yellow striped sweatshirts are scraping dirt with shovels. A backhoe rumbles to life, beeping loudly while its tires squish over mud as an operator throws the switch in reverse. Drivers look cautiously out their windows while navigating through detours, which change almost daily.

By nightfall, the banging and clanging of road work in Ocean Shores has stopped, but driving through town is like wandering through a graveyard of traffic cones.

Residents have complained all the construction chaos has made it frustrating to get from point A to point B, while some business owners have said that all the traffic revisions have caused them to lose up to 30 percent of their sales during the tail end of summer.



RACHEL THOMSON | THE DAILY WORLD Some Ocean Shores businesses have used their marquees to let customers know they haven't closed because of construction.

Construction projects — such as the re-paving of all the city's roads funded by a local improvement district, the addition of sidewalks to major thoroughways courtesy of the state transportation improvement board, and now a new roundabout — all seem to be going on simultaneously. Many residents have expressed support for beautifying their town, but according to city officials, some of the most-asked questions are why the construction is happening all at once and when it will be completed.

Construction for all city roads and projects should be done by the end of December, with the bulk of it finished by mid-to-late November, according to public works director Ken Lanfear.

Simultaneous
construction

Lanfear said all the construction projects in the downtown area being scheduled simultaneously was intentional.

In 2007, the city approved a \$31 million plan to improve and repave all the city's 120 miles of roadways by forming a local improvement district that would allow the city to collect money from property owners who would then see a corresponding increase in property values after construction was completed. Construction for those projects began in 2007 and was to be done in phases, covering one-third of the town per year. The portion of the project that includes downtown began this year.

Since 2007, the city also acquired more than \$1.5 million in grants from the state's Transportation Improvement Board to replace the four-way stop at Chance A La Mer and Point Brown Avenue with a roundabout. The city also received \$700,000 in grants from the board that year to improve roadways on Chance A La Mer and Ocean Shores Boulevard by reducing the number of lanes, widening them and adding sidewalks, parking and landscaping, The Daily World reported in 2007. The city also secured a \$95,190 grant to construct a sidewalk between the Post Office and the Ocean Shores IGA.

Lanfear said the city decided to combine the roundabout project and other transportation improvement board-funded work.

"Rather than tear up downtown at all different times, we decided to do it all at once," he said.

Lanfear added since funding was secured for the roundabout a couple of years ago, several business owners had come to his department to tell him not to begin construction until after Labor Day so as not to interfere with tourist traffic.

"Unfortunately, it leaves a short time to get everything done and everything's in a crunch to get it done by the end of the year. We have a very narrow window."

BUSINESS IMPACT

The construction has had an impact on the businesses downtown, according to Leslie Reedy, executive director of the Ocean Shores Chamber of Commerce. Reedy and several business owners voiced concerns about construction to the mayor and public works director at a town hall meeting earlier this month.

She said several businesses have seen up to a 30 percent decline in sales in September, typically one of the best months for local businesses. She said some businesses have had to reconfigure their hours around construction, and some were forced to switch to winter hours early.

"We didn't have September," Reedy said. "It's been really frustrating."

Dianne Hansen, owner of The Dusty Trunk on Point Brown Avenue, said often times the roads are bumpy and full of debris, which may have detoured shoppers from downtown.

"The inconvenience of having multiple roads closed at the same time in the same areas of town has caused locals to think about the hassle of getting some place versus just jumping in their car and doing some fun shopping," Hansen said.

Other problems Reedy said she's heard from business owners include not getting adequate notice of road closures and flaggers who are not familiar with the area.

Michael Sturm, who manages the Flying Cats gift store on Chance a La Mer, said he's only had to close his store once when road crews said they'd have to shut the street down for six hours, but other businesses have been "devastated" by the construction.

One positive thing that has come out of the construction is that it has pulled a lot of business owners together, Sturm said. For example, many store owners have "mapped out" alternate routes for visitors to get to stores, avoiding as much of the construction as possible.

"Folks that have found their way here have as much of a desire to get here as we are to serve them," he said.

Reedy said business owners are trying to be creative to keep customers coming back. She said Kelly May, co-owner of the Fusions Gallery, handed out business cards to motorists idling in traffic and said if they visited after the construction was completed, she would give those customers a discount.

Reedy said the chamber is also brainstorming different ways to recoup revenue lost in September by kicking off an "September in April" campaign. The chamber will run more ads and get businesses to sign on to produce coupon books. She said the goal is to get people to visit in the spring to see the improved downtown when construction is complete.

The chamber is also encouraging businesses to participate in "Shop Ocean Shores" during the winter months, where shoppers save their receipts and for every \$20 spent, they are entered into a raffle for cash and prizes.

ROUNDAABOUT ANXIETY

All the traffic detours have caused some frustration, but the roundabout may continue to create some anxiety for a while after it's built, Lanfear said.

Lanfear said he's received some calls from people who are worried about navigating the roundabout. He said some worry the roundabout might cause more accidents or may not be wide enough for large vehicles.

Dustin Terpening, a spokesman for the Washington Department of Transportation, says a lot of fears about roundabouts are unfounded.

Terpening is overseeing a project on state Route 539 near Bellingham. The DOT has completed three roundabouts about one mile apart in the area since May, and will complete a fourth by the end of the year.

He said since the first roundabout opened, there was only one collision reported.

A study by the Insurance Institute for Highway Safety found roundabouts reduced crashes by 75 percent at intersections where stop signs and signals were previously used for traffic control. The study cited low travel speeds, one-way travel and no traffic lights as reasons for the lowered risk. Furthermore, it said roundabouts also promote traffic flow and reduce exhaust rates from idling vehicles.

There were several closures of side streets during construction, according to Terpening, but the DOT participated in a public education campaign with local officials and law enforcement to notify people of road closures.

The department has put together informational brochures on how to navigate through a roundabout as well as educational videos on roundabouts on Youtube.com, which are available on the department's Web site.

"Of course there's going to be a learning curve," Terpening said. "When a roundabout opens people aren't magically going to know how to drive it. But once they've gone through it a few times, people realize it's not as bad as it was going to be."

Looking forward

Back on the North Beach, there's still work to be done. Crossovers need to be finished as well as trimming and cleanup. Concrete work won't be completed for a few more weeks and asphalt won't go down until early November, Lanfear said.

In the meantime, business owners say they're looking forward to a better-looking downtown.

Lance Lehne of Tsunami Gems & Beads said this week he's seen a slight dip in business compared to this time last year, but "I'm staying focused on the big picture, It's really going to beautify that ugly intersection."

On the Net:

<http://www.wsdot.wa.gov/safety/roundabouts/>

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By Zach Patton

Driving on Sunshine

Could roads be the next source of renewable power?

There are more than 4 million miles of paved roadways in the United States. Increasingly, renewable energy advocates are looking at all that asphalt and seeing a lot of untapped potential. What if the nation's highways and streets weren't just a way to get from here to there? What if roads actually could be used to generate electricity?

It's an idea that's being explored in much of the world. A company in Japan is trying to capture the vibrations from traffic driving over a bridge and convert the energy to electricity. Engineers in Israel are testing a method of producing power by embedding special crystals in asphalt. (The pressure from passing cars causes the crystals to vibrate and produce tiny electric fields.) A researcher in Houston has proposed capturing the tailwind behind cars using rows of small turbines housed in roadside Jersey barriers.

Scott Brusaw wants to go even further. The electrical engineer from Idaho envisions paving roads with 12-foot-square solar panels. Brusaw already has built a prototype, and his work got a big boost in August from the federal Department of Transportation, which awarded his company a \$100,000 research contract to develop a full-scale model for testing by February. The potential is staggering. Brusaw likes to note that if all roads in America were paved with solar panels, they would produce three times as much energy as the country currently consumes.

