



Transportation Improvement Board  
September 24-25, 2009 – Yakima, Washington  
Location: Red Lion Hotel  
607 East Yakima Avenue  
Yakima, WA 98901  
(509) 248-5900

September 24, 2009  
WORK SESSION AGENDA

WORK SESSION			Page
1:30 pm	A. Project Updates from Local Agencies	Greg Armstrong	
	1. Yakima Valley Conference of Governments	Page Scott	
	2. City of Grandview	Scott Staples	
	3. City of Okanogan	Ray Clements	
	<i>Project &amp; Program Issues</i>		
2:15 pm	B. Project Inventory Reduction	Steve Gorcester	39
3:00 pm	C. Delayed Projects Update	Steve Gorcester	42
3:15 pm	D. Small City Match Policy Discussion	Steve Gorcester	45
4:30 pm	E. SCPP Red Towns Status & Spending Decision	Steve Gorcester	47
	<i>General Matters</i>		
5:00 pm	F. Bylaw Revisions	Eileen Bushman	55

*Dinner on your own*



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September 25, 2009 – 9:00 am  
 BOARD AGENDA

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1. CALL TO ORDER	Chair Partch
• Introduction of new Board member – Councilmember Bill Gothmann, City of Spokane Valley	
2. GENERAL MATTERS	
A. Approval of June 26, 2009 Minutes	Chair Partch 1
B. Communications	Steve Gorcester
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3. Argonne project receives boost from state grant – <i>Spokane Valley Online</i>	7
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B. Executive Director’s Report	Steve Gorcester
C. Financial Report	Theresa Anderson
D. Project Activity Report (6/1/09-8/31/09)	Greg Armstrong 34
4. ACTION ITEMS	
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5. FUTURE MEETINGS	
November 19-20 – Bremerton (Kitsap Conference Center)	
January 21-22, 2010 – SeaTac (Hilton Hotel)	
March 25-26 – Wenatchee (Coast Hotel)	
June 24-25 – Vancouver (Heathman Lodge)	
September 23-24 – Walla Walla (Walla Walla Airport)	
November 18-19 – Everett (Downtown Holiday Inn)	
6. ADJOURNMENT	

**Transportation Improvement Board  
June 26, 2009  
Downtown Oxford Suites  
Spokane, Washington**

**MINUTES**

**TIB BOARD MEMBERS PRESENT**

Councilmember Jeanne Burbidge, Chair  
Commissioner Greg Partch, Vice Chair  
Mr. Todd Coleman  
Councilmember Sam Crawford  
Ms. Kathleen Davis  
Mr. Mark Freiberger  
Mayor James Irish  
Mr. Dick McKinley

Mr. Dave Nelson  
Ms. Heidi Stamm  
Mr. Harold Taniguchi  
Mr. Steve Thomsen  
Mr. John Vodopich  
Mr. Ralph Wessels  
Commissioner Mike Wilson

**TIB STAFF**

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

**TIB BOARD MEMBERS NOT PRESENT**

Secretary Paula Hammond  
Ms. Doreen Marchione  
Ms. Jill Satran

**CALL TO ORDER**

Chair Burbidge called the meeting to order at 9:10 am. She introduced Palouse Mayor Michael Eschenova who thanked the Board for the positive change TIB brings to small communities.

**GENERAL MATTERS**

**A. Approval of June 26, 2009 Minutes**

**MOTION:** It was moved by Councilmember Crawford with a second from Mr. Freiberger to approve the minutes of the March 27, 2009 Board meeting as printed. Motion carried unanimously.

- B. Communications** – Steve Gorcester referred the Board to the articles and letters in the board packet. He specifically noted the letter from Representative Mark Miloscia written to Governor Gregoire commending the TIB for winning the 2008 Washington State Quality Award, which will be presented in October. Steve also mentioned the reality that gas taxes are becoming a relic for revenue as stated in the article in *Governing Magazine*, “Tanks for the Memories.” Finally, he pointed out to the Board the article in the *Yakima Herald-Republic* that addressed the resignation of Board member Councilmember Neil McClure from the Yakima City Council. Councilmember McClure’s resignation from the Council made him ineligible to continue as a member of TIB.

**NON-ACTION ITEMS**

- A. Chair’s Report** – Chair Burbidge is working with PSRC on the regional transportation plan, Transportation 2040. She suggested that Board members become aware of future planning and the different directions in which transportation is going. Information can be found on the PSRC website at [www.psrc.org](http://www.psrc.org).
- B. Executive Director’s Report** – Steve Gorcester reported on the following items:
- Legislative Update**
- **HB 1000** – This bill transfers jurisdiction of CR-397 from Benton County to WSDOT and was signed into law on April 23, 2009.
  - **SB 5028** – This bill transfers the Route Jurisdiction Transfer process from TIB to the Transportation Commission and was signed into law on April 28, 2009. It takes effect on July 26, 2009.

**1990s Final Project** – The last project of the 1990s, Port Angeles International Gateway, was closed out.

**Town of Twisp** – A contractor who bid on a project in Twisp and did not get the job filed a series of complaints regarding quality of work with Representative Kretz. Steve visited the site and did not detect any sub-quality work. He has been in communication with Representative Kretz about this issue.

**Local Project Stimulus** – The Local Project Stimulus Panel allocated \$2.3 million of returned stimulus funds to Port Townsend Sims Way and Wahkiakum County Ferry Landing. Additional returned stimulus funds will be distributed later in the summer once the originally selected projects pass the July 1 obligation deadline and reach construction.

**Recent TIB Ribbon Cutting Events**

- City of Covington – 180<sup>th</sup> Avenue SE-SE Wax Road
- City of Royal City – Royal Avenue
- City of Blaine – Semiahmoo Parkway

**C. Financial Report**

Theresa Anderson reported that the TIA balance was low, but that in July we will receive the monthly gas tax revenue of \$10 million. Of that, \$3.2 million will go into the TIA and \$7.8 million into the UATA. Once this deposit is made, the TIA will be back on target. In addition, we will receive \$8 million from bond sales.

The bond debt in the UATA is declining at a current \$15 million. Over the next biennium, we will pay out a total of \$22 million toward bond debt.

Payment requests continue to exceed revenue because the revenue continues to decrease and the high obligations currently being paid are from three to four years ago when the projected revenue was thought to remain stable. Because of this, it is necessary to sell bonds in this biennium. The alerts on the dashboard continue to be monitored very closely.

**D. Project Activity Report**

Greg Armstrong reported that there were 115 project actions between March and May. Of those, 50 projects were closed out, 10 projects were withdrawn, 28 were awarded bids, 20 are under construction, and seven are in design. A small increase of \$115,900 was given to Royal City. Surpluses during this reporting period totaled about \$1.5 million and the total amount from withdrawals was slightly over \$9.3 million.

During this reporting period, there was a total decrease in TIB obligations of \$11,387,019.

**ACTION ITEMS**

- A. Project Inventory Reduction** – During the Thursday work session, the Board reviewed the second tier of projects on the contingency list. Steve Gorcester reminded the Board that “contingency” meant an agency would lose TIB funding, but once that agency is ready to go to construction the funding would be restored without reapplying if the TIB funds were available. The list the Board reviewed at this meeting listed nine projects that were not viable to move ahead and were already in delay. Two of those projects, Spokane Valley Park Road and Yakima Martin Luther King Boulevard, have large funding shortfalls, but believe with more time they can find additional funding.

Given the current economic climate, the restoration of some of the contingency projects may not occur until 2011, if even then. Steve noted that the TIB staff have been candid with the agencies, letting them know that there is no guarantee that TIB funds will be available once that agency is ready to go to construction. Because of the uncertainty and rapidly changing revenue, it is unpredictable which projects on the list, if any, might have funding restored.

During the Friday meeting, the Board asked for a status report on each of the projects listed on the contingency list. Greg Armstrong provided an assessment of each project, noting which ones might be likely to solve any right-of-way issues and achieve full funding in a timely fashion.

After lengthy discussion and explanation of each project, the Board took the following actions:

**MOTION:** It was moved by Councilmember Crawford with a second from Mr. Freiberger to leave eight projects on the June Project Inventory Reduction list as contingency projects and remove Spokane Havana Street from the list. Discussion ensued regarding other projects that might be removed from the list.

**AMENDED MOTION:** It was moved by Councilmember Crawford with a second from Mr. Freiberger to approve the list with the removal of Spokane Havana Street and Lakewood Bridgeport Way. The motion failed with seven ayes and eight nays.

**AMENDMENT TO THE AMENDED MOTION:** It was moved by Councilmember Crawford with a second from Mr. Freiberger to approve the list with the removal of Spokane Havana Street with this project retaining its TIB funding. Motion carried unanimously.

**Delayed Projects Report** – During the Thursday work session, Steve Gorcester gave a report on delayed projects. He reviewed the process for the three stages of delay. Stage 1 - the agency is sent a letter asking for a response with a tentative schedule; Stage 2 – the agency sets a specific schedule; Stage 3 – if the scheduled bid date is missed, the agency must appear before the Board. He reminded the board that a new WAC rule was adopted, establishing a 1½ year delay standard for construction only projects.

There are twenty-four delayed projects this year, an increase of 46 percent from last year due to the new WAC that includes the construction only projects. Of the twenty-four projects, one is in a Stage 2 delay (Wapato Track Road) and one is in a Stage 3 delay (Seattle East Marginal Way). All others are in Stage 1 and will receive a letter.

- B. Redmond/Kirkland RJT SR-908 Preliminary Analysis** – The cities of Redmond and Kirkland jointly requested a jurisdictional transfer of SR-908 from WSDOT to the cities. TIB staff prepared a thorough analysis of the request based on the criteria in established in WAC 479-210-200 and WAC 479-210-250. If the Board had no substantive changes to the analysis, it was recommended that the Board approve the analysis as the preliminary finding.

**MOTION:** It was moved by Mr. McKinley with a second from Ms. Davis to accept and release the staff analysis on the Redmond/Kirkland RJT as the preliminary finding. Motion carried unanimously.

**NOTE:** Notification letters requesting comment will be sent out to interested parties once the preliminary finding is approved. Thereafter, all information and findings regarding this RJT will be given to the Washington State Transportation Commission (WSTC). Senate Bill 5028, signed into law on April 28, transfers responsibility of the RJT process to the WSTC. They assume this responsibility beginning July 26, 2009 and will take over the Redmond/Kirkland RJT request at that time.

- C. Bylaw Revisions** – The last revisions to the bylaws were made in November 2004. Since that time, it was discovered that some of the rules listed in the bylaws were outdated or do not reflect current practices. A summary of changes and detailed revisions were presented to the Board. After several comments, it was agreed that additional changes needed to be made and clarification given to various issues such as definitions of “majority” and “quorum,” the inclusion of allowing the Board to vote on the Priority Array, and the requirement to be present to vote.

A vote to approve the revisions incorporating the suggested changes was tabled until the next meeting. However, a motion was made to define “quorum” and a “voting majority.”

**MOTION:** It was moved by Mr. McKinley with a second from Mr. Thomsen to consider a quorum as eleven with a quorum needed to conduct business and a simple majority of 50 percent plus one in attendance would carry the vote. Motion carried unanimously.

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

**MOTION:** It was moved by Councilmember Crawford with a second from Mr. Freiberger to elect Commissioner Greg Partch as Chair for FY 2009-2011. Motion carried with Commissioner Partch abstaining.

**MOTION:** It was moved by Councilmember Crawford with a second from Councilmember Burbidge to elect Mayor James Irish as Vice Chair for FY 2009-2011. Motion carried with Mayor Irish abstaining.

- E. 2010 Meeting Schedule** - The 2010 proposed meeting schedule offered two options: Option 1 continuing with five meetings during the year which allows ongoing actions to be handled more expeditiously; Option 2 offered four meetings during the year which allows a cost savings and a more substantial agenda. Both options listed the January 2010 meeting in Olympia and the November 2010 meeting in Seattle. Mr. Wessels requested that the January meeting be changed to a location in SeaTac to accommodate a tour of the new Light Rail system. At the next meeting, TIB staff could recommend a new location for the November 2010 meeting.

**MOTION:** It was moved by Mr. McKinley with a second from Ms. Stamm to adopt Option 1, meeting five times per year, and to move the January 2010 meeting to SeaTac with a new location for the November 2010 meeting to be determined at the next meeting. Motion carried unanimously.

#### **FUTURE MEETINGS**

The next meeting is scheduled for September 24-25, 2009 in Yakima. Meeting notices will be sent out on September 4, 2009.

#### **ADJOURNMENT**

The meeting adjourned at 11:24 am.

## **Partch will chair Transportation Improvement Board**

Commissioner Greg Partch Elected as Chair of Transportation Improvement Board

Whitman County Commissioner Greg Partch was elected as chair of the Washington State Transportation Improvement Board at its June 26 meeting in Spokane. The Secretary of Transportation originally appointed Partch to the Board in June 2005 after his nomination by the Washington State Association of Counties.

The TIB provides grants to transportation projects submitted by towns and cities statewide. The Washington State Legislature created the TIB to foster state investment in quality local street, road and sidewalk projects. Funds are awarded on a competitive basis. Typical projects address congestion, safety, new economic development, and improvements to roads and sidewalks needed by communities that do not have the funding.

“TIB encourages cooperation

between the state, county, and cities, and provides a competitive process to local governments through rating projects on the basis of sound technical criteria,” said Partch. “Many local projects across the state, including many in the Whitman County area would not have happened without TIB.”

TIB is funded by 3 cents of the state’s gas tax representing more than \$100 million annually. Since 1991, the Legislature has provided more than \$1 billion through the TIB program for urban highways and arterials, access to commercial areas, and small city street projects.

“I am honored to accept this position,” noted Partch.

# THE BATTLE GROUND REFLECTOR

JULY 29, 2009

## La Center mayor named vice chair of state board

La Center mayor Jim Irish has been elected as vice chair of the state Transportation Improvement Board.

Irish was appointed to the board in July 2008 by the Secretary of Transportation following his nomination by the Association of Washington Cities. His appointment as vice chair came at a June 26 meeting in Spokane.

The Transportation Improvement Board provides grants for transportation projects submitted by local governments statewide. The legislature created the Board to handle certain funding for transportation projects. Funds are awarded on a competitive basis.

"I know first hand the difference TIB makes in Washington's cities and counties," said Irish. "TIB is a true partner in funding local projects throughout the state, including projects in La Center. Since 1990, TIB has leveraged about \$4 millions in road improvements."

TIB is funded by 3 cents of the state's gas tax which amounts to more than \$100 million annually. Since 1991, the legislature has provided more than \$1 bil-



LA CENTER Mayor Jim Irish

lion through the TIB program for urban highways and arterials, roads in commercial areas and small city streets.

"Although I have only been on the board a short time, I've enjoyed working with the other members and look forward to serving in the capacity of vice chair," said Irish.

Whitman County commissioner Greg Partch was elected chair of the TIB at the Spokane meeting.

