



Transportation Improvement Board  
March 25-26, 2010 – Wenatchee, Washington 98801  
Location: The Coast Wenatchee Center Hotel & Convention Center  
201 North Wenatchee Avenue  
(509) 662-1234

March 25, 2010  
WORK SESSION AGENDA

WORK SESSION			Page
	<i>General Matters</i>		
2:00 pm	A. Local Presentations	Greg Armstrong	
	<i>Scope Change</i>		
2:30 pm	B. City of Wapato: Track Road	Greg Armstrong	64
	<i>Project &amp; Program Issues</i>		
3:00 pm	C. City of Tukwila: Southcenter Pkwy Contingency Restoration	Steve Gorcester	68
3:45 pm	D. Schedule and Project Call Recommendation	Steve Gorcester	70
4:45 pm	E. Sustainability Criteria Review (RCW 70.235)	Greg Armstrong	72

*Dinner on your own*



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March 26, 2010 – 9:00 am  
BOARD AGENDA

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1.	CALL TO ORDER	Chair Partch
2.	GENERAL MATTERS	
	A. Approval of January 22, 2010 Minutes	Chair Partch 35
	B. Communications	Steve Gorcester
	1. Truckers find flaw in Granite Falls bypass – <i>HeraldNet</i>	38
	2. \$3.9 million construction project on Yelm Hwy to begin in April – <i>News Tribune</i>	40
	3. Jeanne Burbidge and the spirit of service – <i>Federal Way Mirror</i>	42
	4. Road funding source runs low on gas – <i>The Columbian</i>	48
	5. Racking up miles? Maybe not – <i>The Washington Post</i>	51
	6. Washington’s roads may see tolls if gas tax decline persists – <i>Tri-City Herald</i>	57
	7. Roads at bargain prices – <i>The Olympian</i>	59
3.	NON-ACTION ITEMS	
	A. Chair’s Report to the Board	Chair Partch
	B. Executive Director’s Report	Steve Gorcester
	C. Financial Report	Theresa Anderson
	D. Project Activity Report (1/1/10-2/28/10)	Greg Armstrong 61
4.	ACTION ITEMS	
	A. City of Wapato: Track Road Scope Change Request	Greg Armstrong 64
	B. City of Tukwila: Southcenter Prkwy Contingency Restoration	Steve Gorcester 68
	C. Schedule and Project Call Recommendation	Steve Gorcester 70
	D. Sustainability Criteria Review (RCW 70.235)	Greg Armstrong 72
5.	FUTURE MEETINGS	
	June 24-25 – Vancouver (Heathman Lodge)	
	September 23-24 – Walla Walla (Walla Walla Airport)	
	November 18-19 – Everett (Downtown Holiday Inn)	
6.	ADJOURNMENT	



## **WAC Changes for Small City Match**

March 26, 2010

### **BACKGROUND**

At the January meeting, proposed additions to WAC 479-10 and 479-12 to include small city match were reviewed. Minor changes were recommended and have been made.

In addition to the WAC changes, a staff procedure will be set up to address when a small city is denied funding due to the full allocation of all available funds. The language will be set up to allow flexibility for the board to make the decision to fund a project.

### **STATUS**

The final draft of language for the small city match funding is on pages 2 – 33.

### **RECOMMENDATION**

Review the most recent revisions made following the January meeting. A public hearing will be scheduled for the June 25, 2010 board meeting after allowing for comments on the proposed changes.

## Chapter 479-10 WAC

### SMALL CITY PAVEMENT PRESERVATION AND SIDEWALK ACCOUNT

**Last Update:** 10/2/08WAC

- 479-10-005 Purpose and authority.
- 479-10-011 Programs funded from the small city pavement preservation and sidewalk account.
- 479-10-100 Intent of the small city preservation program.
- 479-10-110 Who is eligible for small city preservation program funds.
- 479-10-120 Projects that are eligible for small city preservation program funds.
- 479-10-121 Types of street system treatments allowed under small city preservation program.
- 479-10-122 Qualification for the small city preservation program--Pavement condition ratings.
- 479-10-130 Identification of funding requests for the small city preservation program.
- 479-10-140 Project selection for the small city preservation program.
- 479-10-150 Project phases for the small city preservation program.
- 479-10-160 City matching funds or services for small city preservation program.
- 479-10-170 Small city match funding eligibility and application.
- 479-10-171 Restriction on use of small city match funding.
- 479-10-172 Small city match funding priority.
- 479-10-173 If small city match funding is fully allocated
- 479-10-174 Small city match funding increases.
- 479-10-200 Intent of the city hardship assistance program.
- 479-10-210 Who is eligible for city hardship assistance program funds.
- 479-10-220 What routes are eligible for city hardship assistance program funds.
- 479-10-230 How to request city hardship assistance program funds.
- 479-10-240 Phases for city hardship assistance program.
- 479-10-250 Funding limitations for city hardship assistance program projects.
- 479-10-260 No match is required for city hardship assistance program projects.
- 479-10-270 Spending any residual amount of city hardship assistance program funds.