Solar roads would produce other benefits, too. Heat from the panels could be used to melt snow and ice, eliminating the need for

snowplows. LED lights in the panels could be used to send information to drivers or to change traffic flow by virtually re-striping the lanes. And an electric road could conceivably power electric vehicles while they drive.

The idea still faces some major hurdles, to say the least. One is technical: The panels must be covered with glass. Although glass is as strong as steel, it's far more brittle than asphalt. It also would have to be self-cleaning (so that dirt and grime wouldn't obscure the solar panels), textured (to allow tires to grip the surface) and situated in a way that would allow water to run off it. Then there's the issue of glare. "Nobody's ever really driven on glass for any period of time before," Brusaw admits. Cost is an even bigger hurdle. The price of the panels is about \$10,000 each—significantly more than asphalt or concrete—although Brusaw claims that when you factor in the environmental benefits plus the power plants that won't have to be built, the costs are comparable.

Tacoma, Washington, has offered itself as a solar-road test market. Public works director Richard McKinley invited Brusaw to the city to present his idea, which McKinley calls "one of the most green and sustainable concepts out there." Is it all just sci-fi fantasy? Perhaps. But it's not so difficult to imagine a city trying it with a parking lot first—and if that works, seeing where the road leads from there. **G**

E-mail zpatton@governing.com

PHOTO ILLUSTRATION BY JENNIFER ANDERSON/JOAN WALDEN



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129 S. Chelan Ave.
P.O. Box 519
Wenatchee, WA 98807-0519

October 27, 2009

RECEIVED
OCT 30 2009
TIB

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

Dear Stevan:

The City of Wenatchee would like to congratulate the Washington Transportation Improvement Board for the recent recognition the agency has received under your leadership including: *Government Technology's* list of 2009 Doers, Dreamers and Drivers; the Washington State Quality Award (WSQA); and the Award for Excellence in Government Finance from the Government Finance Officers Association (GFOA).

We are pleased to work closely with yourself and the agency to benefit transportation improvement in our community.

Sincerely,

Dennis Johnson
Mayor

cc: Senator Linda Evans Parlette
Representative Mike Armstrong
Representative Cary Condotta



CITY OF
MILLWOOD

9103 E. FREDERICK • MILLWOOD, WASHINGTON 99206 • (509) 924-0960 • FAX (509) 927-2867

OCT 27 2009

Stevan Gorcester
Executive Director
Transportation Improvement Board
Post Office Box 40901
Olympia, WA

98504-0901

October 23, 2009

Dear Stevan:

I want to convey our appreciation for the excellent support you and the Transportation Improvement Board during the Argonne Road Reconstruction Project.

Your support and expertise was critical to the success of this project. The approved amount, \$ 1,316,000 was almost entirely used; the City of Millwood spent \$ 1,290,000 to produce an improved transportation corridor for vehicle and pedestrian traffic.

I want to commend you and your organization for your critical help and support of this important project for eastern Washington.

Thank you,

Millwood Mayor Dan Mork



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 09/01/2009 to 10/31/2009

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
RTP Program							
7-5-188(008)-1	KELSO	Coweman River Bridge	Contract Completion	CC	325,180	-135,820	Director
					Total RTP Change	-135,820	
SCAP Program							
6-E-986(005)-1	COLFAX	Mill Street	Audit	FV AD	663,900	0	Director
6-W-955(008)-1	ELMA	Harding Road Slide Repair	Contract Completion	CC	90,487	0	Director
6-E-927(002)-1	KAHLOTUS	Maryland-Courtwright, Washington	Bid Award	BA	457,345	-24,755	Director
6-E-896(001)-1	LATAH	Market Street	Audit	FV AD	588,129	0	Director
6-E-850(007)-1	LEAVENWORTH	9th Street	Audit	FV AD	625,000	0	Director
6-E-850(008)-1	LEAVENWORTH	Commercial Street	Audit	FV AD	391,948	0	Director
6-E-970(004)-1	LONG BEACH	Bolstad Street N	Audit	CC FV AD	330,318	0	Director
6-E-972(005)-1	SOUTH BEND	First Street	Contract Completion	CC	535,230	0	Director
6-E-965(001)-1	TOLEDO	Cowlitz Street	Contract Completion	CC	284,958	0	Director
6-E-887(002)-1	WINTHROP	South End Ped Bridge & Trail	Audit	CC FV AD	24,971	0	Director
					Total SCAP Change	-24,755	
SCPP Program							
2-E-876(001)-1	BREWSTER	2008 WSDOT North Central Region Chip Seal	Audit	CC AD	36,741	-19,759	Director
2-E-851(002)-1	BRIDGEPORT	2008 WSDOT North Central Chip Seal	Audit	CC AD	33,884	-23,316	Director
2-E-847(001)-1	CASHMERE	FY 2009 Overlay Project	Contract Completion	CC	105,605	0	Director
2-W-832(002)-1	CONCRETE	FY 2010 Sidewalk Maintenance Project	Bid Award	BA	100,000	0	Director
2-E-911(002)-1	GARFIELD	2008 WSDOT Chip Seal	Audit	FV AD	26,400	0	Director



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 09/01/2009 to 10/31/2009

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-E-913(001)-1	LAMONT	2008 WSDOT Chip Seal	Audit	FV AD	24,924	0	Director
2-E-928(001)-1	MESA	FY 2009 Seal Coat Project	Audit	CC FV AD	67,660	0	Director
2-E-890(001)-1	METALINE	2008 WSDOT Chip Seal	Audit	FV AD	20,152	0	Director
2-E-892(001)-1	NEWPORT	2008 WSDOT Chip Seal	Audit	FV AD	70,468	0	Director
2-E-905(001)-1	NORTHPORT	FY 2009 Seal Coat Project	Contract Completion	CC	55,348	5,000	Director
2-W-958(001)-1	OAKVILLE	FY 2009 Seal Coat Project	Audit	BA CC FV AD	50,688	5,498	Director
2-E-916(002)-1	PALOUSE	2008 WSDOT Chip Seal	Audit	FV AD	17,796	0	Director
2-E-865(005)-1	SOAP LAKE	Division Street	Design	DE	83,400	0	Director
2-E-951(002)-1	YACOLT	FY 2009 Seal Coat Project	Contract Completion	CC	50,530	23,156	Director
Total SCPP Change						-9,422	
Program							
V-948(P01)-1	BATTLE GROUND	East Main Street	Construction	DE CN	94,686	0	Director
T-E-895(P01)-1	FAIRFIELD	Main Street	Audit	FV AD	49,159	0	Director
P-P-820(P01)-1	GRANITE FALLS	Alder Avenue	Bid Award	BA	99,275	0	Director
P-W-961(P05)-1	MORTON	Second Street (SR-7)	Bid Award	BA	127,202	-59,098	Director
P-W-973(P06)-1	NORTH BONNEVILLE	Cascade Drive	Audit	CC FV AD	87,161	-19,797	Director
P-E-032(P05)-1	SPOKANE COUNTY	Freja Street	Bid Award	BA	100,152	-39,800	Director
P-W-965(P03)-1	TOLEDO	Cowitz, 2nd St and 3rd St	Contract Completion	CC	102,972	0	Director
P-E-176(P04)-1	WALLA WALLA	Myra Road	Bid Award	BA	332,000	0	Director
Total SP Change						-118,695	