Community News 06/26/09

## Argonne project receives boost from state grant



*By Craig Howard  
News Editor*

When Millwood residents, business owners and city leaders gathered to discuss the priorities of a corridor study along Argonne Road nearly two years ago, the subject of inadequate sidewalks was near the top of the list.

In August 2007, during a special advisory committee meeting at Millwood City Hall, Mayor Dan Mork described how the busy arterial lacked amenities for pedestrians and had “essentially dissected the town.”

“It needs to be safe for both automobiles and people,” Mork said.



Work continued this month on an extensive resurfacing project along Argonne Road in Millwood. The city received word recently that a grant from the state Transportation Improvement Board has been awarded to help with additional sidewalk construction on the west side of Argonne.

*Photo by: Craig Howard*

While some areas along Argonne feature paved paths, other portions have sidewalks in disrepair or no walkways at all. The corridor study, spurred by a \$1.3 million grant from the Washington Department of Transportation, set out to address not only the resurfacing of the city’s main street, but improvements to intersections, curbing and sidewalks supported by organizations like the Millwood Better for Business group.

Construction on Argonne began May 4, although it didn't take long for some residents to express concern over what appeared to be a lack of adherence to certain priorities mentioned in the corridor study. At the June 1 City Council meeting, Bobbie Beese, a property owner along Argonne, wondered why a series of curb extensions – or bulb-outs – had not been included in the project thus far.

The extensions are intended to slow down traffic and improve safety conditions for pedestrians – two main components of the corridor study.

Project Manager Matt Gillis of Welch-Comer Engineers pointed out that current funding included provisions for certain pedestrian improvements, but would not cover all of the upgrades mentioned in the study.

At the time, it was uncertain whether the city would receive additional grant money from the state Transportation Improvement Board, an agency that distributes funds to towns and cities throughout Washington to assist with transportation projects. Millwood had already benefited from a TIB donation of \$108,000 to assist with sidewalk improvements in conjunction with the resurfacing of Argonne. The city matched that grant with \$12,000 of its own.

Gillis said Welch-Comer went about “turning over stones” to secure extra funds for further renovations after the initial WSDOT grant was announced.

“From the very beginning, we understood that the city had a grant to rebuild the road, but it also had a well-done corridor study that called for other improvements,” Gillis said. “It was just a matter of trying to find the funds to do the work.”

When Mork and city representatives met with Gillis to discuss awarding the pedestrian project on June 3, it appeared as if an additional \$26,000 from TIB would be on its way to help with sidewalk construction. Later that same week, the grant remained a question mark.

Meanwhile, Cameron-Reilly, a local construction firm, had signed on to complete a project that would include the curb extensions and alternate sidewalk work on the west side of Argonne.

By last week, Mork had talked with representatives from TIB and found out that the agency had committed \$26,707 to the project. The city would provide a \$3,600 match.

“We probably could have come up with the money had the TIB funds not been there,” Mork said. “We’re just thankful for all the help they’ve given us.”

Millwood will contribute an additional amount of just over \$23,000 to complete two more pedestrian projects along Argonne, including curb extensions at Liberty and Bridgeport.

“It makes sense to do this now while Argonne is being resurfaced,” Mork said.

“Our goal is to end up with a safe street that motorists and pedestrians are happy with.”

## City celebrates completion of parkway expansion project

July 3, 2009

By Jim Feehan



The May Creek Bridge, open to traffic May 26, features wider sidewalks. *By Greg Farrar*

The completion of Coal Creek Parkway this month marks a three-phase, eight-year journey. The city's largest Public Works project relieves the bottleneck through Newcastle along the regional thoroughfare that connects Renton and Bellevue by widening Coal Creek Parkway from two lanes to four lanes from Newcastle Way to the Southeast 95th Way.

Later this month, various local, state and federal officials will return to Coal Creek Parkway to commemorate the completion of the project. The ceremony is scheduled for 1:30 p.m. July 16.

"I feel great pride in the completion of Coal Creek Parkway improvements," said City Councilwoman Jean Garber, who was at the initial ribbon cutting ceremony six years ago. "It shows that with a commitment on the part of the council and staff, Newcastle's limited resources can be leveraged to achieve a monumental outcome.

"I hope residents who walk, bike, or drive this scenic roadway share the pride I feel. To me, the red bridge is a symbol of what we can accomplish when we all work together."

## **First plans face hurdles**

City officials wanted to widen the parkway since Newcastle incorporated in 1994. The first step 10 years ago was approving a six-year Transportation Improvement Plan that included the following estimates:

- Phase one — \$11.8 million for widening, pedestrian and bicycle accommodations, signals, lighting, median and transit facilities, from Southeast 84th Place to Southeast 72nd Place.
- Phase two — \$19.4 million for similar projects from Southeast 95th Street to Southeast 84th Place.

Construction was slated to start in summer 2000, with phase one completed in 2003.

The first hurdle to the project came in 2000, when 11 homeowners refused to sell their properties along the western edge of the parkway project. They claimed the city's representative either didn't negotiate in good faith or underbid what their properties were actually worth. After 10 other homeowners agreed to sell, the City Council voted Feb. 15, 2000, to condemn the 11 properties of holdout homeowners.

The project hit its second hurdle when city officials decided to delay the start until spring 2001 after experiencing issues with permits, property acquisitions and funding.

City officials negotiated with the property owners, needing a court order to acquire the final property. That cleared the way for bids to go out, and city officials approved a \$5.767 million contract to Marshbank Construction, of Lake Stevens. Groundbreaking was finally kicked off March 16, 2002.

The first phase of the project widened the parkway from two lanes to four between Newcastle Way to the entrance of the Olympus neighborhood and Lake Boren Park at Southeast 84th Street. Improvements included a median, left turn lanes, additional traffic signals, bicycle lanes and sidewalks.

## **Funding becomes an issue**

As city officials searched for additional sources of funding to meet growing costs for phases two and three, the City Council considered dropping the later phases if that search was not successful. Another \$1 million injection from the county transportation budget kept plans for phase two alive.

Cost overruns, including the need to blast apart a rockslide, drove the cost of phase one up to \$14.4 million.

Each member of the City Council, as well as several Planning Commission members and city staff were on hand to celebrate the opening of the first phase of the project during a November 2003 ribbon cutting ceremony. Following speeches from city and county representatives, a group of council members and children paraded up Coal Creek Parkway for a few blocks in vintage cars. Phase one opened to traffic Nov. 8, 2003.

Two years later, the city received an \$11.3 million grant from the state Transportation Improvement Board for the completion of phases two and three.

Transportation projects in the state move forward with the help of competitive state grants awarded by the board, which was created by the Legislature to foster state investments in local projects.

Engineering for phases two and three were about 60 percent complete when the grant was announced. Up to that point, the board had invested \$25 million in five earlier stages of Coal Creek Parkway, stretching from Interstate 405 in Bellevue, through Newcastle and south to state Route 900 in the Renton Highlands.

In February 2006, design elements for the final two phases of the parkway were unanimously approved by the City Council. They included plans for sidewalks, realigning Southeast 89th Place with Coal Creek Parkway and the design for the May Creek Bridge, with sidewalks on both sides and a center meridian. The design called for the bridge to be topped with several arches reminiscent of the original May Creek Railroad trestle in contemporary form. The trusses that run the length of the bridge are painted brick red.

### **'Bold action paid off'**

Stevan Gorcester, the executive director of the state Transportation Improvement Board, applauded the city's efforts to secure funding for the parkway and tackling such a large Public Works project.

"I am thrilled to see the successful completion of this project," Gorcester said. "The city took on a big project and they assumed some risk. Sometimes, you have to take bold action and that bold action paid off."

Coal Creek Parkway is a major arterial paralleling Interstate 405 and will grow more important in the coming months as the state undertakes a major upgrade to I-405, he said.

Construction of the final mile of the Coal Creek Parkway project began in September 2007, widening the parkway from Southeast 84th Street to Southeast 95th Way and replacing the narrow two-lane May Creek Bridge, which was built in 1951. The parkway remained open during the past 22 months as crews demolished the old bridge, widened the roadway, added bike lanes and sidewalks and built a retaining wall north of the Highlands entrance to the intersection of Southeast 89th Place.

The project came in under budget and on time. In the waning hours of this year's session, the Legislature came through with \$3 million for the project.

Maiya Andrews, the city's Public Works director, said the city is thankful for its funding partners and the trust they placed in Newcastle spending their money wisely.

The parkway improvements will help commuters who opt to bypass I-405, but it also offers amenities to pedestrians and bicyclists, Andrews said.

"This is something we can look back at and be proud of," she said.

## **COAL CREEK PARKWAY TIMELINE**

- August 1999 City Council approves city's changes to its six-year Transportation Improvement Plan, estimating \$11.8 million funding will be needed for phase one and \$19.4 million for phase two of the Coal Creek Parkway project.
- Feb. 15, 2000 City condemns 11 properties of owners who have not yet agreed to sell their land to make way for the parkway project.
- July 5, 2000 City pushes back the start of project to spring 2001 after problems with permits, property acquisition and funding.
- November 2000 The King County Council agrees to chip in \$1 million for funding of phase one of the project.
- July 2001 Two families settle condemnation disputes with the city, leaving seven families holding and contesting offered settlements to acquire their land.
- August 2001 State and local funding of \$17.3 million for the first two phases of the project is assured.
- September 2001 One outstanding property acquisition, out of 23, remains unsettled.
- Oct. 12, 2001 A court order sides with the city on the final property, allowing access to the property for the project.
- Dec. 20, 2001 Bids are opened for phase one (Newcastle Way to Southeast 84th Way).
- Jan. 8, 2002 Contract awarded to Marshbank Construction.
- March 16, 2002 Groundbreaking is done for phase one.
- September 2002 City officials say \$3.2 million of funding from outside sources is needed to complete the three phases of the project.
- October 2002 Funding costs climb to \$4 million; City Council considers dropping phases one and two if additional funding isn't found.
- April 2003 City council approves \$1.8 million design contract to engineering firm CH2M Hill for second and third phases.
- Sept. 18, 2003 Coal Creek Parkway reopens to traffic as phase one nears completion.
- October 2003 City begins acquiring property for phase two.
- Nov. 8, 2003 Ribbon cutting for phase one is held.
- July 2004 State and local engineers review the city's phase two plans, known as value engineering, providing several recommendations that could save \$3.7 million in costs.
- October 2004 While the administration and City Council wrangle over mitigation costs for phase one, the second and third phases are delayed in design.
- June 20, 2005 City Council hears proposals from designer CH2M Hill two ways to cut between \$500,000 – \$700,000 from parkway costs, still at least \$20 million short of the \$27 million to \$33 million estimated total cost for phases one and two.
- Oct. 18, 2005 The City Council approves a plan that could place the city \$4.5 million in debt to secure a \$12 million transportation grant.

- Nov. 18, 2005 City receives \$12.35 million in grants — \$11.3 million from the Transportation Improvement Board and \$1.5 million from the county.
- Jan. 17, 2006 City Council approves seven design elements for phases two and three.
- February 2006 The design is at 60 percent completion for phases two and three.
- March 2006 The state approves \$4.7 million funding for phases two and three.
- April 2007 The project is \$6.2 million over budget, at \$38.2 million, up from an original \$32 million estimate.
- May 2007 The city adds \$1 million from reserve funds to defray project costs.
- July 24, 2007 A \$12.9 million phase three contract is awarded to CA Carey (Southeast 91st Street to Southeast 95th Way/bridge).
- Aug. 14, 2007 A \$15.9 million phase two contract is awarded to Marshbank Construction (Southeast 84th Way to Southeast 91st).
- Oct. 11, 2007 Groundbreaking is held for phases two and three.
- July 30, 2008 Demolition begins on old May Creek Bridge.
- April 27, 2009 The state awards \$3 million in final funding for phases two and three.
- July 16, 2009 Ribbon cutting is held for phases two and three.

Written by Jim Feehan · Filed Under [Local News](#)

# Bremerton

Home > Local > Most Recent Local News

## Love It or Hate It, the New Tunnel Is Open

### Photo Gallery

#### BREMERTON TUNNEL OPENS

Before it carried its first vehicle, the \$54 million ferry traffic was open to pedestrians on Monday.



**BREMERTON** — People waved, honked and whooped as they emerged onto Burwell Street from the new ferry traffic tunnel Monday evening. Arriving at 6:30 p.m. from Seattle ferry route, they capped a two-hour opening celebration of the \$54 million project.

It began with speeches and a ribbon-cutting by dignitaries, including U.S. Transportation Secretary Ray LaHood. Thousands then toured the 959-foot-long structure on foot, followed by miles of cool classic cruiser cars.

LaHood said he came because of his "great, great affection" for Bremerton native and U.S. Rep. Norm Dicks, who spearheaded the project with former Bremerton mayor Cary Bozeman and Gary Sexton, the city's economic development director.

Bremerton's revitalization, including the tunnel, is an example of building livable communities, a top priority for President Barack Obama, LaHood said. Bremerton is adapting and evolving, which is the key to success.

"Times have changed, and so must the infrastructure," said the former Republican lawmaker.

Also speaking were Dicks, Sexton, Gov. Chris Gregoire, state Transportation Secretary Paula Hammond, and DOT Olympic Region administrator Kevin Dayton.

Dicks said after he, Bozeman and Sexton came up with the tunnel idea, he wondered if they made a good decision, "but when you see this tunnel, I think you'll agree we did the right thing," he said.

He credited Bozeman for envisioning a walkable downtown, "but it can't be pedestrian-friendly when traffic gets off the ferry and rips up Washington Avenue," he said.

Many residents have criticized the project as an inappropriate use of funds and its climbing price tag. Dicks admitted that it always seemed like he needed another \$3 million, and he thanked state leaders for their contribution.

KITSAP SUN  
JULY 6, 2009

"Yes, it was a challenge to get this done, but I'm proud of it," he said. "When you think of the value we're going to receive from this for the next 50 years and beyond, I think you'll think of it as a worthwhile investment."

Tri-State Construction Inc. of Bellevue was lauded for its efforts to cut costs without sacrificing the tunnel's looks. The company broke ground on July 6, 2007, exactly two years before opening day.

Those who walked the tunnel were impressed with the structure, even if they disagreed that it was necessary.

Sherry Loomis and Becky O'Neill, both of Bremerton, said they had seen many tunnels in Europe and none were this nice. They loved the concrete walls decorated with sculptured trees.

"To have a drive-through tunnel finished up like this is fabulous," Loomis said.

Curt Allen of Bremerton also liked the looks.

"They did a good job," he said. "Is it worth it? I guess time will tell whether it's beneficial or not."

Some people are also upset that all cars have to go through the tunnel and cannot turn right on Washington Avenue from the ferry terminal.

John Gillespie of Manette said at first he was disappointed to learn that he would have to go around downtown to get home, but he said it won't be too much of a hassle.

"I definitely was for it the whole time," he said of the tunnel. "There's always been a traffic jam when you try to get out of there with the ferries."

Burwell Street from Warren Avenue to Pacific Avenue will remain closed until later in the week while crews finish striping the roads and taking down construction signs.