**WAC 479-10-005 Purpose and authority.** The board adopts

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reasonable rules necessary to administer the small city pavement preservation and sidewalk account pursuant to RCW 47.26.340, 47.26.345 and 47.26.164.

[Statutory Authority: Chapter 47.26 RCW. 08-21-005, § 479-10-005, filed 10/2/08, effective 11/2/08.]

**WAC 479-10-011 Programs funded from the small city pavement preservation and sidewalk account.** The small city pavement preservation and sidewalk account funds the:

1. Small city preservation program and if funds are available, ~~to be for~~ used on a project by project basis for the small cities to match federal funding provided for local government federal aid of transportation, on a first come/first served basis.
2. City hardship assistance program.

[Statutory Authority: Chapter 47.26 RCW. 08-21-005, § 479-10-011, filed 10/2/08, effective 11/2/08.]

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

[Statutory Authority: Chapter 47.26 RCW. 08-21-005, § 479-10-  
| WAC (3/18/10~~1/20/10~~ 7:52 AM~~1:54 PM~~)

100, filed 10/2/08, effective 11/2/08.]

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

[Statutory Authority: Chapter 47.26 RCW. 08-21-005, § 479-10-110, filed 10/2/08, effective 11/2/08.]

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

[Statutory Authority: Chapter 47.26 RCW. 08-21-005, § 479-10-120, filed 10/2/08, effective 11/2/08.]

**WAC 479-10-121 Types of street system treatments allowed under small city preservation program.** The type of treatment will be based on the pavement condition rating, treatment types available in the area, and concurrence by the local agency.

Treatments may include crack sealing, patching, ditching, chip

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sealing, overlay, cold in place recycling of roadway, or other treatment as deemed cost effective and/or necessary by TIB staff.

[Statutory Authority: Chapter 47.26 RCW. 08-21-005, § 479-10-121, filed 10/2/08, effective 11/2/08.]

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

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

[Statutory Authority: Chapter 47.26 RCW. 08-21-005, § 479-10-122, filed 10/2/08, effective 11/2/08.]

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

[Statutory Authority: Chapter 47.26 RCW. 08-21-005, § 479-10-130, filed 10/2/08, effective 11/2/08.]

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

[Statutory Authority: Chapter 47.26 RCW. 08-21-005, § 479-10-140, filed 10/2/08, effective 11/2/08.]

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

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

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treatment plan.

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

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

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

(c) Consultant agreement (if applicable).

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

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

[Statutory Authority: Chapter 47.26 RCW. 08-21-005, § 479-10-150, filed 10/2/08, effective 11/2/08.]

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

(1) Cash match based on ability to contribute:

(a) If the city assessed valuation is greater than five hundred million, a match of ten percent will be contributed.

(b) If the city assessed valuation is from one hundred million to five hundred million, a five percent match will be

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contributed.

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

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

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

(a) Community involvement including volunteer participation.

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

(c) Other street beautification.

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

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

[Statutory Authority: Chapter 47.26 RCW. 08-21-005, § 479-10-160, filed 10/2/08, effective 11/2/08.]

**NEW SECTION**

**479-10-170 Small city match funding eligibility and**

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**application.** Cities may request matching funds for projects that meet TIB eligibility requirements for small city preservation program funding as described in 479-10-120 and 479-10-121. ~~through the proscribed application.~~ A TIB funding application form must be submitted to apply for match funding.

**NEW SECTION**

**WAC 479-10-171 Restriction on use of small city match funding.** Match funds are only for transportation projects funded through federal transportation grants. All other local funding sources must be sought before applying for match funds from TIB.

**NEW SECTION**

**479-10-172 Small city match funding priority.** If funds ~~are~~ available remain after small city preservation program projects are funded, match funds may be committed to eligible projects. The priority for funding is in the order in which the applications are received until the ~~remaining~~ available funds are fully allocated.

**NEW SECTION**

**479-10-173 If small city match funding is fully allocated.** If an eligible application is received after all of the funding is allocated, the local agency may seek board approval for funding at the next scheduled board meeting from the notice of denial from TIB staff. The notice of denial may be in the form of an e-mail or letter.

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**NEW SECTION**

**479-10-174 Small city match funding increases.** Increases in match funding for chosen projects may be made within the Executive Director's authority in accordance with WAC 479-01-060.