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 09/01/2009 to 10/31/2009

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
UAP Program							
8-4-002(005)-1	ASOTIN COUNTY	Highland Avenue	Audit	FV AD	1,053,877	0	Director
8-5-948(003)-1	BATTLE GROUND	N Parkway Avenue	Bid Award	BA	1,088,657	-180,343	Director
8-2-156(036)-1	BELLINGHAM	Northwest Avenue	Bid Award	BA	300,000	0	Director
8-1-204(004)-1	COVINGTON	272nd Street SE (SR 516)	Bid Award	BA	1,483,680	0	Director
8-1-134(012)-1	FIFE	20th Street East	Withdrawn	WD	611,050	-53,591	Director
8-5-197(021)-1	LACEY	Sleater Kinney Road SE	Contract Completion	CC	816,811	0	Director
8-1-104(002)-1	MERCER ISLAND	SE 40th Street	Audit	CC FV AD	926,325	0	Director
8-5-195(013)-1	OLYMPIA	Fones Road SE (Design and ROW only)	Audit	CN BA CC FV AD	420,965	-369,355	Director
027(062)-2	PACIFIC	Stewart Road (Pacific)	Bid Award	BA	202,908	-47,092	Director
101(155)-1	SEATTLE	Spokane Street - Lower Roadway	Bid Award	BA	3,401,798	-1,811,409	Director
202(004)-1	SHORELINE	Aurora Avenue N (SR-99)	Construction	CN	6,000,000	0	Director
142(009)-1	SNOHOMISH	2nd Street	Audit	CC FV AD	300,968	0	Director
128(090)-1	TACOMA	Alaska Street	Design	DE	400,000	0	Director
039(022)-1	YAKIMA COUNTY	Selah Loop Road	Contract Completion	CC	2,061,000	0	Director
Total UAP Change						-2,461,790	
UCP Program							
9-P-125(002)-1	BURIEN	1st Avenue South	Audit	FV AD	970,705	0	Director
9-P-102(012)-1	RENTON	Maple Valley Hwy (SR 169)	Audit	CC FV AD	2,068,202	-139,798	Director
9-P-101(018)-1	SEATTLE	East Marginal Way Overpass	Bid Award	BA	7,300,000	0	Director
9-E-165(016)-1	SPOKANE	Havana Street	Construction	CN	1,975,000	0	Director
9-E-180(004)-1	YAKIMA	Lincoln Avenue Railroad Crossing	Construction	CN	3,000,000	0	Director



Small City Federal Match History

November 19, 2009

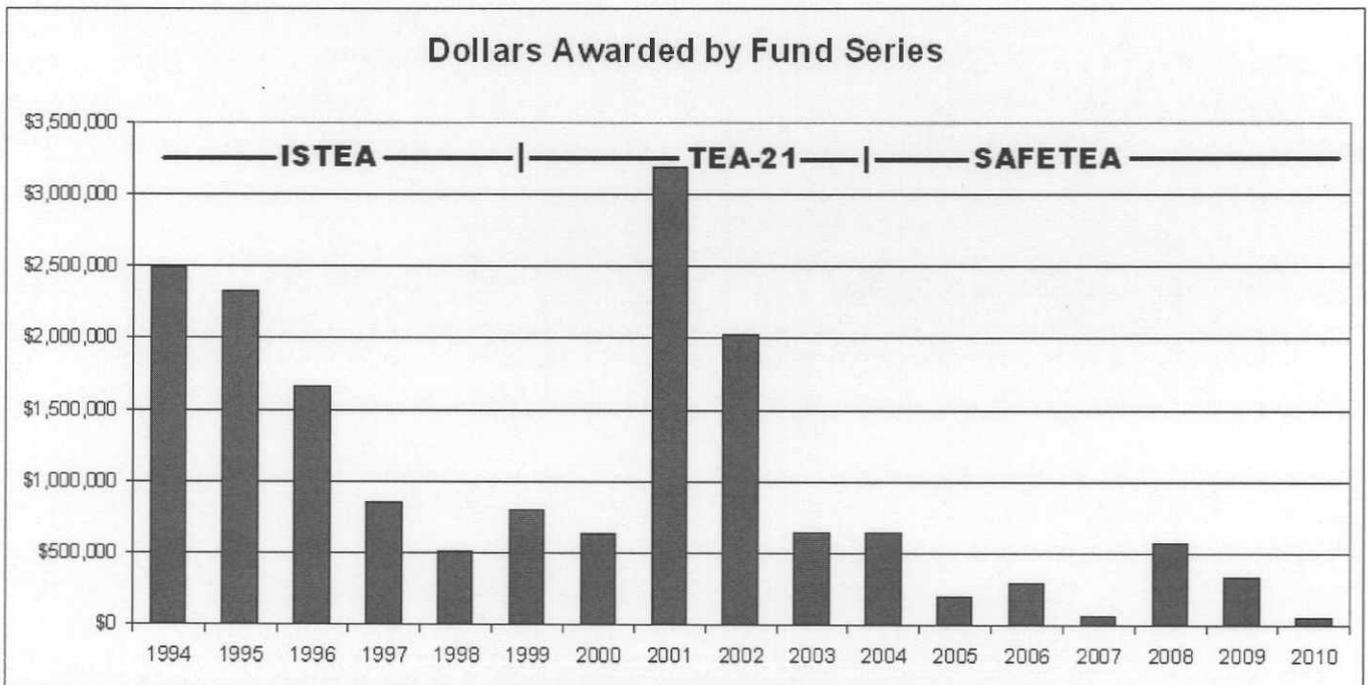
BACKGROUND

Since approximately 1994, TIB has provided funding for the local match portion of federally funded projects. Since inception, a total of 471 projects in 185 agencies have expended a total of \$26.4 million in TIB funds from the Urban Arterial Trust Account (UATA). Of these projects, 290 totaling \$15 million were for small city street projects and 20 bridge (BRAC) projects have been funded for just under \$2.0 million. This match has leveraged over \$136 million in federal funds for small cities.

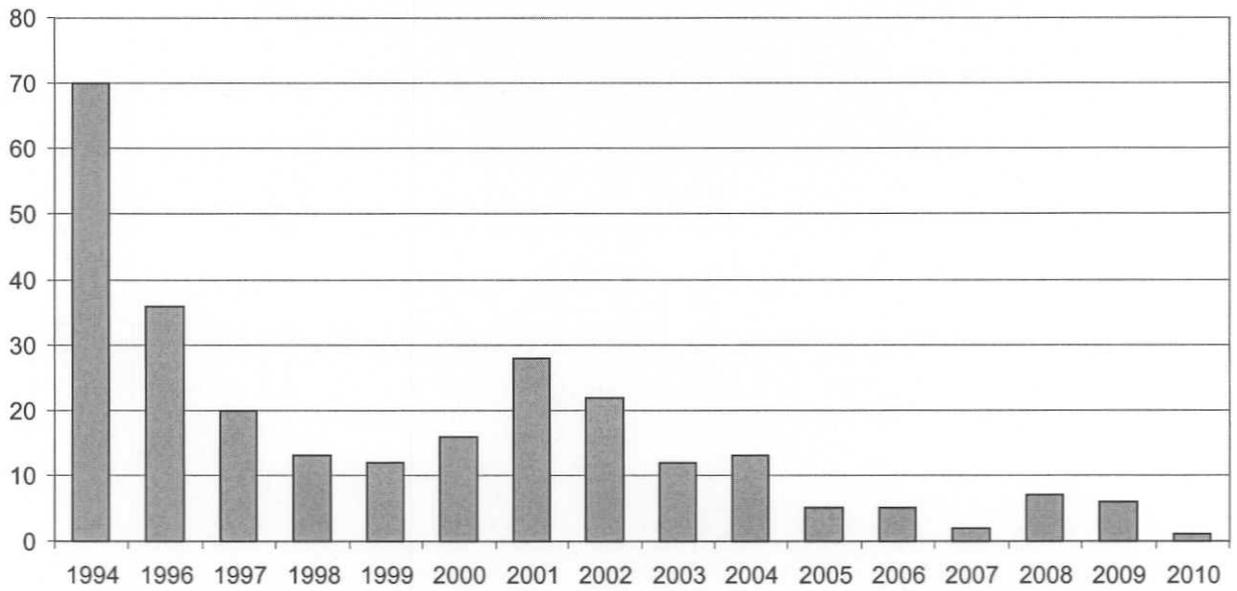
RCW 47.26.160 gives the Transportation Improvement Board power to adopt rules necessary to implement the provisions of UATA relating to the allocation of funds. At the inception of the process, funds were used as matching for federal projects for both urban and small city projects. In 2000, the board decided to only provide match funding for small cities with a population under 5,000. This has been the procedure until the downturn of the gas tax revenues. At the March 2009 Board meeting, matching funds were suspended due to lack of fiscal capacity.