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Article published Sep 15, 2009

## Upper Sims Way reconstruction due to start in Port Townsend this week

By Erik Hidle  
Peninsula Daily News

PORT TOWNSEND -- Construction on Upper Sims Way improvements will likely begin this week.

"They are currently staging and preparing the storm pond," said Samantha Trone, development review engineer for the city of Port Townsend.

"Currently everything is going pretty well as we solidify the schedule.

"The first work people notice will likely be this week, along the north lane, as they work on the utilities."

The Upper Sims Way project -- which came into bid at \$2.6 million -- will include the burial of utility lines in the area, the repaving of the roads and the installation of roundabouts -- or traffic circles -- at Howard Street and Thomas Street.

### Part of city's face-lift

The project on the main highway in and out of Port Townsend is one of the major construction undertakings on a list of city projects intended by city officials to complete a face-lift of Port Townsend and provide jobs within the local economy.

The city budget for the Upper Sims Way project is \$3.2 million, including \$1.6 million in federal stimulus money.

"In the next three weeks or so they will begin work on the frontage of the streets," said Rick Sepler, director of development services for the city.

"They will begin there, and move on as they work on the roads and eventually the new roundabouts."

Sepler said traffic is not expected to be stopped for long periods of time during the construction as crews divert two lanes through the work.

The substantial completion date for the project is May 10.

### Local workers

In July, when the bid was awarded, City Manager David Timmons said he was happy to see local workers of Seton Construction Co. put on the job by the project.

"The good news is that it's a local company," Timmons said.

"That's a real plus for us, because it's taking that federal money and bring it back to the city, for a city project with city workers.

"It's really going to be put to good use."

The Upper Sims Way project has been discussed as an active project for more than a year.

The renovation was originally left off the list of projects to receive funds from the federal stimulus package, but in June the state held a second round of allocations using leftover stimulus money and elected to give the money to the city of Port Townsend to renovate and improve the main entrance to town, state Highway 20.

Also being added to the roadway is a barrier between the two directions of traffic, the elimination of a turning middle lane and sidewalk improvements along the road.

Six major projects

The project is one of six major construction projects the city will begin this year.

Along with improvements to Sims Way, multiple downtown streetscape improvements and renovation of the waterfront esplanade are all slated to begin by the end of this year.

The cost of all the projects is estimated at a little more than \$12.5 million.

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## Construction

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July 15, 2009

### Road officials: 2,000 projects under way with \$6B stimulus

By GEORGE TIBBITS  
Associated Press Writer

State transportation officials on Tuesday defended their handling of federal stimulus money for road projects against criticism they haven't moved quickly enough to turn the money into jobs and pavement.

Washington state Transportation Secretary Paula Hammond acknowledged at a news conference there's been criticism of how fast states are meeting goals set by President Barack Obama and Congress when the stimulus package was approved in February. That \$787 billion package included \$27.5 billion for highway and bridge construction and repair.

But Hammond said that nationwide, 2,000 construction projects funded by stimulus dollars are under way, worth more than \$6 billion. In all, 5,600 projects worth an estimated \$16.7 billion have been approved for bids, she said.

"Barrels and cones are on the road," said Hammond, who was elected president of the Western Association of State Highway and Transportation Officials at the group's meeting Tuesday in Seattle.

The projects are "providing steady and sustained jobs, which are real family wage-earning jobs for workers in our country," she said.

The money also is being stretched farther, Hammond said, because contractors desperate for work in the bad economy are submitting lower bids. In some cases, states are paying as much as 30 percent below engineers' estimates of what projects should cost, she said.

Congressional Republicans have said Obama's stimulus program does too little and comes too late to revive the economy, and will do more long-term damage by increasing government debt. Last week, they argued that transportation money in particular was slow to be spent.

Rep. Edolphus Towns, D-N.Y., chairman of the House oversight committee, also said last week that he was concerned transportation projects in economically distressed areas were being left out — even though they are supposed to be a priority.

Hammond said all 50 states met a June 30 deadline for obligating 50 percent of their highway stimulus funds, while 15 states have obligated 80 percent.

According to the U.S. Department of Transportation, 51 percent of the highway stimulus money is being spent in economically disadvantaged areas, she said.

Hammond also said federal payment figures don't reflect how quickly stimulus projects are getting under way. States obligate money for projects, then put them to bid and pay winning contractors to start working. The federal government only reimburses the states later, she said.

John Njord, executive director of the Utah Department of Transportation, said his state has obligated 97 percent of the highway money it's getting under the American Recovery and Reinvestment Act, with 93 percent of that awarded to contracts.

“We have actually completed projects that are funded with ARRA funds to date,” Njord said. “This money is being well spent; it is creating jobs, it is stimulating the economy as it was described to do.”

The news conference came shortly after Washington announced its jobless rate in June had increased to 9.3 percent, up from a revised May rate of 9.1 percent. Without stimulus money, Hammond said, the figure would have been worse.

She said Washington's \$491 million for highway construction is expected to sustain some 3,700 construction jobs.

Will Kempton, director of the California Department of Transportation and the outgoing president of the 18-state regional association, said the stimulus money has been a lifesaver in the midst of his state's \$26 billion fiscal crisis.

California has \$1 billion in construction projects under way thanks to its \$2.6 billion share of highway stimulus money, with another \$750 million expected to be under contract by the end of summer, Kempton said.

“With these Recovery Act dollars coming in it means that some of this work can go forward,” he said. “It couldn't come at a better time for the state of California.”

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VALLEY MALL BOULEVARD EXTENSION

# Tying it all together

Project improves access to airport off I-82 while providing a number of future opportunities

By CHRIS BRISTOL  
YAKIMA HERALD-REPUBLIC

One of the region's biggest road projects in recent years took another step toward completion Wednesday with the official opening of the Valley Mall Boulevard extension.

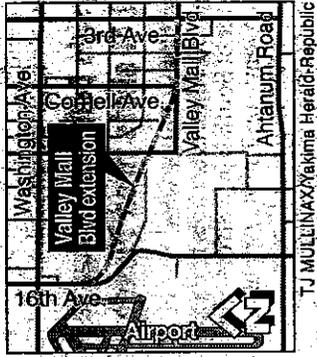
The 1.5-mile extension connects with the first stretch of the new boulevard, which was completed in 2003 but terminated at South Third Avenue in Union Gap. It now extends all the way to the intersection of 16th Avenue at Washington in Yakima.

In the process, it creates a straight shot from Interstate 82 to the Yakima Air Terminal.

During a ribbon-cutting ceremony, local and state officials praised the project as an example of teamwork among multiple government agencies. The total cost of the extension was estimated at \$15.5 million.

"This is a major undertaking," state Sen. Curtis King, R-Yakima, said.

Completion of the boulevard has broader implications for the region's economy because it opens land to further development around the Yakima Air Terminal and out into the West Valley.



State Sen. Curtis King, left, and Union Gap Mayor Jim Lemon take control of a giant pair of scissors during a ribbon-cutting ceremony Wednesday for the opening of the Valley Mall Boulevard extension, which connects I-82 and the airport.

In that sense, it is a book-end to the new interchange at I-82 and Nob Hill Boulevard, which was completed in 2007 and is expected to open the East Valley via State Route 24 to further residential and commercial development.

Dave McFadden, president and chief executive officer for the Yakima County Development Association, said visiting business leaders used to openly worry about slow access between the airport and the freeway.

"That's no longer an issue," he said, adding, "We are now primed for future development."

The new extension is four lanes wide and has protected turn lanes as well as two bridges across Wide Hollow Creek. It also includes utility upgrades, allowing area residents who now rely on well water and septic systems to tie into water and sewer lines.

It connects with the first 1.5-mile stretch of the boulevard that, despite ending at South Third Avenue, was immediately popular with the opening of the new Costco store in 2007.

But the completion of the boulevard does not mean the entire project is done. Far from it.

Still on tap is the huge reworking of the Valley Mall interchange at I-82, which is pegged to cost nearly \$39 million. It will feature a series of roundabouts to deal with a traffic mess that is complicated by truck traffic on Rudkin Road.

That project is being completed by the state Department of Transportation using federal stimulus funds. It will also coincide with a rebuild of the intersection at Main Street, which the city of Union Gap is overseeing at a projected cost of up to \$5 million.

Dennis Henne, Union Gap's public works director, said both projects will go to bid in mid-November with work expected to get under way next spring.

Meanwhile, the intersection at 16th Avenue at Washington is going to become much busier. As a result, the city of Yakima is planning a major widening project next year at a cost of roughly \$1.5 million.

Finally, Yakima is also overseeing the realignment of South 16th Avenue, which had to be rerouted between Washington Avenue and Ahtanum Road due to federal aviation concerns that the road was too close to the airport.

That project is currently under way and is expected to be completed in the fall.

• Chris Bristol can be reached at 509-577-7748 or [cbristol@yakimaherald.com](mailto:cbristol@yakimaherald.com).

# Yakima Herald.com

## **Underpass is coming to pass, starting this fall on Lincoln Avenue**

By DAVID LESTER  
Yakima Herald-Republic

YAKIMA, Wash. -- Construction of the long-awaited and much-discussed underpass project in downtown Yakima is scheduled to get off the ground, or rather, go underground in October, city officials said Monday.

The \$43 million twin underpass project will start with Lincoln Avenue and move eventually to Martin Luther King Jr. Boulevard once all the funding is in hand.

The city of Yakima has about \$34 million for the project -- most of it in federal funds. Although they're still several million dollars short, city officials express confidence additional money will be found from state and federal sources.

The project is designed to accommodate an anticipated increase in the number of Burlington Northern Santa Fe Railroad trains and keep the city's east-west vehicle traffic moving.

BNSF, however, can't project what the line will carry in the future.

Railroad spokesman Gus Melonas of Seattle would only say Monday the line has been averaging six to seven trains per day. Future operations will depend on what happens with the national economy, he said.

"The line has a role to play in the future, but it is impossible to predict and estimate the amount of trains," he said. "The large bulk of the Washington traffic will be handled by the Columbia Gorge and Stevens Pass routes with Stampede Pass as a secondary mainline connection."

Michael Morales, the city's deputy economic development director, said the city expects train traffic will increase.

"It is a difficult time with the economy to be gauging current traffic as an indicator," he said. "You build this for the future. This will become an increasingly important part of it."

Bill Cook, the city's community and economic development director, said the city is awaiting signed contracts for acquisition of real estate and easements for construction. Once those are received from BNSF, the city will seek to have the right of way certified by the Federal Highway Administration.

With those items in hand, the city plans to award a contract for Lincoln Avenue in September.

The Lincoln Avenue underpass is estimated to cost \$25.5 million, a figure that includes the \$6 million already spent on design, acquiring right of way and improvements already completed on North Front Street.

The MLK underpass is projected to cost \$17.5 million, Cook said.

Morales said the Lincoln Avenue project is expected to take a year to complete.

During construction, the city plans to modify the currently one-way eastbound Martin Luther King Jr. as a two-way street to handle the through traffic on Lincoln Avenue.

Westbound motorists will turn left at North First Street, turn right on the modified MLK and turn right on North Third Avenue to reconnect with Lincoln.

Local traffic needing to reach businesses in the construction area will be accommodated, officials said.

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JULY 23, 2009, 7:05 P.M. ET

## Transportation Bill Not Likely to Pass Soon

By CHRISTOPHER CONKEY and JOSH MITCHELL

WASHINGTON -- House lawmakers appear unlikely to reach agreement this summer over how to pay for a major transportation bill, disappointing state governments, transit agencies and construction companies hoping for a big boost in funding.

At a House hearing on Thursday, lawmakers debated different tax-hike proposals to pay for the bill, including new levies on motor fuels, shipping containers and crude-oil trading. But there appeared to be a lack of consensus, with three leading members of the House Transportation and Infrastructure Committee offering different plans.

The transportation bill would channel \$450 billion in funds to states over six years to upgrade roads, bridges and transit systems. The total would include \$70 billion each year to spend on highway and mass transit systems.

"It's extraordinarily unlikely" the bill would pass before October, said Rep. Earl Blumenauer (D., Ore.), a leading proponent of the measure.

Instead, Congress is likely to extend the current annual spending level of about \$50 billion, before it expires in September, following the White House's suggestion. The Obama administration, seeking to pass an ambitious legislative agenda this year including a health-care overhaul, has said it is in no hurry to engage on a debate that potentially involves raising gas taxes, the primary source of funding for transport projects.

The legislative stall is bad news for the construction industry, which has been hard hit by the recession, and for transit agencies and state governments, which have slashed highway spending due to steep revenue declines. The Associated General Contractors of America, a trade group, has estimated that the new transportation bill would generate 616,000 jobs per year for the construction sector, which has shed 1.5 million jobs since January 2007.

"If we don't have the long-term bill...it will undo much of the good that the stimulus package has done," said William Millar, president of the American Public Transportation Association, which represents transit agencies that get capital funding from the highway bill.

A range of groups, including the U.S. Chamber of Commerce, AAA and the AFL-CIO labor union group, have called for raising the 18.4-cent federal tax on each gallon of gas, to help fund a new transportation bill. However, the Obama administration has repeatedly said it wouldn't raise fuel taxes in the short term.

Lawmakers are exploring other ways to raise more money for transportation projects - and businesses stand to take a hit. Rep. Peter DeFazio (D., Ore.) said a \$1 tax on a barrel of crude oil would raise \$24 billion over six years. The idea would be

"to move costs somewhat upstream from consumers," he said.

He also proposed a "miniscule" tax on market transactions involving crude-oil futures that he said would raise \$190 billion over six years. The tax would be paid by "short-term speculators" as identified by the Commodities Futures Trading Commission, with "legitimate hedgers" such as airlines and railroads being exempt, he said.

Another proposal would levy fees on containers of both imports and exports at ports, to be paid by trucking companies.

Other proposals could result in consumers paying more at the pump. Rep. John Mica of Florida, the Transportation Committee's ranking Republican, suggested replacing the existing, 18.4-cent federal tax on a gallon of gasoline with a "flat tax" of 7.5% on all gasoline purchases.

Mr. Blumenauer, the Oregon Democrat, introduced a bill that would establish a pilot program for a "vehicle-miles-traveled" tax, modeled after a program in Oregon that levies a tax based on distance driven. Many transportation experts say such a tax could eventually replace the gas tax as the primary funding source for transportation projects.

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# Federal Computer Week

## 5 pitfalls to avoid with performance management dashboards

Dashboards promise greater visibility into day-to-day agency operations, but poor data and lack of user involvement can spoil projects

- By John Moore
- Aug 21, 2009

Performance management dashboards have been drawing a lot of interest lately, including from federal Chief Information Officer Vivek Kundra. He believes that gathering key performance data and presenting it in an easy-to-grasp fashion on a dashboard can help the public keep better tabs on the government and help agency decision-makers manage resources more wisely.

But experienced dashboard users say achieving success with those management tools is not as quick or easy as it might seem.

### Under the hood

Here's a look at the inner workings of the dashboards profiled in this story.