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

[Statutory Authority: Chapter 47.26 RCW. 08-21-005, § 479-10-200, filed 10/2/08, effective 11/2/08.]

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

[Statutory Authority: Chapter 47.26 RCW. 08-21-005, § 479-10-210, filed 10/2/08, effective 11/2/08.]

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

(1) Clarkston, Old SR 128, 0.13 Miles, SR 12 to Poplar

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Street;

(2) Kelso, Old SR 431, 0.90 Miles, SR 5 to Cowlitz Way; Old I-5, 1.20 Miles, north end of Coweeman River Bridge to 2,480 feet south of Haussler Road and those sections of Kelso Drive, Minor Road, Grade Street and Kelso Avenue referred to in the memorandum of understanding for this turn back, approximately 2.7 miles;

(3) Leavenworth, Old SR 209, 0.11 Miles, SR 2 to 260 feet north of Fir Street;

(4) Milton, Old SR 514, 2.46 Miles, Junction SR 99 to 50 feet west of SR 161;

(5) Napavine, Old SR 603, 0.79 Miles, 810 feet southwest of Lincoln Street to 8th Avenue West;

(6) Pomeroy, Old SR 128, 0.72 Miles, SR 12 to 2,690 feet south of Arlington Avenue;

(7) Sequim, Washington Avenue - Simdars Road to Sunnyside Avenue and 3rd Avenue to 9th Avenue;

(8) Skykomish, Old SR 2 Spur, 0.16 Miles, SR 2 to Railroad Avenue;

(9) Stanwood, Old SR 530, 1.59 Miles, 790 feet north of 86th Drive NW to 740 feet northwest of 72nd Avenue NW;

(10) Toledo, Old SR 505, 0.12 Miles, Fifth Street to 210 feet northwest of Sixth Street;

(11) Toppenish, Old SR 220, 0.27 Miles, Junction SR 22 to 630 feet east of Linden Road;

(12) Vader, Old SR 411, 0.25 Miles, 520 feet south of SR 506 to 1,840 feet south of SR 506;

(13) Washougal, Old SR 140, 0.70 Miles, SR 14 to west end  
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of Washougal River Bridge;

(14) Winlock, Old SR 603, 0.61 Miles, Walnut Street to 160 feet south of Olequa Creek Bridge.

[Statutory Authority: Chapter 47.26 RCW. 08-21-005, § 479-10-220, filed 10/2/08, effective 11/2/08.]

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

[Statutory Authority: Chapter 47.26 RCW. 08-21-005, § 479-10-230, filed 10/2/08, effective 11/2/08.]

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

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

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

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

(b) Consultant agreement (if applicable).

(3) Project closeout phase - Project cost documentation

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must be received prior to final payment.

[Statutory Authority: Chapter 47.26 RCW. 08-21-005, § 479-10-240, filed 10/2/08, effective 11/2/08.]

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

[Statutory Authority: Chapter 47.26 RCW. 08-21-005, § 479-10-250, filed 10/2/08, effective 11/2/08.]

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

[Statutory Authority: Chapter 47.26 RCW. 08-21-005, § 479-10-260, filed 10/2/08, effective 11/2/08.]

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

[Statutory Authority: Chapter 47.26 RCW. 08-21-005, § 479-10-270, filed 10/2/08, effective 11/2/08.]

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## Chapter 479-12 WAC

### URBAN ARTERIAL TRUST ACCOUNT PROJECTS      Last Update: 8/30/07WAC

- 479-12-005 Purpose and authority.
- 479-12-006 Previously funded projects.
- 479-12-011 Programs funded from the urban arterial trust account.
- 479-12-111 Who is eligible to receive urban arterial program funding.
- 479-12-121 What projects are eligible for urban arterial program funding.
- 479-12-131 Award criteria for the urban arterial program.
- 479-12-141 Regions of the urban arterial program.
- 479-12-151 Funding distribution formula for the urban arterial program.
- 479-12-161 Matching requirement for the urban arterial program.
- 479-12-211 Who is eligible to receive small city arterial program grant funding.
- 479-12-215 Small city match funding allocation
- 479-12-221 What projects are eligible for small city arterial program grant funding.
- 479-12-231 Award criteria for the small city arterial program grants.
- 479-12-241 Regions of the small city arterial program grants.
- 479-12-251 Funding distribution formula for the small city arterial program grants.
- 479-12-261 Matching requirement for the small city arterial program grants.
- 479-12-270 Small city match funding eligibility and application.
- 479-12-271 Restriction on use of small city match funding.
- 479-12-272 Small city match funding priority
- 479-12-273 If small city match funding is fully allocated.
- 479-12-274 Small city match funding increases.
- 479-12-402 Sidewalk program subprograms.
- 479-12-411 Who is eligible to receive sidewalk program funding.
- 479-12-421 What projects are eligible for sidewalk program funding.
- 479-12-431 Award criteria for the sidewalk program.
- 479-12-441 Regions of the sidewalk program.
- 479-12-451 Distribution formula for the sidewalk program.
- 479-12-461 Matching requirement for the sidewalk program.
- 479-12-500 Sidewalk deviation authority for urban arterial program and small city arterial program.