In February 2009, the city of Oroville requested \$106,600 in TIB funds as a match to \$790,000 in STP funds for the construction of sidewalks along SR 97. In January 2009 the city of Ocean Shores requested \$648,865 in TIB funds as a match to \$2,595,460 in BRAC funds received for the replacement of the Tonquin Bridge. These requests were denied due to lack of funds.

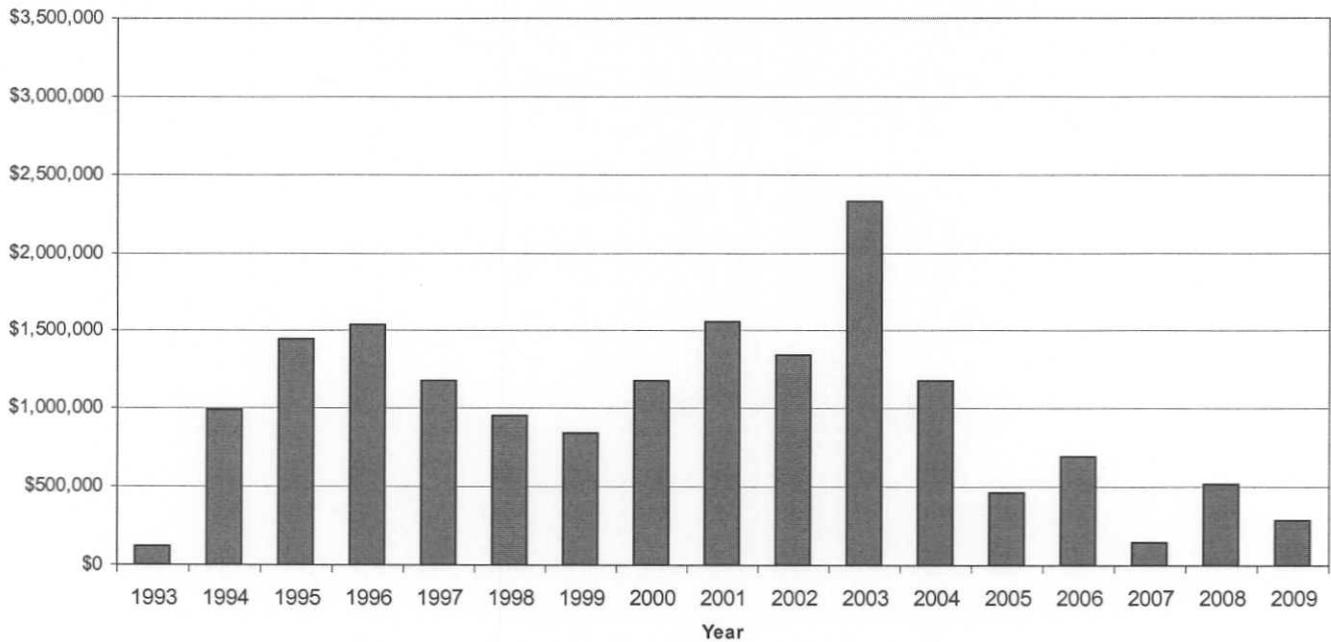
STATUS



Projects Awarded by Fund Series



Dollars Spent by Calendar Year



Small City Federal Match Projects

<u>Agency</u>	<u>Project Name</u>	<u>Fund Series</u>	<u>Total Cost</u>	<u>TIB Match</u>
AIRWAY HEIGHTS	Lawson Street	1994	\$251,653	\$34,384
ANACORTES	R Avenue	1994	\$505,441	\$46,302
ASOTIN	First Street	1994	\$508,018	\$68,582
ASOTIN	SR 129 Pedestrian Walkways	1994	\$32,335	\$6,500
BENTON CITY	SR 225 Safety Walkway	1994	\$194,164	\$39,480
BENTON COUNTY	Chemical Drive	1994	\$88,954	\$8,895
BLAINE	Marine Drive	1994	\$142,597	\$28,520
CAMAS	Forest Home Road	1994	\$131,250	\$15,287
CARNATION	Spillman Avenue Walkway	1994	\$19,180	\$3,434
CASTLE ROCK	South Huntington Avenue	1994	\$454,656	\$61,379
CHELAN	Link Park & Ride	1994	\$188,735	\$25,479
CHEWELAH	West Main	1994	\$91,533	\$12,357
CLARKSTON	Diagonal Street	1994	\$503,925	\$71,077
COLFAX	Fairview St/Almota	1994	\$252,475	\$48,541
COLFAX	Fairview Street/Almota	1994	\$15,000	\$3,000
COLFAX	West Fairview Street	1994	\$255,703	\$34,617
COLVILLE	Golden Tiger Rt Bicycle/Ped Pathway	1994	\$353,795	\$68,168
COLVILLE	Sixth Ave, Main and Hofstetter Streets	1994	\$118,508	\$14,942
COSMOPOLIS	Downtown Corridor	1994	\$167,688	\$22,638
COULEE DAM	Pedestrian Bike Trail	1994	\$88,357	\$12,548
CRESTON	Creston Avenue	1994	\$343,006	\$46,306
DAVENPORT	Washington Street	1994	\$446,712	\$60,306
DAYTON	Fourth Street	1994	\$455,838	\$59,083
DEER PARK	Crawford Avenue	1994	\$564,443	\$76,200
EATONVILLE	Center Street East	1994	\$570,000	\$76,950
ELMA	Main Street	1994	\$347,467	\$48,602
FAIRFIELD	Main Street and Railroad Avenue	1994	\$106,128	\$14,327
FARMINGTON	Washington Street	1994	\$161,661	\$21,457
FORKS	SR 101 Sidewalk	1994	\$358,681	\$39,527
FRANKLIN COUNTY	Road 68	1994	\$182,296	\$23,856
GARFIELD	SR 27 North	1994	\$195,899	\$26,190
GRANDVIEW	Wine Country Road	1994	\$337,528	\$39,896
GRANDVIEW	Wine Country Road	1994	\$370,662	\$42,251
HARRAH	Branch Road	1994	\$65,382	\$6,800
HARRINGTON	Main Street	1994	\$216,366	\$32,396
KALAMA	China Garden Street	1994	\$457,131	\$61,713
KALAMA	Pedestrian Bike Pathway	1994	\$144,999	\$14,720
KETTLE FALLS	Meyers Street	1994	\$90,390	\$12,181
LA CENTER	Old Pacific Highway	1994	\$93,729	\$19,520
LACROSSE	South Main Street	1994	\$440,598	\$59,972
LEAVENWORTH	SR 2	1994	\$1,780,301	\$217,414
MANSFIELD	Main Street	1994	\$243,282	\$32,843
MCCLEARY	South 3rd Street	1994	\$20,458	\$2,762
MEDICAL LAKE	Brooks Rd/Division St	1994	\$463,822	\$40,930
MOXEE	Beaudry Road	1994	\$625,959	\$87,030
MOXEE	Rivard Road	1994	\$26,000	\$3,369
NACHES	Old Naches Highway	1994	\$139,133	\$18,543
NORTHPORT	Center Ave Ped/Traffic Separation	1994	\$110,525	\$22,105
OMAK	Ped Connection SR 215/Riverside Drive	1994	\$37,140	\$7,320
OROVILLE	Central/Cherry Streets	1994	\$324,531	\$43,163
OTHELLO	West Main Street	1994	\$271,836	\$28,587
OTHELLO	West Main Street	1994	\$35,991	\$6,500
PRESCOTT	F St/Railroad Avenue	1994	\$170,065	\$22,959
PROSSER	Downtown Revitalization	1994	\$203,027	\$40,605
REARDAN	Aspen Street	1994	\$581,000	\$66,425
REARDAN	Highway 2 Sidewalk	1994	\$55,424	\$11,081
REPUBLIC	Tessie Avenue/Klondike Road	1994	\$385,845	\$51,177
RIDGEFIELD	Main Street	1994	\$102,711	\$20,542
ROCK ISLAND	Rock Island Drive	1994	\$492,286	\$66,241
ROCKFORD	Weaver/Emma Streets & Stringham Road	1994	\$289,635	\$42,071