Agency: South Carolina Office of Research and Statistics  
 Back-office components: Microsoft SQL Server, SAS software, ESRI to enable geographic information systems  
 Presentation layer: Panorama Software's NovaView

Agency: Tallahassee, Fla., Police Department  
 Back-office components: Open Text Connectivity Solutions Group's Hummingbird business intelligence system that extracts data from computer-aided dispatch and records management systems  
 Presentation layer: MyDials, provided on software-as-a-service basis

Agency: Agriculture Department's Cooperative State Research, Education and Extension Service  
 Back-office components: Oracle Database  
 Presentation layer: Oracle's Portal Development Environment

Agency: Washington State Transportation Improvement Board  
 Back-office components: Microsoft SQL Server, SAP BusinessObjects' Xcelsius for data handling  
 Presentation layer: Custom dashboard running on ColdFusion server

Washington state's Transportation Improvement Board launched a performance management dashboard in 2003 that monitors about 400 grants it gives to local agencies to fund road repairs and new construction. The board credits the tool with helping it align grants with available funding, speed disbursements and shrink the number of delayed projects. But getting to that point has not been a simple matter of dumping a few data fields into a colorful graphic.

"We've had to make dozens and dozens of data collection changes — most minor, some significant," said Steve Gorcester, executive director of the board. "We measure things today automatically in real time that we didn't even count four or five years ago."



Identifying and then collecting meaningful data are among the first considerations for agencies interested in using dashboards. Along the way, officials can encounter a number of pitfalls — some tied to data and others related to development and deployment.

The issues that can reduce a promising project to shelfware loom particularly large now that more agencies are building dashboards to meet the Obama administration's goals for transparency and the American Recovery and Reinvestment Act's mandates for accountability.

Here are the five most common mistakes agencies make when creating dashboards — and how to avoid them.

### 1. Faulty data

Dashboards aim to provide an easy-on-the-eyes graphical presentation that lets managers readily grasp key performance trends. But all the fancy design in the world won't compensate for faulty data.

"Dashboards are really only as good as the data," said Ramon Barquin, chief executive officer of Barquin International, a business intelligence firm with clients in the government and private sectors. "So you want to be absolutely sure before you put the dashboard out into production that you have done all of the due diligence vis-a-vis the data."

Unfortunately, agencies often overlook data quality when they're scrambling to create dashboards. Those shortcomings surface later when managers examine the data more closely to glean performance trends, Gorcester said. Charts that show wild swings in productivity or funding trends that don't exist are symptomatic of a troubled dashboard.

Such dashboards soon acquire a bad reputation, although the problem stems from poor data rather than the tool or its functionality, Barquin said.

To avoid that fate, agencies should take time early in the project to assess the soundness of the sources that will supply data to the dashboard. It's often helpful to agree on standard data quality tools before starting a dashboard project.

### 2. The wrong data

Collecting the wrong information can also be a problem. Gorcester said a common thread in his discussions with agency officials is a tendency to use whatever data they have on hand rather than figuring out what data they need to create useful metrics.

"A big thing in performance management ... is whether you are counting the right stuff," Gorcester said.

For example, counting the number of phone calls an organization receives might be useful information for a call center, but it isn't particularly meaningful for the typical government agency.

The Transportation Improvement Board uses process mapping to help point it toward data that is worth collecting. Officials use a whiteboard to diagram every step of their workflows. The mapping reveals points at which yes-or-no decisions must be made or activities branch into alternative routes. Those places tend to indicate points at which data collection should occur, Gorcester said.

"Understanding what types of performance information give you useful decision-making information is a big part of the art," he said.

He cited the case of a customer who submitted an approval request for a construction project but didn't hear back from the agency. When board officials looked into the matter, they discovered that they knew when such requests were processed but not when they arrived or how long they stayed in the queue awaiting action.

So the board began tracking inbound e-mail, USPS mail and phone requests, and agency staff members entered requests into a database that tracks them and clocks them out upon completion. Meanwhile, the board's engineering team came up with a reasonable turnaround time for handling requests.

With that time-in-queue data now available, the agency was able to add a transaction-processing chart to its dashboard. The new element alerts managers to transactions that exceed the established time frame and has sparked competition within the agency to shorten turnaround times.

### 3. Too much data

Lack of data generally isn't the problem at South Carolina's Office of Research and Statistics, part of the state's Budget and Control Board. The office maintains a data warehouse for more than 20 agencies and the state's acute care hospitals. It also works with state, nonprofit and some private-sector customers on data integration, warehousing and dashboard solutions.

"It's an enormous data collection we have to work with," said David Patterson, chief of the Office of Research and Statistics' Health and Demographics Section.

When it comes to data on the dashboard, more is not better. Too much or improper data can distract or frustrate users.

The Office of Research and Statistics consults with customers to pick data to include in dashboard projects. Patterson likened that process to a joint application design session in the software development world. The office's technologists collaborate with customers to determine the specific data elements, presentation layer and assignment of roles for role-based access.

#### 4. Overly long development process

The construction of a dashboard raises another set of potential hurdles, including development approaches that don't get functionality to users quickly enough.

Joseph Barbano, project manager for the Research, Education, and Economic Information System-Leadership Management Dashboard at the Agriculture Department, said traditional development methods can stall a dashboard effort. USDA uses the technology to track projects funded through its Cooperative State Research, Education and Extension Service and makes it accessible to the service's staff and state partners, such as land-grant universities.

In past years, the government's application development process involved waiting for all requirements to be identified before proceeding with a massive project that could take years to complete.

"Users would lose interest in it because they couldn't see anything they could use on a periodic basis," Barbano said.

However, USDA's dashboard was built using agile programming and rapid prototyping techniques. The project team worked with a core group of users to determine high-level requirements and quickly demonstrated potential approaches to give the users a sense of the dashboard's direction. After refining the tool, the developers released a prototype dashboard in late 2006; the first production release came out in July 2007, and developers continually add new functions.

The idea behind rapid prototyping is to "release parts of this dashboard quickly so you can build momentum for future releases of the dashboard," Barbano said.

#### 5. Neglected users

Dashboards are dynamic projects, which means that as users' needs evolve, the management tool must do the same.

"If every time I go there, it isn't telling me anything new, usage is just going to fall off," said Greg Frost, executive services director at the Tallahassee, Fla., Police Department.

The department's senior managers use a dashboard to track a variety of data, including response times and staffing levels.

"You have to continually meet with users and continually...add more content or it becomes a dead project," Barbano said.

Users have flooded USDA with requests for the information they would like to see displayed on the Leadership Management Dashboard. The core user group helps prioritize those requests for inclusion in new releases, which occur about every five months.

Tallahassee uses a software-as-a-service offering called MyDials. A city systems administrator can customize the dashboard and add new features.

A dashboard's presentation layer might also require periodic updates. Too many objects on the dashboard make for a cluttered and confusing display. Although it's only a little more than two years old, the Leadership Management Dashboard's interface is undergoing a redesign.

"We got to the point where we needed to update our interface with a new look and feel," said Bill Bristow, data manager at USDA's Research, Education and Economics Information System.

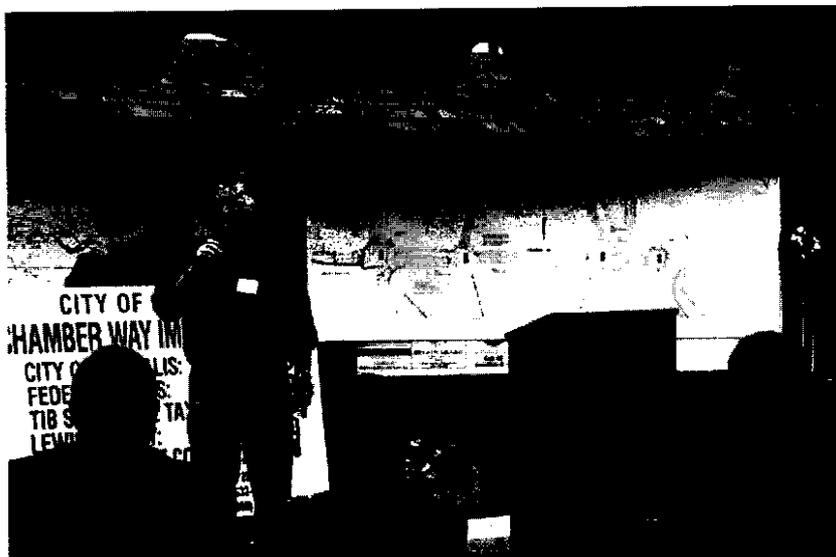
The new interface will make it easier for users to get to the data they need, which is the ultimate measure of a dashboard's success.

# Chronline.com

## News

### Chehalis Finishes Chamber Way Upgrade

Print Page



Marqise Allen / mallen@chronline.com  
 Chehalis Mayor Tony Ketchum speaks at the ribbon cutting of the Chamber Way improvement project Wednesday morning. Enthused about the project's completion after 10 years of planning, the mayor is still concerned about the two-lane bridge that will still impact traffic flow off Interstate 5.

### NEXT STEP: Replacing Two-Lane Bridge Still in Distant Future

By Marqise Allen  
 mallen@chronline.com

Published:  
 Thursday, September 3, 2009 10:24 AM PDT

Wednesday marked a celebration of sorts for Chehalis city officials, who seemed to let out a collective sigh of relief when the Chamber Way project was announced as completed during its ribbon-cutting ceremony.

Mayor Tony Ketchum jokingly described the arduous process as "10 years of peaks, valleys, struggles, roundabouts and no roundabouts," referring to the initial plan to include four roundabouts before it was scrapped for financial reasons.

"It's a good day for Chamber Way, and a good day for the Town Center," he said about the new "inviting intersection" that should create more access to the area and less hassle to motorists.

City Manager Merlin MacReynold said the benefits of the \$7 million project would be farther reaching, which is why the city recognized it had to do something to fix the long-congested interchange.

"Doing nothing was not an option," he said. "(The project) wasn't just for the city, but for the region and

Lewis County.”

Ketchum still called the project a “good first step to cleaning up the area,” he and others still believe the issues will not be totally resolved until something is done about the two-lane bridge crossing the interstate.

In July of last year, Ketchum and councilor Rob Fuller were the only ones opposed to the decision of awarding the bid in a 5-2 vote.

He said it would be nice if it was done in 10 years, noting the project will most likely be put on hold until the flood retention project is completed, and engineers know how much the freeway will be raised.

Ken Hash, local programs engineer for the Washington State Department of Transportation, said it also would be difficult to convince entities to replace the bridge that is “functionally obsolete, but structurally sound.”

The most difficult hurdle to fixing the bridge, however, is funding, said Colin Newell, WSDOT area engineer for Lewis County and parts of Pacific and Clark counties.

“Hopefully we’ll make that connection,” referring to continuing further south after the Maytown and Grand Mound project and the Mellen Street project is completed. “This will be the logical next step.”

•••

Marqise Allen: (360) 807-8237

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Sep. 12, 2009

## Crews finish project to widen Sunset Drive

JARED PABEN / THE BELLINGHAM HERALD

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BELLINGHAM - The city's project to widen Sunset Drive, a high-cost effort that will reduce congestion and make it safer for children to get to school, is done.

Officials plan to hold a ribbon-cutting ceremony Tuesday, Sept. 15, to mark the finish of the major project, which has disrupted traffic along the busy highway for roughly a year.

The nearly \$11 million project transformed almost a mile of highway with two lanes and no sidewalks into a highway with two lanes in each direction, a center turn lane, bike lanes, sidewalks, lighting and bus pullouts. It will reduce congestion along that stretch, which sees roughly 17,000 vehicles a day, and it'll make walks and rides to school safer for students of Northern Heights Elementary and Squalicum High School.

"We owe a debt of gratitude to the neighbors along the Sunset Phase II construction corridor," city project engineer Mark Handzlik said in a press release. "This was an inconvenience for a long time and they were patient and cooperative. We also want to thank the traveling public who tolerated the traffic delays and even seemed to be avoiding the area during construction."

He commended Ram Construction, which did the work, for its attention to safety on site and environmental impacts of the work.

The project required the city move two households. It also sued three landowners for right of way needed for the work.

Work was suspended by winter snow and ice, and a sewer line break required a quick fix during evening rush hour.

Installing large stormwater-handling facilities required, at times, completely closing the highway, and the City Council had to approve doing noisy nighttime work for the project.

But in the end, the project came in under budget and on time, making it a model for other street-improvement projects, according to Bellingham Public Works.

City leaders allocated \$12.2 million total for the project, and staff so far have spent or are obligated to spend about \$10.8 million. Some smaller costs are still outstanding, but it should definitely come in well under budget, Public Works spokeswoman Joy Monjure said.

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### ATTEND THE RIBBON CUTTING

**What:** The mayor, City Council, Public Works director, state Department of Transportation officials, a state senator and others will be at a ribbon-cutting ceremony to celebrate the completion of a project to widen and improve a stretch of Sunset Drive.

**When:** 11 a.m. Tuesday, Sept. 15.

**Where:** Northwest corner of Sunset Drive and Trickle Creek Boulevard (parking is along Trickle Creek Boulevard).

Reach JARED PABEN at [jared.paben@bellinghamherald.com](mailto:jared.paben@bellinghamherald.com) or call 715-2289.

# HeraldNet

Everett, Wash.

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Published: Monday, September 14, 2009

## Work on Terrace's 230th Street SW to improve traffic for many

**Part of a key Mountlake Terrace roadway, 230th Street SW, will expand to have sidewalks. Drivers will benefit from better visibility.**

By Oscar Halpert  
Herald Writer

MOUNTLAKE TERRACE — Improvements coming next year to one of this city's busiest neighborhood thoroughfares should help drivers, cyclists and pedestrians.

By August 2010, a one-third-mile stretch of 230th Street SW, from 56th Avenue W., the city's main north-south route, to the I-5 overpass will be expanded to include sidewalks and 5-foot-wide bicycle lanes on both sides, said Kirk Roberts, the city's traffic engineer.

"Right now pedestrians have to walk along the shoulder or the roadway itself," Roberts said.

New street parking will be added to part of 230th Street SW.

"On streets like this, we try to be sensitive to the neighborhood so we don't put parking on both sides," he said.

The work will make it easier for people to walk along 230th Street SW, and will improve visibility for drivers entering and leaving the I-5 bridge, Roberts said.

The \$2.1 million project is funded mostly with grants, though the city has budgeted \$900,000 of its own money.

Another \$960,000 comes from the federal American Recovery and Reinvestment Act of 2009, also known as the economic stimulus plan, and a \$245,000 grant from the Washington Transportation Improvement Board.

Additional grant money could cut the city's share by half, if approved, Roberts said.

"This is an important intercity route for Mountlake Terrace," Roberts said. "We've always kind of looked at I-5 as dividing the city in two and 230th is an important link."