### DISPOSITION OF SECTIONS FORMERLY CODIFIED IN THIS CHAPTER

- 479-12-008 Definitions.      [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-008, filed 11/23/99, WAC (3/18/10) 1-20/10 8:37 AM; 1-43-PM)

effective 12/24/99. Statutory Authority: RCW 4.26.086, 47.26.080 and 82.44.180. 96-04-015, § 479-12-008, filed 1/29/96, effective 2/29/96. Statutory Authority: 1995 c 269 § 2601. 95-22-056, § 479-12-008, filed 10/30/95, effective 11/30/95. Statutory Authority: Chapter 47.26 RCW. 95-04-072, § 479-12-008, filed 1/30/95, effective 3/2/95.] Repealed by 07-18-050, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapter 47.26 RCW.

| 479-12-010 Data to be submitted on proposed projects. [Statutory Authority: Chapter 47.26 RCW. 95-04-072, § 479-12-010, filed 1/30/95, effective 3/2/95; 90-11-035, § 479-12-010, filed 5/10/90, effective 6/10/90; Order 458, § 479-12-010, filed 9/16/77; Order 290, § 479-12-010, filed 7/23/73; Order 170, § 479-12-010, filed 3/19/71; Order 63, § 479-12-010, filed 9/10/68; Resolution No. 14, filed 10/11/67.] Repealed by 99-24-038, filed 11/23/99, effective 12/24/99. Statutory Authority: Chapters 47.26 and 47.66 RCW.

| 479-12-020 Time and place for submission of proposed urban arterial trust account projects. [Statutory Authority: Chapter 47.26 RCW. 95-04-072, § 479-12-020, filed 1/30/95, effective 3/2/95; 90-11-035, § 479-12-020, filed 5/10/90, effective 6/10/90; 79-08-139 (Order 79-01, Resolution Nos. 596, 597, 598), § 479-12-020, filed 8/1/79; Order 459, § 479-12-020, filed 9/16/77; Order 290, § 479-12-020, filed 7/23/73; Order 172, § 479-12-020, filed 4/28/71; Order 94, § 479-12-020, filed 5/23/69; Order 27, § 479-12-020, filed 11/8/67; Resolution No. 7, filed 9/12/67.] Repealed by 99-24-038, filed 11/23/99, effective 12/24/99. Statutory Authority: Chapters 47.26 and 47.66 RCW.

| 479-12-100 Intent of the arterial improvement program. [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-100, filed 11/23/99, effective 12/24/99.] Repealed by 07-18-050, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapter 47.26 RCW.

| 479-12-110 Priority criteria for arterial improvement program projects. [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-110, filed 11/23/99, effective 12/24/99.] Repealed by 07-18-050, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapter 47.26 RCW.

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- | 479-12-120 Establishing regions for arterial improvement program. [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-120, filed 11/23/99, effective 12/24/99.] Repealed by 07-18-050, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapter 47.26 RCW.
- | 479-12-130 Apportionment of funds to arterial improvement program regions. [Statutory Authority: Chapter 47.26 RCW. 04-19-108, § 479-12-130, filed 9/21/04, effective 10/22/04. Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-130, filed 11/23/99, effective 12/24/99.] Repealed by 07-18-050, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapter 47.26 RCW.
- | 479-12-140 Eligible arterial improvement program projects. [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-140, filed 11/23/99, effective 12/24/99.] Repealed by 07-18-050, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapter 47.26 RCW.
- | 479-12-150 Matching ratios for arterial improvement program projects. [Statutory Authority: Chapter 47.26 RCW. 05-05-004, § 479-12-150, filed 2/4/05, effective 3/7/05. Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-150, filed 11/23/99, effective 12/24/99.] Repealed by 07-18-050, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapter 47.26 RCW.
- | 479-12-200 Intent of the small city program. [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-200, filed 11/23/99, effective 12/24/99.] Repealed by 07-18-050, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapter 47.26 RCW.
- | 479-12-210 Priority criteria for small city program projects. [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-210, filed 11/23/99, effective 12/24/99.] Repealed by 07-18-050, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapter 47.26 RCW.
- | 479-12-220 Establishing regions for small city program. [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-220, filed 11/23/99, effective
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12/24/99.] Repealed by 07-18-050, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapter 47.26 RCW.