<u>Agency</u>	<u>Project Name</u>	<u>Fund Series</u>	<u>Total Cost</u>	<u>TIB Match</u>
SOUTH BEND	Handicap Ramps	1994	\$69,894	\$10,943
SPRAGUE	E and F Streets	1994	\$111,860	\$14,769
STARBUCK	Sidewalk Enhancement	1994	\$140,000	\$25,775
SULTAN	High Avenue Pedestrian/Bike Path	1994	\$73,735	\$13,678
WAITSBURG	Garden Street	1994	\$201,641	\$27,222
WAPATO	Donald Road	1994	\$57,800	\$7,693
WESTPORT	SR 105 Spur Enhancement	1994	\$250,542	\$31,874
WILBUR	Bell Street	1994	\$620,600	\$83,438
YACOLT	Yacolt Sidewalk	1994	\$116,915	\$23,383
ZILLAH	Second Avenue	1994	\$139,364	\$15,368
ALMIRA	Main Street	1995	\$108,797	\$14,688
BAINBRIDGE ISLAND	Ferncliff Avenue	1995	\$2,125,907	\$280,358
BATTLE GROUND	South Parkway	1995	\$436,851	\$25,200
BENTON CITY	SR 225 Bypass	1995	\$92,486	\$12,378
BENTON CITY	SR 225 Parking Mitigation	1995	\$302,895	\$60,579
BREWSTER	Hospital Way	1995	\$534,678	\$72,182
BUCKLEY	Foothills Trail	1995	\$54,906	\$9,915
CARNATION	Tolt Avenue Pedestrian Improvements	1995	\$44,554	\$8,911
CHENEY	Multi-Modal Transportation Improvements	1995	\$861,324	\$99,067
CHENEY	North 2nd Street/Oakland Streets	1995	\$229,195	\$29,622
EATONVILLE	SR 161 Improvements	1995	\$762,847	\$101,085
EDMONDS	Edmonds Multimodal Trans Center	1995	\$2,533,004	\$209,505
ELMA	Main Street	1995	\$617,356	\$82,727
FAIRFIELD	Main Street Sidewalks	1995	\$22,894	\$4,579
FIFE	Alexander Avenue	1995	\$91,634	\$12,371
FIFE	Pacific Highway East	1995	\$1,256,206	\$137,657
ILWACO	SR 101 Black Lake Rest Area	1995	\$599,758	\$57,577
KETTLE FALLS	Juniper Street	1995	\$77,580	\$15,516
LA CENTER	Old Pacific Highway	1995	\$121,518	\$18,230
LA CENTER	Old Pacific Highway	1995	\$236,807	\$42,830
LANGLEY	Municipal Park & Ride Facility	1995	\$136,400	\$26,510
LANGLEY	Wharf Street Walkway	1995	\$135,327	\$26,438
LONG BEACH	SR 103 Improvements	1995	\$1,026,055	\$141,640
LONG BEACH	SR 103 Stormwater	1995	\$50,000	\$6,743
MEDICAL LAKE	Lake Street	1995	\$393,242	\$42,253
MONTESANO	Main Street	1995	\$194,791	\$22,599
NEWPORT	4th Street/Calispel Avenue	1995	\$24,845	\$1,913
PROSSER	Gap Road	1995	\$251,717	\$30,589
RAYMOND	3rd Street/Alder Street Business Loop	1995	\$27,958	\$3,774
RAYMOND	Rail To Trail Plan	1995	\$30,000	\$6,000
RAYMOND	Riverfront Corridor	1995	\$975,179	\$195,000
RAYMOND	Riverfront Rails To Trails	1995	\$512,000	\$101,923
REPUBLIC	Main Street Pedestrian Access	1995	\$34,750	\$6,934
REPUBLIC	Upper Klondike Road	1995	\$224,351	\$30,288
RIDGEFIELD	Pioneer Street Sidewalks	1995	\$271,287	\$40,796
ROCK ISLAND	Rock Island Drive Phase 2	1995	\$360,873	\$47,698
SNOHOMISH	Second Street	1995	\$371,249	\$46,353
SOUTH BEND	First Street	1995	\$15,000	\$2,025
SOUTH BEND	SR 101 Rest Area	1995	\$35,181	\$7,036
SOUTH BEND	SR 101 Rest Area, Stage 2	1995	\$11,970	\$1,616
STANWOOD	102nd Avenue NW	1995	\$621,629	\$77,260
WAITSBURG	SR 124/SR 12 Sidewalk Enhancements	1995	\$93,569	\$18,293
WAPATO	Camas Avenue	1995	\$751,000	\$85,924
WATERVILLE	SR2 Corridor Enhancements	1995	\$129,697	\$38,608
YACOLT	South Railroad Avenue	1995	\$98,325	\$19,665
AIRWAY HEIGHTS	SR 2 Sidewalks	1996	\$355,500	\$50,000
ALMIRA	Almira Pedestrian Path (Main Street)	1996	\$137,410	\$27,482
BATTLE GROUND	West Main Street	1996	\$175,830	\$18,416
BENTON CITY	7th Street	1996	\$15,240	\$1,905
BENTON CITY	West Babs Avenue	1996	\$16,777	\$2,097
BINGEN	Walnut Street	1996	\$7,482	\$725
BLAINE	Third Street Bikepath	1996	\$85,495	\$17,099
BUCKLEY	West Mason Avenue	1996	\$317,185	\$34,761
CARNATION	Tolt Avenue Pedestrian Bulbs	1996	\$75,749	\$15,149