Oscar Halpert: 425-339-3429, [ohalpert@heraldnet.com](mailto:ohalpert@heraldnet.com).  
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CHRISTINE O. GREGOIRE  
Governor



STATE OF WASHINGTON  
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August 6, 2009

Steve Gorcester, Executive Director  
Transportation Improvement Board  
Post Office Box 40901  
Olympia, WA 98504-0901

RECEIVED  
AUG 11 2009  
TIB

Dear Steve:

Congratulations to you and your employees for winning the Achievement Level Award from the Washington State Quality Award. I know how hard it is to bring about the organizational changes needed to improve bottom-line results, so you should be very proud of your accomplishments.

By integrating the vision and values of the Transportation Improvement Board (TIB) into each employee's Personnel Development Plan, you are fostering an environment where every team member is responsible for helping the agency accomplish its mission. And your cutting-edge performance management dashboard is ensuring financial stability and project completion timeliness.

I understand you excel in the area of money management, and that by implementing strict bond policies and requiring an engineer's estimate on projects, the resulting improvements have been:

- The increase in project costs from application to completion has dropped dramatically over the past five years from over \$180 million to about \$10 million;
- The number of projects showing an increase in costs of more than 20 percent has dropped from over 70 to just under 20 between 2005 and 2009; and
- The amount of outstanding debt is projected to be cut by more than half over the next ten years.

In these tough economic times, we must not only give citizens the confidence that they are receiving value for their tax dollars, but we must also continue to cut through the bureaucracy to make it easier for people to do business with the state. The Transportation Improvement Board continues to demonstrate effective, systematic approaches that are responsive to our citizens.

I applaud you and your team for your hard work that contributes to keeping Washington's transportation infrastructure strong. Again, congratulations on receiving the award and on a job well done!

Sincerely,

A handwritten signature in cursive that reads "Chris".

Christine O. Gregoire  
Governor





# Washington State Transportation Improvement Board Project Activity Report

Reporting Period  
From 06/01/2009 to 08/31/2009

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
<b>SCAP Program</b>							
6-P-119(001)-1	ALGONA	Main Street	Audit	FV AD	1,445,410	0	Director
6-E-922(010)-1	BENTON CITY	Ki-Be Rd	Audit	FV AD	297,974	0	Director
6-W-975(001)-1	BUCODA	Tono Rd SE	Bid Award	CN BA	403,444	-269,996	Director
6-P-801(005)-1	CARNATION	Stosel Avenue	Bid Award	BA	841,337	-8,663	Director
6-E-986(005)-1	COLFAX	Mill Street	Contract Completion	CC	663,900	0	Director
6-W-955(009)-1	ELMA	Eaton Street	Bid Award	BA	263,885	-236,115	Director
6-E-910(003)-1	FARMINGTON	Third Street	Bid Award	BA	787,891	-108,209	Director
6-W-825(004)-1	FORKS	Bogachiel Way	Bid Award	CN BA	617,593	-2,407	Director
820(004)-1	GRANITE FALLS	Jordan Road	Bid Award	BA	700,000	0	Director
927(002)-1	KAHLOTUS	Maryland-Courtwright, Washington	Construction	CN	482,100	0	Director
-828(003)-1	LANGLEY	Anthes Avenue Walkway	Audit	FV AD	66,490	0	Director
-828(004)-1	LANGLEY	Camano Avenue Sidewalk	Audit	FV AD	39,271	0	Director
896(001)-1	LATAH	Market Street	Contract Completion	CC	588,129	64,074	Director
850(007)-1	LEAVENWORTH	9th Street	Contract Completion	CC	625,000	0	Director
6-E-850(008)-1	LEAVENWORTH	Commercial Street	Contract Completion	CC	391,948	0	Director
6-W-963(006)-1	NAPAVINE	Second Avenue NE	Audit	CC FV AD	928,138	-4,434	Director
6-W-959(004)-1	OCEAN SHORES	Point Brown Avenue	Bid Award	CN BA	1,751,190	0	Director
6-E-882(006)-1	OROVILLE	SR 97 Sidewalks	Audit	BA CC FV AD	20,250	0	Director
6-E-898(003)-1	ROCKFORD	Emma Street	Bid Award	CN BA	386,246	-176,354	Director
6-W-972(005)-1	SOUTH BEND	First Street	Bid Award	BA	535,230	0	Director
6-W-977(002)-1	TENINO	Central Avenue	Bid Award	BA	537,799	-57,630	Director
6-W-960(002)-1	WESTPORT	Westhaven Drive	Construction	CN	799,049	0	Director
6-E-867(004)-1	WILSON CREEK	First Street	Bid Award	BA	570,360	-72,740	Director



# Washington State Transportation Improvement Board Project Activity Report

Reporting Period  
From 06/01/2009 to 08/31/2009

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
6-E-887(102)-1	WINTHROP	South End Ped Bridge & Trail	Bid Award	BA	24,971	0	Director
<b>SCPP Program</b>					<b>Total SCAP Change</b>	<b>-872,474</b>	
2-W-837(001)-1	BLAINE	Semiahmoo Parkway	Audit	CC FV AD	86,250	0	Director
2-W-825(001)-1	FORKS	FY 2009 Overlay Project	Bid Award	BA	119,983	15,650	Director
2-P-819(002)-1	GOLD BAR	FY 2009 Overlay Project	Audit	FV AD	107,073	0	Director
2-E-931(003)-1	KITTITAS	FY 2010 Overlay Project	Audit	CC FV AD	100,000	0	Director
313(001)-1	LAMONT	2008 WSDOT Chip Seal	Contract Completion	CC	22,576	-9,300	Director
362(002)-1	MATTAWA	FY 2010 Overlay Project	Audit	CC FV AD	282,649	-9,406	Director
890(001)-1	METALINE	2008 WSDOT Chip Seal	Contract Completion	CC	18,254	-7,444	Director
892(001)-1	NEWPORT	2008 WSDOT Chip Seal	Contract Completion	CC	63,831	2,730	Director
916(002)-1	PALOUSE	2008 WSDOT Chip Seal	Contract Completion	CC	16,120	-7,452	Director
855(001)-1	REPUBLIC	FY 2009 Overlay Project	Audit	CC FV AD	142,532	0	Director
2-E-865(001)-1	SOAP LAKE	Main Ave Overlay Project	Bid Award	BA	300,673	0	Director
2-E-906(001)-1	SPRINGDALE	FY 2010 Overlay Project	Construction	DE CN	100,000	0	Director
2-E-925(001)-1	STARBUCK	FY 2009 Seal Coat Project	Bid Award	BA	28,330	0	Director
2-E-866(001)-1	WARDEN	FY 2009 Seal Coat Project	Withdrawn	WD	0	-21,333	Director
2-E-854(002)-1	WATERVILLE	FY 2009 Overlay Project	Bid Award	BA	62,160	0	Director
2-E-867(003)-1	WILSON CREEK	FY 2010 Seal Coat Project	Bid Award	BA	20,000	0	Director
<b>Total SCPP Change</b>					<b>-36,554</b>		



# Washington State Transportation Improvement Board Project Activity Report

Reporting Period  
From 06/01/2009 to 08/31/2009

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
<b>SP Program</b>							
P-P-103(P02)-1	BELLEVUE	NE 8th Street	Bid Award	BA	200,000	0	Director
P-W-837(P01)-1	BLAINE	Semiahmoo Parkway	Audit	CC FV AD	150,000	0	Director
P-P-114(P04)-1	BOTHELL	East Riverside Drive	Bid Award	BA	170,242	-29,758	Director
P-P-811(P02)-1	EATONVILLE	Rainier Avenue	Bid Award	BA	115,092	-37,158	Director
P-E-895(P01)-1	FAIRFIELD	Main Street	Contract Completion	CC	42,640	-5,726	Director
P-P-106(P02)-1	KENT	East Valley Hwy (84th Ave S)	Bid Award	BA	150,000	0	Director
903(P03)-1	KETTLE FALLS	SR 395 South Side Sidewalk	Bid Award	BA	284,002	3,202	Director
111(P02)-1	KIRKLAND	12th Avenue	Construction	DE CN	200,000	0	Director
166(P01)-1	MILLWOOD	Argonne Road	Bid Award	BA	134,264	26,264	Director
961(P04)-1	MORTON	Second Street (SR 7)	Audit	FV AD	135,127	0	Director
804(P07)-1	NORTH BEND	Orchard Street	Bid Award	BA	132,615	-26,066	Director
387(P01)-1	OMAK	Okoma Drive (SR 215)	Bid Award	BA	200,000	0	Director
P-P-117(P01)-1	PACIFIC	3rd Avenue SW	Audit	FV AD	150,000	0	Director
P-E-916(P04)-1	PALOUSE	H Street	Bid Award	BA	114,598	-15,402	Director
P-E-174(P03)-1	PASCO	Argent Road and Road 84	Bid Award	BA	200,000	0	Director
P-E-176(P04)-1	WALLA WALLA	Myra Road	Construction	CN	332,000	0	Director
P-E-867(P05)-1	WILSON CREEK	6th Street	Audit	CC FV AD	68,483	-847	Director
<b>Total SP Change</b>						<b>-85,491</b>	
<b>UAP Program</b>							
8-2-154(013)-1	ANACORTES	SR-20 Spurr/Commercial Avenue	Bid Award	BA	479,859	-84,081	Director
8-4-002(005)-1	ASOTIN COUNTY	Highland Avenue	Contract Completion	CC	1,053,877	0	Director



# Washington State Transportation Improvement Board Project Activity Report

Reporting Period  
From 06/01/2009 to 08/31/2009

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-5-948(003)-1	BATTLE GROUND	N Parkway Avenue	Construction	CN	1,269,000	0	Director
8-2-156(036)-1	BELLINGHAM	Northwest Avenue	Construction	CN	300,000	0	Director
8-1-204(002)-1	COVINGTON	Wax Rd/180th Ave SE	Audit	FV AD	1,618,442	0	Director
8-1-204(004)-1	COVINGTON	272nd Street SE (SR 516)	Construction	CN	1,483,680	0	Director
8-4-173(026)-1	KENNEWICK	4th Avenue	Bid Award	BA	1,703,640	0	Director
8-5-195(013)-1	OLYMPIA	Fones Road SE (Design and ROW only)	Bid Award	CN BA	414,629	-375,691	Director
8-1-027(062)-2	PACIFIC	Stewart Road (Pacific)	Construction	CN	250,000	0	Director
8-1-129(016)-1	PUYALLUP	9th Street SW	Bid Award	CN BA	3,278,001	0	Director
107(021)-1	REDMOND	Union Hill Road	Audit	FV AD	1,908,347	0	Director
101(149)-1	SEATTLE	14th Avenue South	Contract Completion	CC FV AD	1,209,766	0	Director
165(085)-1	SPOKANE	Market Street (NB Couplet)	Bid Award	BA	2,344,086	-382,564	Director
208(003)-1	SPOKANE VALLEY	Broadway Avenue	Design	DE	79,280	0	Director
128(089)-1	TACOMA	South Tyler Street	Construction	CN	2,707,200	0	Director
178(001)-1	TOPPENISH	City Projects	Bid Award	CN BA	350,000	0	Director
<b>Total UAP Change</b>					<b>-842,336</b>		
<b>UCP Program</b>							
9-P-112(002)-2	BURIEN	Highline Corridor Enhancement Project Stage 2	Audit	CC AD	1,771,848	0	Director
9-P-125(002)-1	BURIEN	1st Avenue South	Contract Completion	CC	970,705	0	Director
9-W-018(002)-1	KITSAP COUNTY	Bremerton Tunnel	Audit	CC AD	5,900,000	0	Director
9-W-155(003)-1	MOUNT VERNON	Anderson/Laventure Extension	Bid Award	BA	972,180	-527,820	Director
9-P-027(013)-1	PIERCE COUNTY	Stewart Road (Summer)	Bid Award	BA	4,085,813	-39,787	Director
9-W-151(005)-1	PORT TOWNSEND	Sims Way (SR 20)	Bid Award	CN BA	1,936,787	-121,118	Director



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

Reporting Period  
 From 06/01/2009 to 08/31/2009

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
9-P-198(006)-1	WOODINVILLE	131st Ave NE (SR 202)	Audit	CC FV AD	2,915,515	0	Director

**Total UCP Change -688,725**

**Total Change -2,525,580**

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



## **Project Inventory Reduction List**

September 24, 2009

### **BACKGROUND**

At the March Board meeting, the Executive Director reported the need for a reduction in the number of projects TIB carries in its inventory. The inventory is still too large for the amount of projected revenue TIB is expecting to receive. The Board revisited the list of proposed project reductions at the June meeting and added eight projects not scheduled to award prior to January 2010 to the contingency list. Since the June meeting, two additional project schedules have slipped. Projects that do not meet scheduled deadlines are put on a “contingency” list much like a waiting list. The contingency projects are not subject to reapplication, and the funding could be restored if TIB funds become available. Any projects that are denoted as “cut” have been withdrawn and the funding obligations removed.

### **STATUS**

Since the March Board meeting the following project actions have occurred (see attached summary):

- Three projects have been awarded
- Two projects are currently being advertised
- Eight projects were added to the contingency list suspending committed TIB funds by ~\$19.5 million
- Eight projects were cut or withdrawn reducing committed TIB funds by ~\$13.3 million
- Two projects, Milton and Oak Harbor, have a Board action recommendation at the September meeting

### **RECOMMENDATION**

Staff recommends the Board place Milton and Oak Harbor on contingency on November 25, 2009 if respective projects have not been advertised.