| 479-12-230 Apportionment of funds to small city program regions. [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-230, filed 11/23/99, effective 12/24/99.] Repealed by 07-18-050, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapter 47.26 RCW.

| 479-12-240 Eligible small city program projects. [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-240, filed 11/23/99, effective 12/24/99.] Repealed by 07-18-050, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapter 47.26 RCW.

| 479-12-250 Matching requirements for small city program projects. [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-250, filed 11/23/99, effective 12/24/99.] Repealed by 07-18-050, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapter 47.26 RCW.

| 479-12-260 Increases in small city program projects. [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-260, filed 11/23/99, effective 12/24/99.] Repealed by 03-16-077, filed 8/4/03, effective 9/4/03. Statutory Authority: Chapter 47.26 RCW.

| 479-12-300 Intent of the city hardship assistance program. [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-300, filed 11/23/99, effective 12/24/99.] Repealed by 07-18-050, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapter 47.26 RCW.

| 479-12-310 Priority criteria for city hardship assistance program projects. [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-310, filed 11/23/99, effective 12/24/99.] Repealed by 07-18-050, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapter 47.26 RCW.

| 479-12-340 Eligible city hardship assistance program agencies or streets. [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-340, filed 11/23/99, effective 12/24/99.] Repealed by 07-18-050, filed 8/30/07,

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effective 9/30/07. Statutory Authority: Chapter 47.26 RCW.

| 479-12-350 Matching ratios for city hardship assistance program projects. [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-350, filed 11/23/99, effective 12/24/99.] Repealed by 07-18-050, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapter 47.26 RCW.

| 479-12-360 Allowable city hardship assistance program activities. [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-360, filed 11/23/99, effective 12/24/99.] Repealed by 07-18-050, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapter 47.26 RCW.

| 479-12-370 City hardship assistance program participation with other funds. [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-370, filed 11/23/99, effective 12/24/99.] Repealed by 07-18-050, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapter 47.26 RCW.

| 479-12-400 Intent of pedestrian safety and mobility program. [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-400, filed 11/23/99, effective 12/24/99.] Repealed by 07-18-050, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapter 47.26 RCW.

| 479-12-410 Priority criteria for pedestrian safety and mobility projects. [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-410, filed 11/23/99, effective 12/24/99.] Repealed by 07-18-050, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapter 47.26 RCW.

| 479-12-420 Establishing regions for the pedestrian safety and mobility program. [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-420, filed 11/23/99, effective 12/24/99.] Repealed by 07-18-050, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapter 47.26 RCW.

| 479-12-430 Apportionment of funds to pedestrian safety and mobility program regions. [Statutory Authority: Chapter 47.26 RCW. 04-19-108, § 479-12-430, filed 9/21/04, effective 10/22/04; 03-16-077, § 479-12-430, filed 8/4/03, effective 9/4/03.

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Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-430, filed 11/23/99, effective 12/24/99.] Repealed by 07-18-050, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapter 47.26 RCW.

| 479-12-440 Eligible pedestrian safety and mobility projects. [Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-440, filed 11/23/99, effective 12/24/99.] Repealed by 07-18-050, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapter 47.26 RCW.

**WAC 479-12-005 Purpose and authority.** The transportation improvement board adopts reasonable rules necessary to implement the urban arterial trust account.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-12-005, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-005, filed 11/23/99, effective 12/24/99. Statutory Authority: Chapter 47.26 RCW. 95-04-072, § 479-12-005, filed 1/30/95, effective 3/2/95.]

**WAC 479-12-006 Previously funded projects.** Projects are not eligible to compete for funding within the termini limits of a previously funded project for a period of ten years from contract completion. A project that is divided into multiple phases or stages is not considered a previously funded project.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-12-006, filed 8/30/07, effective 9/30/07.]

**WAC 479-12-011 Programs funded from the urban arterial**

| WAC (3/18/10~~1/20/10~~ 8:37 AM~~1:43 PM~~)

**trust account.** The urban arterial trust account funds the following programs:

- (1) The urban arterial program;
- (2) The small city arterial program:
  - (a) Grants
  - (b) Match funding
- (3) The sidewalk programs:
  - (a) Urban sidewalk program;
  - (b) Small city sidewalk program.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-12-011, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-12-011, filed 11/23/99, effective 12/24/99.]