<u>Agency</u>	<u>Project Name</u>	<u>Fund Series</u>	<u>Total Cost</u>	<u>TIB Match</u>
CATHLAMET	William Strong Waterfront Trail	1996	\$172,225	\$34,485
COLVILLE	SR 20 Multimodal	1996	\$345,000	\$46,513
COUPEVILLE	South Main Street	1996	\$178,818	\$28,365
CUSICK	River Road Path	1996	\$92,855	\$18,445
DEER PARK	Crawford Avenue	1996	\$782,956	\$105,699
FAIRFIELD	SR 27 To Downtown Pedestrian Walkway	1996	\$37,771	\$7,554
FIFE	Wapato Creek Bridge	1996	\$366,264	\$49,446
FORKS	Multi-Use Transportation Center	1996	\$1,543,474	\$199,620
KALAMA	West Frontage Road	1996	\$71,839	\$8,980
LA CONNER	Morris Street	1996	\$728,403	\$71,550
MABTON	Main Street	1996	\$54,588	\$7,369
MCCLEARY	Intermodal Transportation Improvements	1996	\$1,576,620	\$315,324
NORTH BONNEVILLE	Cascade Drive	1996	\$7,333	\$917
OMAK	Riverside Drive	1996	\$386,765	\$77,361
ORTING	Train Street SW	1996	\$8,730	\$1,091
POMEROY	Sixth Street	1996	\$617,971	\$83,426
STANWOOD	88th Avenue NW	1996	\$203,481	\$15,607
STANWOOD	Heritage Trail	1996	\$146,179	\$29,236
STEVENSON	Stevenson Couplet (SR 14 and First St)	1996	\$1,327,071	\$156,069
WAITSBURG	Coppei Avenue	1996	\$101,339	\$20,268
WAITSBURG	West 7th and Coppei Flood Damage	1996	\$3,481	\$435
WAPATO	Northeast Streets	1996	\$13,127	\$1,641
WATERVILLE	SR 2 Corridor Improvements, Phase 2	1996	\$343,894	\$68,779
WHITE SALMON	Dock Grade Street	1996	\$45,265	\$5,658
WHITE SALMON	SR 141 Transportation Improvements	1996	\$1,118,201	\$111,290
YELM	N.P. and Rhoton Roads	1996	\$9,688	\$620
YELM	SR 507	1996	\$283,070	\$19,107
BENTON CITY	Downtown Enhancement Phase 3	1997	\$129,285	\$18,391
CASHMERE	Cottage Avenue	1997	\$420,919	\$56,824
COUPEVILLE	South Main Street	1997	\$106,902	\$13,230
COUPEVILLE	South Main Street	1997	\$213,754	\$30,830
FIFE	Alexander Avenue	1997	\$141,634	\$19,121
GRANGER	South Third Street	1997	\$61,521	\$7,803
LANGLEY	6th Street Walkway	1997	\$105,000	\$14,175
LONG BEACH	Ocean Beach Boulevard	1997	\$932,560	\$125,849
NEWPORT	Downtown Couplet, Washington & Union Ave	1997	\$2,030,782	\$140,967
NORTH BONNEVILLE	Evergreen Drive Bridge	1997	\$97,293	\$20,172
OAKESDALE	Steptoe Street	1997	\$123,675	\$16,696
OKANOGAN	Oak Street/Van Duyn Road	1997	\$147,589	\$19,901
OROVILLE	12th Avenue	1997	\$199,502	\$26,933
SOUTH BEND	First Street, Stage 3	1997	\$30,463	\$5,600
SOUTH BEND	Robert Bush Drive Sidewalks	1997	\$42,050	\$5,677
TONASKET	Jonathan Street	1997	\$354,624	\$47,133
UNIONTOWN	Montgomery Street SR 195	1997	\$237,177	\$31,289
WHITE SALMON	SR 14	1997	\$1,156,069	\$156,000
WINTHROP	Main, Center & Castle Streets	1997	\$609,248	\$82,248
YACOLT	NE Quadrant Sidewalks	1997	\$41,243	\$8,249
BLAINE	Mitchell Avenue	1998	\$516,728	\$71,562
COSMOPOLIS	ADA Ramps	1998	\$33,750	\$4,557
CRESTON	E Street	1998	\$544,801	\$68,933
ELMA	ADA Ramps	1998	\$33,750	\$4,556
ELMA	Main Street	1998	\$1,116,626	\$150,698
LANGLEY	Cross Town Walkway	1998	\$250,013	\$33,752
MCCLEARY	ADA Ramps	1998	\$33,750	\$4,557
MONTESANO	ADA Ramps	1998	\$33,750	\$4,557
OAKVILLE	ADA Ramps	1998	\$33,750	\$4,556
STANWOOD	102nd Avenue NW	1998	\$271,019	\$20,796
SULTAN	SR 2	1998	\$409,688	\$42,311
WESTPORT	ADA Ramps	1998	\$33,750	\$4,556
WILBUR	Brace Street	1998	\$733,605	\$93,151
ALMIRA	3rd/4th Streets	1999	\$362,543	\$48,944
BENTON CITY	SR 225/Old Inland Empire Hwy	1999	\$208,196	\$28,106
COLVILLE	SR 20	1999	\$811,012	\$109,487
COULEE DAM	Central Drive	1999	\$554,913	\$54,733

<u>Agency</u>	<u>Project Name</u>	<u>Fund Series</u>	<u>Total Cost</u>	<u>TIB Match</u>
COULEE DAM	SR 155/River Drive	1999	\$131,792	\$16,795
COUPEVILLE	North Main Street	1999	\$989,837	\$133,628
DAVENPORT	Third Street	1999	\$999,587	\$134,269
FAIRFIELD	Railroad Ave/Governor Moore	1999	\$286,602	\$38,691
HARRINGTON	Coal Creek Road	1999	\$481,980	\$65,067
MANSFIELD	Main St/Railroad Ave	1999	\$145,631	\$18,953
OKANOGAN	Sixth Avenue	1999	\$127,168	\$17,168
PALOUSE	E Main (SR 272) & SR 27	1999	\$1,013,334	\$136,800
BENTON CITY	Grace Avenue Sidewalks	2000	\$97,666	\$13,185
COLFAX	Cedar Street Pathway	2000	\$198,001	\$26,531
COSMOPOLIS	Downtown Corridor	2000	\$632,573	\$85,397
DAYTON	6th Street Bridge Replacement	2000	\$286,357	\$57,271
FARMINGTON	Main Street Sidewalk	2000	\$51,070	\$6,636
HARRINGTON	Third Street	2000	\$363,279	\$39,232
KALAMA	East Frontage Road	2000	\$78,247	\$10,563
MEDICAL LAKE	Lake Street	2000	\$449,711	\$54,812
NESPELEM	C Street	2000	\$913,295	\$103,856
RAYMOND	Willapa Hills Trail	2000	\$139,288	\$14,154
REARDAN	Lake Street	2000	\$125,000	\$16,494
RIDGEFIELD	South Hillhurst Road Sidewalk	2000	\$236,956	\$31,601
ROCK ISLAND	Delaware Avenue	2000	\$350,289	\$47,236
TEKOA	Crosby Street Walkway	2000	\$164,172	\$20,614
YACOLT	North Amboy Avenue Sidewalk	2000	\$113,739	\$15,354
YELM	East Yelm Avenue	2000	\$993,725	\$86,536
AIRWAY HEIGHTS	SR 2 Sidewalks	2001	\$125,000	\$25,000
BENTON CITY	7th Street Extension	2001	\$939,515	\$121,681
BINGEN	SR 14	2001	\$9,026,565	\$701,691
BREWSTER	Seventh Street Sidewalks	2001	\$86,872	\$11,728
BRIDGEPORT	SR 173/Columbia Ave	2001	\$721,387	\$88,131
CHELAN	Boyd/Dietrich Road	2001	\$490,410	\$66,205
COLVILLE	SR 395	2001	\$2,001,000	\$200,000
COLVILLE	Truck Route	2001	\$95,707	\$12,920
COLVILLE	Wynne Street	2001	\$3,513,484	\$200,000
CONCRETE	Main St Road Improvement (DN Only)	2001	\$293,048	\$32,463
CONCRETE	Main Street	2001	\$2,074,766	\$398,750
COUPEVILLE	Broadway Pedestrian Path	2001	\$93,885	\$12,312
DAVENPORT	Monroe St/8th/Fitness Lane	2001	\$1,376,778	\$185,772
ENDICOTT	Third Street Bridge	2001	\$340,463	\$67,911
GOLDENDALE	North Columbus Bridge	2001	\$987,926	\$197,438
HARRINGTON	Sherlock Street	2001	\$599,711	\$80,961
NORTH BEND	Tanner Trail	2001	\$187,219	\$25,275
OCEAN SHORES	Point Brown Bridge	2001	\$1,834,448	\$362,148
ODESSA	Alder Street Railroad Crossing	2001	\$53,362	\$5,336
ODESSA	Alder Street/SR 21 Realignment	2001	\$965,138	\$130,293
ODESSA	First Avenue	2001	\$287,007	\$38,741
OMAK	Fourth Avenue Sidewalk	2001	\$72,448	\$9,780
OROVILLE	SR 97 Sidewalks	2001	\$462,428	\$49,804
PRESCOTT	SR 124	2001	\$156,700	\$18,058
RAYMOND	Commercial Street	2001	\$34,373	\$4,640
ROCKFORD	Mica Creek Bridge	2001	\$522,812	\$104,561
SOUTH BEND	Memorial Street Overlay	2001	\$12,139	\$1,639
WINTHROP	South End Ped Bridge & Trail	2001	\$185,797	\$24,971
AIRWAY HEIGHTS	McFarlane Road	2002	\$1,191,819	\$160,896
ALBION	Main Street	2002	\$158,413	\$21,386
ALMIRA	3rd Avenue Bridge	2002	\$304,597	\$60,919
CARNATION	West Entwistle Sidewalks	2002	\$63,787	\$5,400
CHELAN	Lakeside Vicinity Sidewalk	2002	\$38,726	\$5,228
COSMOPOLIS	Mill Creek Pedestrian Linkage	2002	\$259,093	\$34,978
DEER PARK	Crawford Avenue - phase 3	2002	\$487,875	\$65,461
ENDICOTT	E Street	2002	\$181,156	\$24,456
FAIRFIELD	Ticknor Street	2002	\$405,793	\$54,749
ILWACO	1st Ave - Howerton Avenue & Waterfront Way	2002	\$1,951,537	\$200,000
LA CENTER	Fouth Street & Pacific Highway	2002	\$79,572	\$10,742
LONG BEACH	Discovery Trail Phase 1	2002	\$1,025,976	\$23,881