Transportation Improvement Board  
Project Inventory Actions  
September 24, 2009

**Proposed Project Actions for September 2009 Board Meeting**

Agency	Project	Selected	Total Cost	Authorized TIB Funds	Remaining TIB Funds	Total TIB Funds	Proposed Bid Date	Comments	Proposed Action
Milton	Widge Way	2005	1,485,599	357,000	1,128,599	1,485,599	Nov 2009	A County share of 50% will be required for this project. The project is currently in the design phase. The project is currently in the design phase.	Move to contingency status 25 June 2009
Clark Harbor	Clark Harbor	2005	2,485,599	632,000	1,853,599	1,300,000	Nov 2009	WSDOT has been awarded a contract for this project. The project is currently in the design phase. The project is currently in the design phase.	Move to contingency status 25 June 2009
<b>TOTAL:</b>						<b>2,688,197</b>			

**Project Actions Previously Taken – Projects Placed on Contingency**

Agency	Project	Selected	Total Cost	Authorized TIB Funds	TIB Funds in Contingency	Total TIB Funds	Proposed Bid Date	Comments
Clark Co.	Salmon Creek Interchange	2004	22,060,000	4,370,000	3,630,000	8,000,000	October 2010	Right of way and environmental issues
Lakewood	Bridgeport Way	2004	1,244,600	0	734,300	734,300	April 2010	Fully funded in 2010
Lewis Co.	Airport Road	2005	9,201,738	458,881	2,541,119	3,000,000	April 2012	WSDOT funds not available until 2012
Olympia	Harrison Avenue	2004	2,925,000	174,395	494,805	669,200	Feb 2010	City will bond and construction in 2010
Spokane Valley	Park Road	2006	16,520,000	351,090	1,648,910	2,000,000		Large funding shortfall, city is seeking federal earmark
Thurston Co.	Yelm Highway	2005	6,600,000	0	0	3,900,000	Jan 2010	Right of way complete and fully funded
Tukwila	Southcenter Parkway	2005	18,600,000	0	0	5,000,000	March 2010	Development agreement in place for Spring construction
Yakima	MLK Jr Blvd	2006	19,590,000	0	0	1,500,000		Large funding shortfall, city is seeking federal earmark
<b>TOTAL:</b>						<b>24,803,500</b>		

Transportation Improvement Board  
 Project Inventory Actions  
 September 24, 2009

**Project Actions Previously Taken – Projects Withdrawn**

Agency	Project	Selected	Total Cost	Authorized TIB Funds	Remaining TIB Funds	Total TIB Funds	Comments
East Wentachee	Kentucky Avenue	2005	2,285,774	0	0	1,600,042	Change in local priorities
Fife	20 <sup>th</sup> Street	2003	4,589,499	0	0	3,020,499	Large funding shortfall
Kitsap Co.	Bethel Road	2003	4,320,000	0	0	1,728,000	Large funding shortfall
Pierce Co.	Stewart Road (Pacific)	2003	5,519,000	0	0	3,056,600	Large funding shortfall
Port Orchard	Tremont Avenue	2006	5,000,000	0	0	1,700,000	Large funding shortfall
Snoqualmie	SR 202	2004	2,848,000	0	0	1,728,000	Large funding shortfall
Spokane	Monroe/Lincoln Connector	2003	1,029,000	0	0	617,400	Change in local priorities
Whatcom Co.	Yew Street Road	2003	4,205,000	0	0	1,721,000	Change in local priorities
					<b>TOTAL:</b>	<b>15,171,541</b>	

Proposed Board Action September 2009



## Delayed Projects Report September 25, 2009

### BACKGROUND

At the June 25, 2009 Board meeting, TIB staff provided a report to the Board on all projects that missed the bid award performance standard. The standard is:

- Urban Corridor Program (UCP) projects reach bid award in 5½ years
- Urban Arterial Program (UAP) projects reach bid award in 4½ years
- Projects in all other programs reach bid award in 2½ years
- All construction only projects reach bid award in 1½ years

TIB staff maintains regular contact with these agencies and are aware of the causes for the delays. This report provides an update on the status of the 23 delayed projects noted at the June 2009 meeting.

### STAGES OF DELAY

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

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

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

### STATUS SINCE JUNE REPORT TO THE BOARD

**Three projects have been awarded.**

- Kettle Falls – SR-395 – Juniper St to East City Limits
- Puyallup – 9<sup>th</sup> Street SW – S/SW 7<sup>th</sup> St to S 4<sup>th</sup> Place
- Seattle – East Marginal Way – 300ft S of S Idaho St to S Spokane St

**There are nineteen projects in Stage 1 delay.** Of these:

- Five projects are scheduled to award fall 2009.
- Ten projects are scheduled to award spring 2010.
- Clark County – I-5/Salmon Creek Interchange will require bonding with construction scheduled to begin in 2011.
- Pierce County – 112<sup>th</sup> Street Project will complete design and right of way acquisition with construction scheduled to begin late 2010/early 2011.
- Spokane Valley – Park Road Project has a significant funding shortfall; federal funding is being pursued to fill the gap so the construction schedule is uncertain.
- Yakima – MLK Jr. Blvd Project has a significant funding shortfall; federal funding is being pursued to fill the gap so the construction schedule is uncertain.

**There is one project in Stage 2 delay.**

- City of Wapato – Track Road Project has had difficulty in acquiring right of way from BNSF railroad and has a significant funding shortfall. Once the right of way issue is resolved, they will request a change in scope and plan to construct in spring 2010. Staff is waiting to see if the status of this project changes in the next few months before determining the need for a Board decision.

### RECOMMENDATION

No action is required.

## Submitted Construction Commitment

Agency	Funding Year	Project Name	Remaining TIB Total TIB Project Cost	Construction Commitment	Delay Stage
Black Diamond	2008	Railroad Avenue – Merino St to Baker St	906,614 967,943 1,075,943	January 2010	1
Blaine	2008	H Street – Ludwick Ave to Terrace Ave N	500,000 500,000 1,340,000	January 2010	1
Clark County	2008	NE 159 <sup>th</sup> Street – High School to Junior High School	150,000 150,000 550,000	June 2010	1
Elmer City	2008	3 <sup>rd</sup> Avenue – Elmer City Way to First St	467,678 519,550 520,000	February 2010	1
Marysville	2008	47 <sup>th</sup> Avenue NE – 7 <sup>th</sup> St to 10 <sup>th</sup> St	187,656 200,000 450,438	October 2009	1
Pierce County	2006	112 <sup>th</sup> Street – 300 <sup>th</sup> e/o Woodland Ave E to 86 <sup>th</sup> Ave E	3,141,302 4,641,000 6,630,000	December 2010	1
Spokane	2008	Riverside Drive – Division Ave to Sherman Ave (Construction Only)	1,950,000 1,950,000 2,626,629	March 2010	1
Spokane	2006	Havana Street – Broadway Ave to Mission Ave (Construction Only)	1,975,000 1,975,000 12,035,500	October 2009	1
Tacoma	2006	South Tyler Street – S 38 <sup>th</sup> St to S 56 <sup>th</sup> St	2,447,999 2,707,200 4,894,593	November 2009	1

Agency	Fiscal Year	Project Name	Remaining Budget	Investigation Completion	Policy State
Tukwila	2008	Klickitat Drive & Southcenter Parkway – 600ft s/o Strander Blvd to 400ft n/o Nordstrom Ent (Construction Only)	5,000,000 5,000,000 18,600,000	January 2010	1
Vancouver	2008	NE 18 <sup>th</sup> Street – NE 112 <sup>th</sup> Ave to NE 136 <sup>th</sup> Ave (Construction Only)	3,700,000 3,700,000 12,500,000	December 2012	1
				When funds are available, continue to \$1,500,000	
Wapato	2007	Track Road – West A St to E C/L	684,400 684,400 720,421	March 2010	2



*Project on inventory reduction list*



## Small City Match Policy September 24, 2009

### **BACKGROUND**

Since approximately 1996, 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 totalling \$15 million were for small city street projects and 20 bridge (BRAC) projects have been funded for just under \$2.0 million.

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 revenue.

### **ANALYSIS**

Currently there is no match funding policy and therefore, no operating policies through WAC. The board needs to discuss the policy implications of either continuing to provide funds and if so, to what extent and for specific purposes. To assist with the discussion, the major pros and cons are listed:

#### **Pro**

1. Matching funds maximize the benefit of federal funds.
2. The matching ratio is a maximum of 13.5% for street projects and 20% for BRAC.
3. By having matching funds, TIB has been able to participate in more projects in many agencies throughout the state.

#### **Con**

1. TIB has no control over the project or schedule and funds must be paid when requested by the city. The financial impact of federal match is highly variable and unpredictable.
2. The federal dollars have many restrictions on the use of the funds. This causes confusion on the part of local agencies and auditors in reporting that TIB is passing through federal funds and must comply with federal grant rules.
3. Any increases are automatically approved based on the federal amount (i.e., the match increases).

Additionally, the following questions should be answered as part of the policy discussion:

- Should TIB limit the amount of matching funds available for small city federal projects (e.g. \$2.0 million per biennium)?
  - 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.

- 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.
- Should TIB limit the match to those types of projects that would normally be eligible for the regular grant program?
- Should TIB allow bridge (BRAC) match without limits? BRAC projects require 20% match funds which can be hundreds of thousands of dollars.
- Should TIB provide match funding for all types of enhancement projects (i.e., museums, historic preservation and restoration, and aesthetic projects)?

### **RECOMMENDATION**

Adopt the following staff policy recommendations to put into WAC language including but not limited to:

- Only cities under 5,000 are eligible for matching funds.
- The TIB funds are the provider of last resort (In effect, TIB staff would assist cities in determining availability of other funds before authorizing match).
- An application is needed to apply for funding.
- If non-obligated TIB funds are available, federal match funds may be committed.
- Small City Preservation Program funds when and if available, may be used as federal match for eligible work.



## Small City Pavement Preservation Status September 24, 2009

### SUMMARY

The Small City Pavement Preservation (SCPP) Program has been effective over the last four years in increasing the overall pavement condition of the 1,600 miles of roadway in the small cities in the state of Washington.

- \$8 million has been spent
- 80 miles of roadway have received maintenance
- The statewide average PCR Score has increased from 67.98 to 72.30
- 131 projects funded
- 93 cities served

### BACKGROUND

During the 2005 Legislative Session, Substitute Senate Bill 5775 established the Small City Pavement and Sidewalk Account to fund the Small City Preservation Program (SCPP). This program provides funding for chip seal and overlay of existing pavement and sidewalk maintenance in incorporated cities with populations less than 5,000.

Funds are provided through the maintenance management program administered through TIB. Condition ratings, economies of scale, and assessed valuation of cities are all considerations in amount of funds provided.

This is a non-competitive program and funds are not distributed in a regional way, rather, funding is targeted for road maintenance opportunities across the state.

### Data Driven Program

When the small city street inventory was initially started there was a need to incorporate a visual representation for the city's street systems. Using Google Maps, along with our dashboard, staff developed and refined a mapping system which can show a variety of visual data.

All streets within the city limits are rated using a customized rating system similar to the familiar Streetwise system. It factors in many things such as ride, cracking, and patching and gives the street a Pavement Condition Rating (PCR) score between zero and 100. These factors all have a numeric scale based on severity and percentage of the roadway. After the rating is completed in the field, the engineers map all the segments in the office. Currently there are over 1,600 miles mapped in the inventory. TIB Engineers rate all small city streets at a minimum of once every four years.

Once these ratings are complete, it gives the Engineers data to be able to make informed decisions on which roads and which towns need the most assistance. The following is a matrix that staff uses as a general guideline.



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Once these ratings are complete, it gives the Engineers data to be able to make informed decisions on which roads and which towns need the most assistance. The following is a matrix that staff uses as a general guideline.

PCR Score	Chip Seal	Overlay	Reconstruction
70 - 100	No	No	No
55 - 70	Yes	No	No
35 - 55	No	Yes	No
< 35	No	No	Yes

Once the ratings and associated street information are entered in the inventory, the performance management dashboard can generate several maps of a cities street system. The map below (left) shows each street in the City of Mabton and its associated PCR score, represented by the different colors. The second map (right) shows the classification of each street in the city, color coded as primary (blue), secondary (red), or local access (green).



### Taking Advantage of Economies of Scale

The SCPP program has always put the majority of emphasis on PCR scores when evaluating potential projects. Funding a project for a small city that paved only two streets in town would result in high bid prices. TIB decided to take full advantage of the economies of scale principle by partnering with WSDOT P1 Pavement Preservation projects that happen to be in the vicinity of a SCPP project. This gives the local agency and TIB a huge advantage in that a much larger quantity of material is being bid by the contractor and mobilization of equipment is already in the area, which both result in lower costs. We can also take advantage of the expert WSDOT field inspectors which ensure a quality job done by the contractor.

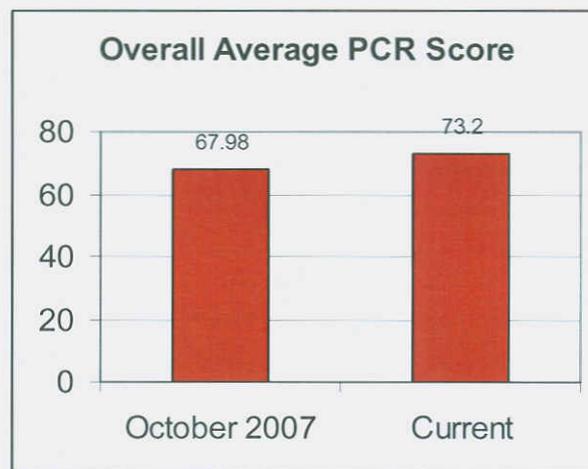
The average low bid asphalt price for WSDOT over the past year has been \$67.65/ton. SCPP projects completed in 2008 and so far in 2009 ranged between \$60/ton and \$150/ton. The variance in the TIB data is high due to location of the project, quantity of asphalt, and fluctuating oil prices. Projects where TIB partnered with WSDOT were seeing asphalt prices in the \$60/ton to \$80/ton range.

A properly managed and funded pavement preservation program can efficiently extend the life of pavements in small cities across Washington State. The charts below illustrate the cost of a 30-

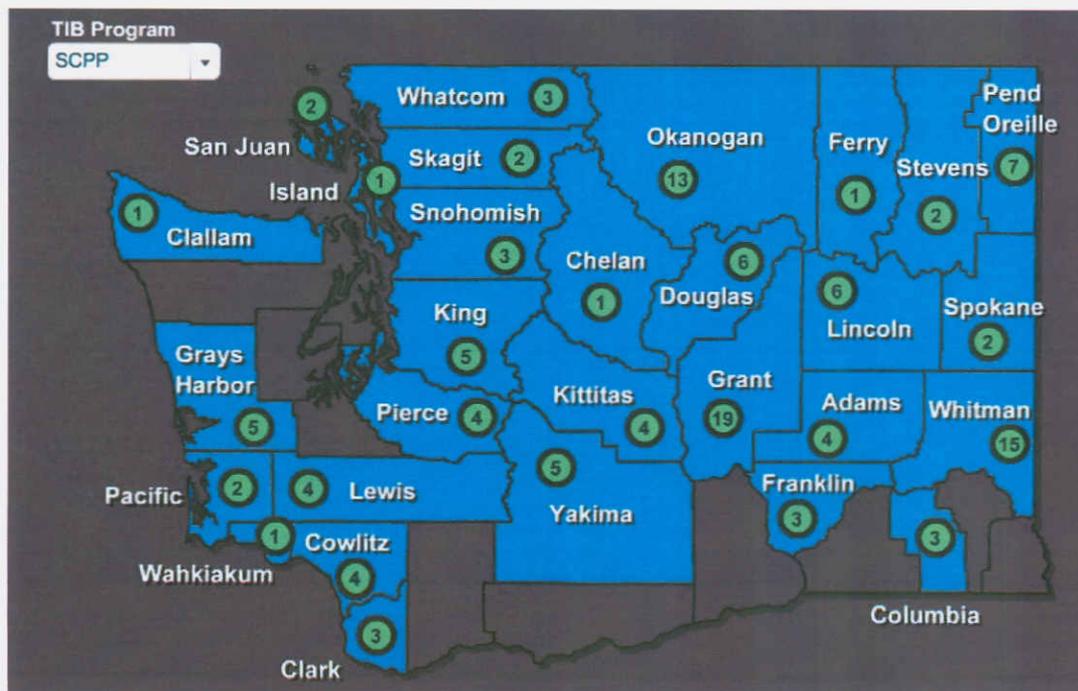
	Projects	Grant Dollars <sup>1</sup>	Miles <sup>2</sup>	Number of Cities Served
2007	38	\$ 1,552,902.37	26.89	38
2008	31	\$ 2,077,662.77	16.80	30
2009	48	\$ 3,402,118.96	27.92	49
2010	14	\$ 1,010,006.67	9.65	14
<b>Total</b>	<b>131</b>	<b>\$ 8,042,690.77</b>	<b>81.26</b>	<b>93</b>