**WAC 479-12-111 Who is eligible to receive urban arterial program funding.** Agencies eligible to receive urban arterial program funds are:

- (1) Incorporated cities with a population of five thousand or greater.
- (2) Incorporated cities with a population less than five thousand which are located in a federal urban area.
- (3) Counties with a federally designated urban area.

Generally, the eligible agency will be designated as the project lead. However, the executive director may designate another agency as lead in the best interest of project completion or for convenience to both parties.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-12-

111, filed 8/30/07, effective 9/30/07.]

**WAC 479-12-121 What projects are eligible for urban arterial program funding.** Eligible projects are improvements located on a route with an urban federal functional classification.

Any urban street that is not functionally classified at the time of award must obtain functional classification prior to approval to expend board funds.

For the urban arterial program, sidewalks are required on both sides of the roadway unless a sidewalk deviation is granted by the executive director or board through WAC 479-12-500.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-12-121, filed 8/30/07, effective 9/30/07.]

**WAC 479-12-131 Award criteria for the urban arterial program.** The board establishes the following criteria for use in evaluating urban arterial program grant applications:

(1) Safety improvements - addresses accident reduction, eliminates roadway hazards, and corrects roadway deficiencies.

(2) Mobility improvements - improves level of service, improves access to generators, and connects urban street networks.

(3) Pavement condition - replaces or rehabilitates street surfaces and structural deficiencies.

(4) Mode accessibility - provides additional high occupancy vehicle lanes, bus volume, or nonmotorized facilities.

(5) Local support - demonstrates initiative to achieve full funding and project completion.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-12-131, filed 8/30/07, effective 9/30/07.]

**WAC 479-12-141 Regions of the urban arterial program.** The board allocates urban arterial program funding across five regions to ensure statewide distribution of funds. The five regions are as follows:

(1) Puget Sound region includes eligible agencies within King, Pierce, and Snohomish counties.

(2) Northwest region includes eligible agencies within Clallam, Island, Jefferson, Kitsap, San Juan, Skagit, and Whatcom counties.

(3) Northeast region includes eligible agencies within Adams, Chelan, Douglas, Ferry, Grant, Lincoln, Okanogan, Pend Oreille, Spokane, Stevens, and Whitman counties.

(4) Southeast region includes eligible agencies within Asotin, Benton, Columbia, Franklin, Garfield, Kittitas, Klickitat, Walla Walla, and Yakima counties.

(5) Southwest includes eligible agencies within Clark, Cowlitz, Grays Harbor, Lewis, Mason, Pacific, Skamania, Thurston, and Wahkiakum counties.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-12-141, filed 8/30/07, effective 9/30/07.]

**WAC 479-12-151 Funding distribution formula for the urban arterial program.** The statewide distribution of urban arterial program funds is allocated between regions according to the following formula:

The average of the ratios of region urban area population (RUP) divided by statewide urban population (SUP) plus the region functionally classified lane miles within the urban area (RFC) divided by statewide functionally classified lane miles within urban areas (SFC).

The equation is as follows:

$$\frac{(RUP/SUP) + (RFC/SFC)}{2}$$

The board may adjust the regional allocation by plus or minus five percent to fully fund the approved list of regional projects. When requested by the board, TIB staff will update the regional allocation to ensure equitable distribution of funds.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-12-151, filed 8/30/07, effective 9/30/07.]

**WAC 479-12-161 Matching requirement for the urban arterial program.** The urban arterial program provides funding which will be matched by other funds as follows:

(1) For cities:

(a) If the city valuation is under \$1.0 billion, the matching rate is ten percent of total project costs.

(b) If the city valuation is \$1.0 billion to \$2.5 billion, the rate is fifteen percent of total project costs.

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(c) If the city valuation is over \$2.5 billion, the rate is twenty percent of total project costs.

(2) For counties:

(a) If the road levy valuation is under \$3.0 billion, the rate is ten percent of total project costs.

(b) If the road levy valuation is between \$3.0 billion to \$10.0 billion, the rate is fifteen percent of total project costs.

(c) If the road levy valuation is over \$10.0 billion, the rate is twenty percent of total project costs.

The board uses the current valuations from the department of revenue.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-12-161, filed 8/30/07, effective 9/30/07.]

**WAC 479-12-211 Who is eligible to receive small city arterial program grant funding.** An eligible agency is an incorporated city or town that has a population of less than five thousand.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-12-211, filed 8/30/07, effective 9/30/07.]

#### **NEW SECTION**

##### **WAC 479-12-215 Small city match funding allocation**

Within the small city arterial program, ten percent of the annual allocation may be portioned as an amount available for small cities to match federal funding provided for local government

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federal aid of transportation, on a first come/first served basis.