<u>Agency</u>	<u>Project Name</u>	<u>Fund Series</u>	<u>Total Cost</u>	<u>TIB Match</u>
MEDICAL LAKE	North Trail Project	2002	\$104,856	\$14,156
MOXEE	Rivard Road	2002	\$298,154	\$40,232
PROSSER	Wine Country Road	2002	\$15,625,642	\$364,024
RAYMOND	Third Street - Raymond Business Loop	2002	\$1,271,197	\$167,562
RUSTON	Winnifred Street Bridge	2002	\$1,207,989	\$241,487
SEQUIM	Sequim Streetscape Impr/Downtown Revit	2002	\$4,672,527	\$200,000
ST. JOHN	Front Street (DESIGN PHASE)	2002	\$69,700	\$9,409
ST. JOHN	Front Street Bridge	2002	\$398,492	\$79,694
STEVENSON	SR 14/2nd Street Couplet	2002	\$1,340,840	\$181,013
WAVERLY	Commercial Street	2002	\$406,907	\$54,652
COULEE DAM	Birch Street	2003	\$148,463	\$20,043
DAYTON	First Street/ Patit Creek Bridge	2003	\$72,229	\$14,443
ENTIAT	Entiat CBD Sidewalk (SR 97A)	2003	\$177,408	\$23,950
GOLD BAR	May Creek Bridge / 1st Street	2003	\$1,816,110	\$123,493
LIND	Lind Coulee - Neilson Street Bridge	2003	\$371,874	\$74,375
NORTH BONNEVILLE	Greenleaf Creek Bridge	2003	\$72,162	\$14,431
OCEAN SHORES	Ocean Lake Way Bridge	2003	\$353,729	\$70,719
RITZVILLE	Pioneer Plaza Washington Street	2003	\$86,444	\$11,254
ROSALIA	Whitman Street	2003	\$242,796	\$32,810
TONASKET	SR 20/SR 97 Sidewalk	2003	\$556,279	\$75,098
WAPATO	Donald Road	2003	\$317,324	\$42,839
WOODLAND	Davidson Avenue	2003	\$1,152,965	\$130,886
CHELAN	Chelan River Bridge Study	2004	\$61,544	\$12,309
COLVILLE	SR 395 Roundabout	2004	\$1,203,954	\$161,524
DARRINGTON	Sauk River Bridge #414	2004	\$368,245	\$14,570
LANGLEY	Anthes Avenue Walkway	2004	\$492,531	\$66,490
LEAVENWORTH	US 2	2004	\$75,824	\$10,216
METALINE FALLS	North County Revitalization Project	2004	\$93,984	\$12,688
MONTESANO	Sylvia Creek Bridge Replacement	2004	\$189,485	\$37,795
OCEAN SHORES	Bass Avenue Bridge	2004	\$182,757	\$36,537
ODESSA	Dobson Bridge	2004	\$68,242	\$13,648
OKANOGAN	Salmon Creek-Mill Street Bridge	2004	\$57,691	\$11,538
TWISP	SR 20 Improvements	2004	\$1,002,327	\$135,315
WINTHROP	Riverside Avenue & Bluff Street	2004	\$776,058	\$104,768
YELM	103rd Avenue	2004	\$140,267	\$17,915
CHEWELAH	Main Street	2005	\$531,918	\$71,809
HARRINGTON	Linden Street	2005	\$131,891	\$17,805
LANGLEY	Camano Avenue Sidewalk	2005	\$326,212	\$39,271
NAPAVINE	Washington Street & 2nd I/S	2005	\$361,533	\$36,153
NAPAVINE	Washington Street Signal	2005	\$304,607	\$30,151
BENTON CITY	7th Street/Horne Drive	2006	\$228,515	\$30,849
COSMOPOLIS	Downtown Corridor Improvement Phase 2	2006	\$963,278	\$127,977
DEER PARK	Crawford Avenue	2006	\$216,930	\$29,285
OMAK	Robinson Canyon Road	2006	\$465,896	\$62,896
REARDAN	Oak Street/Spokane Street	2006	\$313,454	\$41,998
KETTLE FALLS	Meyers Street	2007	\$162,745	\$21,971
NACHES	South Naches Road	2007	\$359,538	\$34,316
BRIDGEPORT	Foster Creek Avenue	2008	\$711,221	\$74,600
DEER PARK	Crawford Avenue	2008	\$282,396	\$38,123
EVERSON	Mission Road Improvements (Phase 2)	2008	\$557,804	\$75,304
MILLWOOD	Argonne Road	2008	\$1,316,000	\$177,660
OKANOGAN	Conconully St & 11th Ave	2008	\$79,697	\$10,759
TWISP	2nd Avenue	2008	\$1,154,538	\$155,863
YACOLT	W. Yacolt Road & N. Amboy Avenue	2008	\$354,739	\$39,642
CONCONULLY	Main Street/Lake Street	2009	\$99,790	\$13,470
COULEE DAM	River Drive (SR 155) Sidewalk	2009	\$176,977	\$23,892
DEER PARK	Crawford Ave - Phase V	2009	\$1,630,000	\$161,985
LA CENTER	Highland Avenue / E 4th Street	2009	\$1,932,700	\$37,457
OKANOGAN	Sixth Ave N/Orchard Grade	2009	\$567,500	\$76,600
OROVILLE	SR 97 Sidewalks	2009	\$150,000	\$20,250
EATONVILLE	SR-161 Corridor Project	2010	\$402,312	\$54,312
TOTAL		313 Projects	\$152,083,416	\$17,034,613



Contingency Project Restoration Procedure

November 19, 2009

BACKGROUND

TIB revenue dropped significantly in October 2008 due to the economic downturn. Overall, the revenue forecast dropped about \$10 million per year. In March 2009, the Board adopted an initial list of 25 projects to be considered for budget reductions. The projects placed on the “cut list” had either missed their initial construction dates or lost a significant amount of potential match funding. The 25 projects were put into three distinct groups for consideration – cut, retain, and contingency. The contingency group totaled 8 projects and \$19.5 million in TIB funds that may be restored by administrative action of the Board if TIB has sufficient funding. Two additional projects totaling \$2 million in TIB funds will be added to the contingency list effective November 25, 2009 if they have not been advertised for bids.