<sup>1</sup>Adjusted for increases and withdrawals

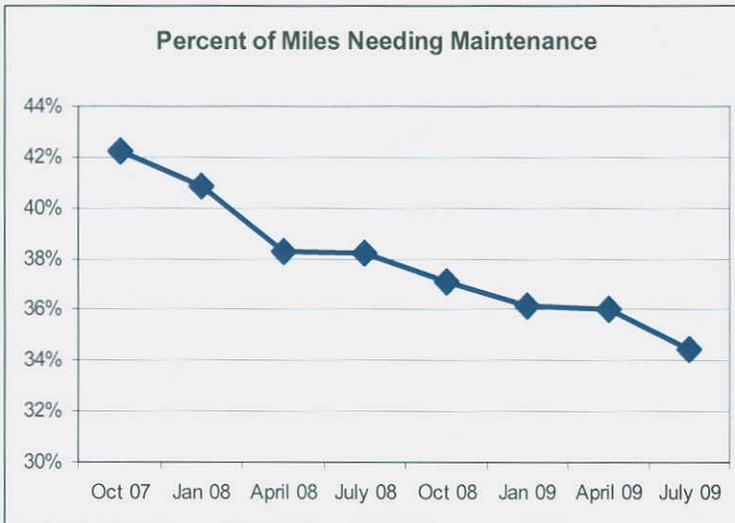
<sup>2</sup>Only includes overlay and chip seal projects



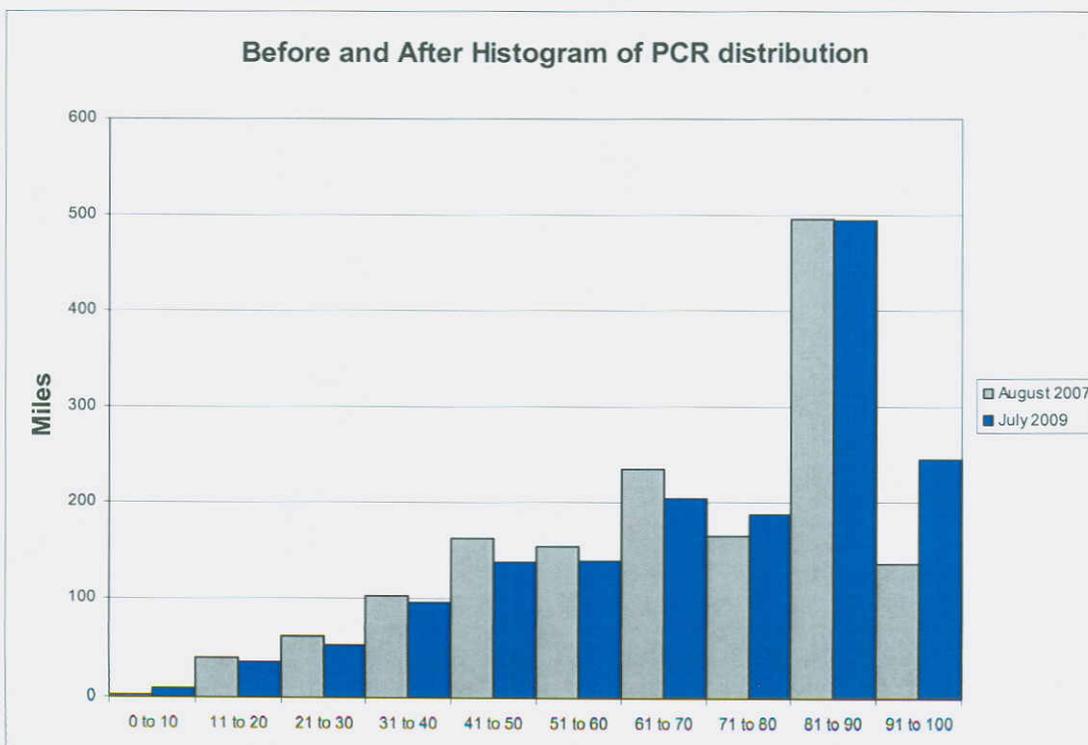
The SPCP program is a non-competitive, need based program. Projects have been selected in 93 cities in 29 counties. Counties that have no cities served do not have eligible small cities or have small cities with high average PCR scores.



Roads that have a PCR score between 30 and 70 are prime candidates for some sort of treatment, either chip seal or an overlay. Scores lower than 30 and the road needs to be reconstructed; scores higher than 70 and the road is still in good condition. Combining the 80 miles of improved roadway, funded by SCPP, with local maintenance and improvements through the Small City Arterial Program has caused a dramatic decrease in roads needing maintenance. The percent of roads needing maintenance has dropped from 42% in October 2007 to 34.5% in July 2009.



The overall distribution of PCR scores has shifted higher since the inception of the SCPP program. In the histogram below you will see a before and after distribution comparison. The gray bars, representing miles in a certain PCR range as of August 2007, show more miles in the lower ranges. While the blue bars, representing miles in a certain PCR range as of July 2009, show that road miles have shifted higher with significantly more miles above 90 PCR.



## STATUS

Small city officials recognize the good that the SCPP has done in their towns. There is a continued need for funding as TIB continues to make a significant difference in road conditions. There is more need than money as is evident in the fact that the amount of applications and grant dollars requested exceeds TIB's abilities to fund them.



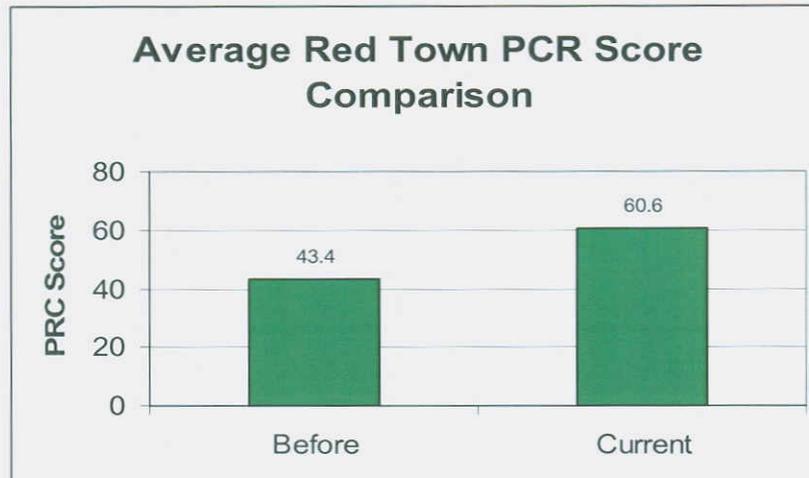
There have been 179 applications submitted; TIB has been able to fund 131 of those applications. Small cities have requested \$12 million in grants while the TIB has had funding for \$8 million.

## Red Towns

Small cities in Washington have an average PCR score ranging from 92.5 with all roads above an 80, down to 44 with only 26% of roads above an 80. Knowing this wide range, the TIB decided to put an extra emphasis on those cities with the worst average PCR score. It was found that there were ten cities with an average PCR score under 50. These cities became known as "Red Towns" because they are coded with a red performance color on the TIB Performance Dashboard. Some towns, such as Latah, already had projects underway from other TIB programs at the time they were given red town status.

Red Town	Total Miles	Average PCR Score October 2007	Average PCR Score Current	Number of SCPP Projects	Miles Improved
MATTAWA	8.41	33.30	52.50	3	3.62
NESPELEM	1.58	35.90	90.00	2	3.16
SPRINGDALE	1.48	38.50	54.30	1	0.15
SOAP LAKE	11.36	40.10	44.00	3	1.36
NEWPORT	11.55	42.70	56.90	1	0.87
CONCRETE	7.04	45.40	53.00	2	0.60
LATAH	1.51	46.00	73.30	0	0.00
OAKVILLE	5.33	47.60	77.50	1	1.51
TWISP	8.63	48.00	50.70	1	0.25
CASHMERE	13.09	48.80	53.40	1	0.25
<b>Total</b>	<b>69.98</b>				<b>11.77</b>

The TIB dramatically increased the average PCR score of the Red Towns from 43.4 to 60.6.



The goal with the Red Towns is to bring their average score up to 70 in each town. The chart above shows that there is still work to be done in seven of the original 10 red towns. In order to bring up all the towns to an average of at least 70 PCR approximately 22 miles of roadway needs to be improved to a 100 PCR. The chart below shows the number of miles needed to be improved in each town to bring the town average to 70 PCR.

Depending on what treatment each road segment receives, the cost to improve these towns to a minimum average of 70 PCR could range between \$1.5 and \$2.5 million. Using more chip seal and less overlay, as well as continuing to partner with WSDOT and county construction crews, would reduce the cost.

Red Town	Miles Need to be Treated
MATTAWA	3.10
SPRINGDALE	0.51
SOAP LAKE	5.27
NEWPORT	3.51
CONCRETE	2.55
TWISP	3.38
CASHMERE	4.66
<b>Total</b>	<b>22.98</b>

Even though the original Red Towns have been greatly improved, there is still more that can be done to bring up their PCR scores. Soap Lake, however, is currently the only town that remains on the Red Towns list with PCR scores well below 50.

October 2007	Current
Mattawa	Soap Lake
Nespelem	
Springdale	
Soap Lake	
Newport	
Concrete	
Latah	
Oakville	
Twisp	
Cashmere	

**RECOMMENDATION**

TIB staff recommend funding totaling \$695,000 be awarded to Soap Lake Division Street reconstruction out of the available \$900,000 in FY 2010 SPPP funds.

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# Transportation Improvement Board Bylaws

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## ARTICLE I

### PURPOSE AND MEMBERSHIP DUTIES

~~The purpose and duties of the Transportation Improvement Board ("Board") is a twenty-one member board, organized under the provisions of RCW 47.26.121 are to to administer the urban arterial trust account, the transportation improvement account, and the small city pavement and sidewalk account.~~

~~Membership and appointments to the Board shall be carried out as directed in RCW 47.26.121.~~

~~adopt rules necessary to implement the provisions of Chapters 47.66 and 47.26 relating to the allocation of funds and to adopt reasonably uniform design standards for city and county arterials, shall be conducted in accordance with the provisions of RCW 47.26, as now or hereafter amended, and shall perform the duties and functions as therein prescribed~~

## ARTICLE II

### OFFICERS OF THE BOARD

#### Section 1 Officers of the Transportation Improvement Board

- (a) The presiding officer of the Board, designated the "chairperson", shall be elected by a majority vote of the membership of the Board for a two-year term and shall be an elected official. The chairperson shall preside over all meetings of the Board and do all such other things that are appropriate for or delegated to such officer by the Board;
- (b) A vice chairperson, elected by a majority vote of the membership of the Board for a two-year term and an elected official, shall preside in the absence of the chairperson, as well as act for the chairperson and the Board under its direction;
- (c) At any one time, the chairperson and the vice chairperson shall not both be county members or city members, ~~and shall be an elected official~~;
- (d) In the absence of both the chairperson and vice chairperson, an acting vice chairperson, elected official shall be appointed by a majority of the voting members of the Board present at that meeting shall and to preside at that meeting of the Board as acting vice chairperson;
- (e) ~~The Board shall appoint an Executive Director who shall serve at the Board's pleasure.~~

**ARTICLE III**  
**MEETINGS LOCATIONS AND NOTICES**

**Section 1      Time and Place of Meetings**

Regular public meetings of the Board shall be held at least once quarterly in accordance with RCW 47.26.150 and WAC 479-01-020, beginning on the fourth Friday of every month or the third Friday if that Friday is a holiday. Each such regular meeting shall be held at the offices of the Board in Olympia, Washington, and begin at the hour of 9:00 a.m., or at such other time and place as designated by the Board. ~~By December, the Board shall adopt a calendar showing the time, date and location of board meetings for the following year.~~

A special meeting of the Board may be called by the chairperson or by a majority of the members of the Board in accordance with WAC 479-01-020, by delivering personally or by mail written notice to all other members of the Board at least twenty-four hours before the time of such meeting as specified in the notice. The notice calling a special meeting shall state the purpose for which the meeting is called and the date, hour, and place of such meeting and all provisions of Chapter 42.30 RCW shall apply.

**Section 2      Notice to Members of Meetings**

Notice of all regular meetings, shall be given ~~by the Executive Director in writing sent by mail or other electronic means to each Board member by posting in the U.S. mail a notice thereof addressed to the member at their business or residence address furnished to the Board.~~ Such ~~The~~ notice shall be posted at least ten **(10) days** prior to the meeting. Members present at any meeting shall be deemed to have waived notice as of that meeting.

Prior to any regular meeting of the Board, subject material on agenda items shall be ~~provided by the Executive Director and mailed provided to all Board members prior to the meeting.~~

**Section 3      General Notice of Meeting and Agenda Items**

A notice of regular public meetings of the Board shall be given by the Executive Director in writing to all persons who have made a timely request of the Board at least twenty (20) days prior to the meeting.

~~**Section 4      Business of the Board**~~ **ARTICLE IV**

**BUSINESS OF THE BOARD**

**Section 1      Voting Practices**

(a) All business of the Board shall be transacted by motion and/or resolution which may be made by any member in attendance, including the Chairperson, and shall require a second. Voting on all motions and resolutions shall be by voice unless a special division is called for by a member, in which case the roll shall be called by the presiding officer and the vote of each member shall be recorded. Board members

must be present to vote. Except as otherwise provided, Robert's Rules of Order, latest edition, shall govern the meetings of the Board.

- (b) A Board members shall refrain from expressing official statements and shall abstain from voting on any dealing with projects before the Board directly related to within that Board member's jurisdiction and shall abstain from making official comments about the project. It shall be required that Board members designate a A representative from thetheir jurisdiction, other than the Board member, shall to be the official spokesperson when presenting project information to the Board. The Chairperson may request the Board member to answer questions from the Board with respect to a project testify on any issue before the Board directly dealing within that member's own jurisdiction. HOWEVER, speaking to the Priority Array as a whole does not violate this rule and all Board members present are allowed to vote on the Priority Array.

## Section 2 Quorum

### ARTICLE IV

#### QUORUM

The presence of a majority of Board membership, which consists of 11 members, of the current Board membership shall constitute a quorum for the transaction of the business of the board.

It shall require a simple majority of those members in attendance (50 percent plus one) to carry any motion and/or resolution unless otherwise set forth in these rules.

### ARTICLE V

#### MINUTES

## Section 3 Attendance

If a member of the Board is absent for three consecutive regularly scheduled Board meetings or is absent from more than fifty percent of the regularly scheduled meetings in any one calendar year, the following action will be taken:

- (a) The TIB Board Chairperson shall call the member to determine if the member desires to continue to serve on the Board; and
- (b) If the member continues to be absent, the Board TIB Chairperson shall send a written notice to the member, requiring notify the member by letter requesting that member's immediate resignation and shall send a copy to that member's appointing official and, if the member's position is subject to nomination, to the member's and/or nominating organization together with a request for a new member..