**WAC 479-12-221 What projects are eligible for small city arterial program grant funding.** To be eligible for funding, a proposed project must improve an arterial that meets at least one of the following standards:

(1) Serves as a logical extension of a county arterial or state highway through the city; or

(2) Acts as a bypass or truck route to relieve the central core area; or

(3) Serves as a route providing access to local facilities such as:

(a) Schools;

(b) Medical facilities;

(c) Social centers;

(d) Recreational areas;

(e) Commercial centers;

(f) Industrial sites.

Sidewalks are required on one side of the roadway unless a deviation is granted under WAC 479-12-500.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-12-221, filed 8/30/07, effective 9/30/07.]

**WAC 479-12-231 Award criteria for the small city arterial program grants.** The board establishes the following criteria for use in evaluating small city arterial program grant applications:

(1) Safety improvement - projects that address accident

reduction, hazard elimination, and roadway deficiencies.

(2) Pavement condition - replaces or rehabilitates street surfaces and structural deficiencies.

(3) Local support - projects that improve network development and address community needs.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-12-231, filed 8/30/07, effective 9/30/07.]

**WAC 479-12-241 Regions of the small city arterial program grants.** The board allocates small city arterial program funding across three regions to ensure statewide distribution of funds. The three regions are as follows:

(1) Puget Sound region includes eligible agencies within King, Pierce, and Snohomish counties.

(2) East region includes eligible agencies within Adams, Asotin, Benton, Chelan, Columbia, Douglas, Ferry, Franklin, Garfield, Grant, Kittitas, Klickitat, Lincoln, Okanogan, Pend Oreille, Spokane, Stevens, Walla Walla, Whitman, and Yakima counties.

(3) West region includes eligible agencies within Clallam, Clark, Cowlitz, Grays Harbor, Island, Jefferson, Kitsap, Lewis, Mason, Pacific, San Juan, Skagit, Skamania, Thurston, Wahkiakum, and Whatcom counties.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-12-241, filed 8/30/07, effective 9/30/07.]

**WAC 479-12-251 Funding distribution formula for the small**

| WAC (~~3/18/10~~1/20/10 8:37 AM~~1:43~~ PM)

**city arterial program grants.** The statewide distribution of small city arterial program funds is allocated between regions according to the following formula:

Region small city population divided by statewide small city population.

The board may adjust the regional allocation by plus or minus five percent to fully fund the approved list of regional projects. When requested by the board, staff will update the regional allocations to ensure equitable distribution of funds. [Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-12-251, filed 8/30/07, effective 9/30/07.]

**WAC 479-12-261 Matching requirement for the small city arterial program grants.** There is no match requirement for cities with a population of five hundred or less. Cities with a population over five hundred must provide a minimum match of five percent of the total project cost.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-12-261, filed 8/30/07, effective 9/30/07.]

#### **NEW SECTION**

**WAC 479-12-270 Small city match funding eligibility and application.** Cities with a population under 5,000 may request matching funds for projects that meet TIB eligibility requirements for small city arterial program described in WAC 479-12-221. A TIB funding application form must be submitted to apply for match funding.

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**NEW SECTION**

**WAC 479-12-271 Restriction on use of small city match funding.** Match funds are only for transportation projects funded through federal transportation grants. All other local funding sources must be sought before applying for match funds from TIB.

**NEW SECTION**

**WAC 479-12-272 Small city match funding priority.** The priority for funding match applications is the order in which the applications are received until the funds are fully allocated.

**NEW SECTION**

**WAC 479-12-273 If small city match funding is fully allocated.** If an eligible application is received after all of the apportioned funding is committed, TIB may use small city preservation program funds as described in WAC 479-10-011 and 479-10-170 through 479-10-174. If all SCAP and SCPP funds are committed, the local agency may present their project to the board at the next scheduled board meeting after receiving the notice of denial from TIB staff. The notice of denial may be in the form of an e-mail or letter.

**NEW SECTION**

**WAC 479-12-274 Small city match funding increases.** Increases in match funding for chosen projects may be made within the Executive Director's authority in accordance with WAC 479-01-060.

**WAC 479-12-402 Sidewalk program subprograms.** In order to provide equity for project grant funding, the sidewalk program is divided into the urban sidewalk program and the small city sidewalk program.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-12-402, filed 8/30/07, effective 9/30/07.]

**WAC 479-12-411 Who is eligible to receive sidewalk program funding.** Each of the subprograms has separate criteria for agency eligibility as follows:

(1) Urban sidewalk program agency eligibility:

(a) Incorporated cities with a population of five thousand and over.

(b) Incorporated cities with a population less than five thousand which are located within a federally designated urban area.