The contingency projects are listed below.

Program	Agency	Project	Selected	TIB Funds in Contingency
UCP	Clark Co.	Salmon Creek Interchange	2004	3,630,000
UCP	Lewis Co.	Airport Road	2005	2,541,119
UCP	Tukwila	Southcenter Parkway	2005	5,000,000
UCP	Yakima	MLK Jr Blvd	2006	1,500,000
UAP	Spokane Valley	Park Road	2006	1,648,910
UAP	Lakewood	Bridgeport Way	2004	734,300
UAP	Olympia	Harrison Avenue	2004	494,805
UAP	Thurston Co.	Yelm Highway	2005	3,900,000
				TOTAL: \$19,449,134

Projects in contingency effective November 25, 2009:

Program	Agency	Project	Selected	TIB Funds in Contingency
UAP	Milton	Milton Way	2003	963,375
UAP	Oak Harbor	N. Oak Harbor St.	2003	1,107,506
				TOTAL: \$2,070,881

STATUS

The staff developed a contingency restoration procedure to ensure orderly consideration when restoring projects to full funding. To qualify for restoration a project must be bid-ready and TIB must have sufficient cash flow to accommodate the demand for funds while maintaining its financial performance targets.

Summary of Procedure

1. Staff confirms project readiness.
 - a. The agency must certify that all matching funds are readily available and that there are no additional actions pending (e.g. no grants in application status or authorizations pending council action).
 - b. The agency must have the project at bid stage with all of the following completed:
 - i. Plan, Specification, and Engineer's Estimate (PS&E) package is complete and filed with TIB
 - ii. Right of way is certified
 - iii. All necessary permits and authorizations are acquired
 - iv. All agency approvals are in order
 - v. Bid package is ready for advertising
 - vi. No other obstacles exist to prevent immediate progress to construction
 - vii. Customer has committed to a construction schedule. This means the bid will happen imminently, there is no plan to delay the award of the project, and partial actions are not acceptable (e.g. no partial construction and no phasing without a scope change).
2. Staff provides evidence to the Board of sufficient cash flow to accommodate demand for funds.
 - a. The minimum fund balance performance measure is met.
 - b. Cash flow projections show TIB can cover commitments while maintaining the fund balance performance measure.
 - c. The board chooses to authorize a bond issue for the restoration of specific contingency project(s), assuming availability of bonding and budget authority.
3. Process for restoring contingency projects to active status.
 - a. Lead agency initiates request to restore funding by sending notice to the TIB engineer they meet the readiness requirement.
 - b. The request must be made with sufficiently in advance of the board packet due date to allow staff to complete analysis of the revenue stream and project readiness.
 - c. Staff completes a readiness assessment, including a meeting with the agency to verify that all conditions are met.
 - d. The project will be heard before the board at the next scheduled meeting where staff will report on impacts. The customer will need to present on their readiness to proceed with the project.
 - e. The Board may authorize or defer the project based on the hearing.
 - f. The Board may subsequently rescind authorization to proceed if a restored project fails to advance in a reasonable time frame.
4. Projects may be cut from the contingency list.
 - a. At any point in time, the lead agency may withdraw the project.
 - b. The project may be cut according to the normal delayed projects process when at Stage 3. The project may be retained on the contingency list beyond Stage 3 when lack of TIB funding is the only reason for continued delay.
 - c. All contingency projects that do not reach readiness by July 2013 will be cut from the contingency list.
 - d. The Board may cut project inventory at any time necessary to respond to dropping revenue forecasts and budget cuts.

RECOMMENDATION

Adopt the recommended procedure.

Thurston County

Yelm Highway - Henderson Blvd to Rich Rd

Contingency Restoration
\$3,900,000

Request for Restoration of Funds and Bid Authorization - Staff Review
 FY 2007 Urban Arterial Program (UAP)
 TIB Project 8-5-034(015)-1

Board Meeting Date: November 20, 2009
 Bid Award Target Date: Feb 2010

Project Information

Existing Conditions

Yelm Highway is a heavily traveled two-lane roadway with no pedestrian facilities.

Proposed Improvements

Widen the roadway to include four through lanes with a two-way left-turn lane along with bike lanes, curb, gutter, and sidewalks on both sides.

Funding Summary

	Original	Increase	New Total
TIB Funding	\$3,900,000	\$0	\$3,900,000
Lead Agency Funding	1,153,953	2,347,994	3,501,947
Public Funding	1,407,159	759,269	2,166,428
Private Funding	138,888	306,083	444,971
Totals	\$6,600,000	\$3,413,346	\$10,013,346

Discussion

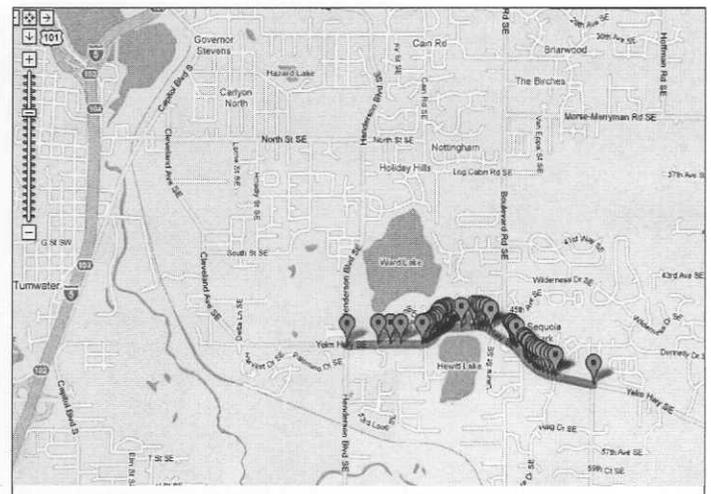
This project was placed on the contingency list at the June 2009 Board Meeting. To restore this project to active status requires Board action. The County requests that the Board restore the project to active status.

The Board selected this corridor completion project in November 2005. It completes the final gap in a critical east-west corridor and improves access to a rapidly growing area of Thurston County. It was originally scheduled to start construction spring 2007, but difficult right of way acquisition and a budget that increased by nearly 50% slowed the progress. In June 2009, the County had not completed right of way acquisition and did not have a commitment of full funding. The project was placed on the contingency list in June 2009.

Since June 2009 the county has completed the following steps:

- Full funded has been secured
- Right of way acquisition is complete
- All permits have been acquired
- Plans, Specs and Engineer's Estimate 95% completed; expected to be entirely completed in December

If the project is restored to active status, the County plans to advertise the project in January 2010.



Recommendation

Staff recommends that action be deferred until the January 2010 Board meeting.