## Section 4 Minutes

All actions and pertinent discussions of the Board shall be by motion and/or resolution recorded in writing a book or books kept for such purpose, maintained- and kept at the

office of the Board, These minutes and shall be open to the public for inspection at all reasonable times.

## ARTICLE V

### EXPENSES OF BOARD MEMBERS

Members of the Board shall receive reimbursement for expenses and mileage to the extent of the maximum provided allowed by law for attendance and participation in the following activities related to performance of their official duties as a TIB Board member:

- (a) All officially called regular and special meetings of the Board.
- (b) Necessary TIB Board consultations with county, city, transit, ports, Department of Transportation, or Transportation Benefit District personnel.
- (c) Dedication ceremonies for TIB projects.
- (d) Meetings and hearings of committees of the State Legislature as they relate to the TIB Board.
- (e) Any other Board TIB activity requiring the attention, attendance or participation of the Board member.

Board members will be reimbursed for the maximum allowable travel expenses under the guidelines set forth by the Office of Financial Management in section 10 of the State Administrative and Accounting Manual for state employees.

## ARTICLE VI

### BOARD COMMITTEES

#### Section 1 — Committee Appointments

The Board, by a motion or resolution adopted by a simple majority of its members, may designate and appoint one or more standing or temporary ad hoc committees that may exercise the authority of the Board as specifically delegated by the Board resolution motion.

The Chairperson of the Board may appoint ad hoc committees that act only in an limited advisory capacity to the Board.

The designation and appointment of committees and the delegation of authority shall not operate to relieve the Board or any individual Chairperson of any responsibility imposed upon him or her by law.

**Section 2 — Route Jurisdiction Transfer Committee**

Upon receipt of a Route Jurisdiction Transfer request, the Chair may appoint a Route Jurisdiction Transfer Committee to review specific route transfer requests. The committee will be appointed in accordance with WAC 479-210-350.

**ARTICLE VII**

**ETHICS AND THE APPEARANCE OF FAIRNESS**

Members of the Board shall uphold a high standard of ethics. Members of the Board shall avoid conflicts of interest or even the appearance of conflicts of interest and are subject to the Ethics in Public Service Act codified in chapter 47.52 RCW. The following Activities that may be considered violations of state ethics statutes include but are not limited to:

- (a) Directing state contracts to a business in which one has a financial interest.
- (b) Using confidential information for private investments.
- (c) Accepting gifts or favors in exchange for certain regulatory rulings.
- (d) Accepting gifts or favors in exchange for making certain purchases.
- (e) Obtaining personal favors from employees.
- (f) Accepting favors for disclosure of confidential information.
- (g) Engaging in outside employment which assists non-governmental entities in their quests for state business.

**ARTICLE VIII**

**CHANGE OR REPEAL OF INTERNAL RULES BY LAWS**

Amendments, alterations, changes, additions to or repeal of these bylaws and board policies rules governing internal management of the Board, not affecting regular procedures available to the public, and not in conflict with state law, may will be made by motion resolution of the Board and will require approval by a simple majority of Board members to carry the motion, pursuant to other applicable sections of these rules.

**ARTICLE VII**

**INSTRUMENTS**

All instruments, including vouchers for payment from the TIB administered funds established in the Motor Vehicle Fund, shall be submitted to the Executive Director of the Board for approval and shall be signed by the Executive Director in the name of the Board; PROVIDED, vouchers for payment may be signed by the designated agent of the Executive Director if proper procedure has been followed and payment is due.

~~The Executive Director shall report to the Board at each regular meeting regarding all instruments, including vouchers for payment, approved during the period after the preceding regular meeting.~~

## **ARTICLE VIII IX**

### **CERTIFICATION OF DOCUMENT**

The Executive Director of the Board and that person so delegated the duty to have charge of the records of the Board shall have the authority to certify on behalf of the Board any and all documents, records or proceedings as may become necessary from time to time in the name and place of said Board.

## **ARTICLE IX**

### **~~EXPENSES OF BOARD MEMBERS~~**

~~Members of the Board shall receive reimbursement for expenses and mileage to the extent of the maximum provided by law for attendance and participation in the following activities related to performance of their official duties:~~

- ~~(a) All officially called regular and special meetings of the Board.~~
- ~~(b) Necessary consultations with county, city, transit, ports, Department of Transportation, or Transportation Benefit District personnel.~~
- ~~(c) Dedication ceremonies for transportation projects.~~
- ~~(d) Attendance at regional or area community and transportation conferences or meetings within the state.~~
- ~~(e) Meetings and hearings of committees of the State Legislature as they relate to transportation.~~

~~Such reimbursement shall be considered to be approved automatically by the Board: PROVIDED that questions of the Executive Director concerning definitions of allowable expenses as set forth above shall be referred to the Board for consideration.~~

~~With respect to any other activity requiring the attention, attendance or participation of the members or any member of the Board in the performance of their official duties, said member may receive reimbursement for expenses and mileage to the extent of the maximum provided by law with the prior recommendation of the Executive Director and prior approval of the Chair.~~

~~Board members will be reimbursed for the maximum allowable travel expenses under the guidelines set forth by the Office of Financial Management in section 10 of the State Administrative and Accounting Manual and TIB's Travel Policy (POL 407-110) for state employees.~~

**ARTICLE X**  
**CONDUCT OF MEMBERS AT BOARD MEETINGS**

~~Board members shall refrain from expressing official statements dealing with projects before the Board directly related to their jurisdiction. It shall be required that Board members designate a representative from their jurisdiction to be the official spokesperson when presenting information to the Board. The Chairperson may request a member to testify on any issue before the Board directly dealing with that member's own jurisdiction.~~

**ARTICLE XI**  
**BOARD MEETING ATTENDANCE**

~~If a member of the Board is absent for three consecutive regularly scheduled Board meetings or is absent from more than fifty percent of the regularly scheduled meetings in any one calendar year, the following action will be taken:~~

- ~~(d) The TIB Chair shall call the member to determine if the member desires to continue to serve on the Board; and~~
- ~~(e) If the member continues to be absent, the TIB Chair shall notify the member by letter and send a copy to that member's appointing official and, if the member's position is subject to nomination, to the member's nominating organization.~~

**ARTICLE XII**  
**BOARD COMMITTEES**

**Section 1 — Committees of the Board**

~~The Board, by resolution adopted by a majority of its members, may designate and appoint one or more standing or temporary committees that may exercise the authority of the Board. The Chair of the Board may appoint committees that act only in an advisory capacity to the Board. The designation and appointment of committees and the delegation thereto of authority shall not operate to relieve the Board or any individual Chair of any responsibility imposed upon it, him or her by law.~~

**Section 2 — Executive Committee**

~~The Executive Committee shall be composed of the Chair, Vice Chair, and two additional members appointed by the Chair. The Executive Committee shall have only those powers granted to it herein or by resolution of the Board for whatever purpose and period of time specified. The Executive Committee shall:~~

- ~~(a) Lead the development of the Board's strategic plan.~~

- (b) ~~Propose, review, or recommend passage, modification, or other action relating to Board policies prior to submission of the proposed amendment to the full Board.~~
- (c) ~~Prepare a recommended legislative agenda for consideration of the full Board prior to each legislative session.~~
- (d) ~~Monitor the events of each legislative session and shall be empowered to adopt Board policy relating to legislation during the session.~~

### **Section 3 — Route Jurisdiction Transfer Committee**

~~Upon receipt of a Route Jurisdiction Transfer request the Chair shall appoint a Route Jurisdiction Transfer Committee to review specific route transfer requests. No member of the Board who is an officer, agent, employee, or member of an entity with actual or potential jurisdiction over the subject route may participate on this committee.~~

#### *Revisions*

1. *Changes to Article XII adopted May 25, 2001*
2. *Changes to Article XII adopted July 26, 2002 – Elimination of the Increase, Sidewalk, and Legislative Committees*
3. *Changes to Article IX adopted November 26, 2004 – Added last paragraph treating Board members as state employees for travel reimbursement.*
4. *Changes to entire Bylaws to reflect accurate practices and to communicate in a more clear and concise manner.*

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# Transportation Improvement Board Bylaws

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## ARTICLE I

### PURPOSE AND MEMBERSHIP

The Transportation Improvement Board ("Board") is a twenty-one member board, organized under the provisions of RCW 47.26.121 to administer the urban arterial trust account, the transportation improvement account, and the small city pavement and sidewalk account.

Membership and appointments to the Board shall be carried out as directed in RCW 47.26.121.

## ARTICLE II

### OFFICERS OF THE BOARD

#### **Section 1      Officers of the Transportation Improvement Board**

- (a) The presiding officer of the Board, designated the "chairperson", shall be elected by a majority vote of the membership of the Board for a two-year term and shall be an elected official. The chairperson shall preside over all meetings of the Board and do all such other things that are appropriate for or delegated to such officer by the Board;
- (b) A vice chairperson, elected by a majority vote of the membership of the Board for a two-year term and an elected official, shall preside in the absence of the chairperson, as well as act for the chairperson and the Board under its direction;
- (c) At any one time, the chairperson and the vice chairperson shall not both be county members or city members;
- (d) In the absence of both the chairperson and vice chairperson, an elected official shall be appointed by a majority of the voting members of the Board present at that meeting to preside at that meeting of the Board as acting vice chairperson.

## ARTICLE III

### MEETING LOCATIONS AND NOTICES

#### **Section 1      Time and Place of Meetings**

Regular public meetings of the Board shall be held at least once quarterly in accordance with RCW 47.26.150 and WAC 479-01-020.

A special meeting of the Board may be called by the chairperson or by a majority of the members of the Board in accordance with WAC 479-01-020.

**Section 2**      **Notice to Members of Meetings**

Notice of all regular meetings shall be sent by mail or other electronic means to each Board member. The notice shall be posted at least ten (10) days prior to the meeting. Members present at any meeting shall be deemed to have notice of that meeting.

Prior to any regular meeting of the Board, subject material on agenda items shall be provided to all Board members.

**Section 3**      **General Notice of Meeting and Agenda Items**

A notice of regular public meetings of the Board shall be given by the Executive Director in writing to all persons who have made a timely request of the Board at least twenty (20) days prior to the meeting.

**ARTICLE IV**  
**BUSINESS OF THE BOARD**

**Section 1**      **Voting Practices**

- (a) All business of the Board shall be transacted by motion and/or resolution which may be made by any member in attendance, including the Chairperson, and shall require a second. Voting on all motions and resolutions shall be by voice unless a special division is called for by a member, in which case the roll shall be called by the presiding officer and the vote of each member shall be recorded. Board members must be present to vote. Except as otherwise provided, Robert's Rules of Order, latest edition, shall govern the meetings of the Board.
  
- (b) A Board member shall abstain from voting on any projects within that Board member's jurisdiction and shall abstain from making official comments about the project. A representative from the jurisdiction, other than the Board member, shall be the official spokesperson when presenting project information to the Board. The Chairperson may request the Board member to answer questions from the Board with respect to a project within that member's own jurisdiction. HOWEVER, speaking to the Priority Array as a whole does not violate this rule and all Board members present are allowed to vote on the Priority Array.

**Section 2**      **Quorum**

The presence of a majority of Board membership, which consists of 11 members, shall constitute a quorum for the transaction of the business of the board.

It shall require a simple majority of those members in attendance (50 percent plus one) to carry any motion and/or resolution unless otherwise set forth in these rules.

**Section 3     Attendance**

If a member of the Board is absent for three consecutive regularly scheduled Board meetings or is absent from more than fifty percent of the regularly scheduled meetings in any one calendar year, the following action will be taken:

- (a) The Board Chairperson shall call the member to determine if the member desires to continue to serve on the Board; and
- (b) If the member continues to be absent, the Board Chairperson shall send a written notice to the member, requiring that member's immediate resignation and shall send a copy to that member's appointing official and/or nominating organization together with a request for a new member.

**Section 4     Minutes**

All actions and pertinent discussions of the Board shall be recorded in writing and kept at the office of the Board. These minutes shall be open to the public for inspection at all reasonable times.

**ARTICLE V  
EXPENSES OF BOARD MEMBERS**

Members of the Board shall receive reimbursement for expenses and mileage to the extent allowed by law for attendance and participation in the following activities related to performance of their official duties as a Board member:

- (a) All officially called regular and special meetings of the Board.
- (b) Necessary Board consultations with county, city, transit, port, Department of Transportation, or Transportation Benefit District personnel.
- (c) Dedication ceremonies for TIB projects.
- (d) Meetings and hearings of committees of the State Legislature as they relate to the Board.
- (e) Any other Board activity requiring the attention, attendance or participation of the Board member.

Board members will be reimbursed for the maximum allowable travel expenses under the guidelines set forth by the Office of Financial Management in section 10 of the State Administrative and Accounting Manual for state employees.

**ARTICLE VI  
BOARD COMMITTEES**

The Board, by a motion adopted by a simple majority of its members, may designate and appoint one or more standing or temporary ad hoc committees that may exercise the authority of the Board as specifically delegated by the Board motion.

The Chairperson of the Board may appoint ad hoc committees that act in a limited advisory capacity to the Board.

The designation and appointment of committees and the delegation of authority shall not operate to relieve the Board or any individual Chairperson of any responsibility imposed upon him or her by law.

## **ARTICLE VII ETHICS AND THE APPEARANCE OF FAIRNESS**

Members of the Board shall uphold a high standard of ethics. Members of the Board shall avoid conflicts of interest or even the *appearance* of conflicts of interest and are subject to the Ethics in Public Service Act codified in chapter 47.52 RCW. Activities that may be considered violations of ethics statutes include but are not limited to:

- (a) Directing state contracts to a business in which one has a financial interest.
- (b) Using confidential information for private investments.
- (c) Accepting gifts or favors in exchange for certain regulatory rulings.
- (d) Accepting gifts or favors in exchange for making certain purchases.
- (e) Obtaining personal favors from employees.
- (f) Accepting favors for disclosure of confidential information.
- (g) Engaging in outside employment which assists non-governmental entities in their quests for state business.

## **ARTICLE VIII CHANGE OR REPEAL OF BYLAWS**

Amendments, alterations, changes, additions to or repeal of these bylaws will be made by motion of the Board and will require approval by a simple majority of Board members to carry the motion.

## **ARTICLE IX CERTIFICATION OF DOCUMENT**

The Executive Director of the Board and that person so delegated the duty to have charge of the records of the Board shall have the authority to certify on behalf of the Board any and all documents, records or proceedings as may become necessary from time to time in the name and place of said Board.

*Revisions*

1. *Changes to Article XII adopted May 25, 2001*
2. *Changes to Article XII adopted July 26, 2002 – Elimination of the Increase, Sidewalk, and Legislative Committees*
3. *Changes to Article IX adopted November 26, 2004 – Added last paragraph treating Board members as state employees for travel reimbursement.*
4. *Changes to entire Bylaws to reflect accurate practices and to communicate in a more clear and concise manner.*