(c) Counties with a federally designated urban area.

(2) Small city sidewalk program agency eligibility:

Incorporated cities with a population under five thousand.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-12-411, filed 8/30/07, effective 9/30/07.]

**WAC 479-12-421 What projects are eligible for sidewalk program funding.** Minimum project requirements for each subprogram are as follows:

(1) Urban sidewalk program project eligibility:

(a) Must be on or related to a functionally classified

route; and

(b) Primary purpose of the project is transportation and not recreation.

(2) Small city sidewalk program project eligibility:

(a) The project must be located on or related to a street within the TIB designated arterial system; and

(b) Primary purpose of the project is transportation and not recreation.

For both of the subprograms, TIB does not participate in the cost for right of way acquisitions.

For the urban sidewalk program, TIB does not provide funding increases.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-12-421, filed 8/30/07, effective 9/30/07.]

**WAC 479-12-431 Award criteria for the sidewalk program.**

The board establishes the following criteria for use in evaluating sidewalk program grant applications for both urban and small city sidewalk projects:

(1) Safety improvement - projects that address hazard mitigation and accident reduction.

(2) Pedestrian access - projects that improve or provide access to facilities including:

- (a) Schools;
- (b) Public buildings;
- (c) Central business districts;
- (d) Medical facilities;
- (e) Activity centers;

(f) High density housing (including senior housing);

(g) Transit facilities;

(h) Completes or extends existing sidewalks.

(3) Local support - addresses local needs and is supported by the local community.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-12-431, filed 8/30/07, effective 9/30/07.]

**WAC 479-12-441 Regions of the sidewalk program.** The board allocates sidewalk program funding across three regions to ensure statewide distribution of funds. The three regions are as follows:

(1) Puget Sound region includes eligible agencies within King, Pierce, and Snohomish counties.

(2) East region includes eligible agencies within Adams, Asotin, Benton, Chelan, Columbia, Douglas, Ferry, Franklin, Garfield, Grant, Kittitas, Klickitat, Lincoln, Okanogan, Pend Oreille, Spokane, Stevens, Walla Walla, Whitman, and Yakima counties.

(3) West region includes eligible agencies within Clallam, Clark, Cowlitz, Grays Harbor, Island, Jefferson, Kitsap, Lewis, Mason, Pacific, San Juan, Skagit, Skamania, Thurston, Wahkiakum, and Whatcom counties.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-12-441, filed 8/30/07, effective 9/30/07.]

**WAC 479-12-451 Distribution formula for the sidewalk**

| WAC (3/18/101/20/10 8:37 AM~~1:43 PM~~)

**program.** For the purpose of allocating funds, the sidewalk program is divided into two subprograms, the urban sidewalk program and the small city sidewalk program. The distribution formulas are as follows:

(1) Urban sidewalk program - the average of the ratios of region urban area population (RUP) divided by statewide urban population (SUP) plus region functionally classified lane miles within the urban area (RFC) divided by statewide functionally classified lane miles within urban areas (SFC).

The equation is as follows:

$$\frac{(RUP/SUP) .+ (RFC/SFC)}{2}$$

(2) Small city sidewalk program - region small city population divided by statewide small city population.

For either program, the board may adjust regional allocations by plus or minus five percent to fully fund the approved list of regional projects. When requested by the board, staff will update the regional allocations to ensure equitable distribution of funds.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-12-451, filed 8/30/07, effective 9/30/07.]

**WAC 479-12-461 Matching requirement for the sidewalk program.** The sidewalk program provides funding which will be matched by other funds as follows:

(1) The urban sidewalk program requires a match of at least twenty percent of total project costs.

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(2) Small city sidewalk program matching rates are dependent on the city population as follows:

(a) Cities with a population of five hundred and below are not required to provide matching funds.

(b) Cities with a population over five hundred but less than five thousand, require a match of at least five percent of the total project costs.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-12-461, filed 8/30/07, effective 9/30/07.]

**WAC 479-12-500 Sidewalk deviation authority for urban arterial program and small city arterial program.** The transportation improvement board recognizes the need for pedestrian facilities on arterial roadways and has required that sidewalks be provided under the urban arterial program and small city arterial program. A sidewalk deviation may be requested by the lead agency and may be granted under the following authorities:

(1) The executive director has administrative authority to grant sidewalk deviations as follows:

(a) On one side if the roadway is a frontage road immediately adjacent to a limited access route;

(b) On one side if the roadway is immediately adjacent to a railroad or other facility considered dangerous to pedestrians;

(c) On both sides if the roadway is a ramp providing access to a limited access route; or

(d) On both sides of a designated limited access facility if:

(i) Route is signed to prohibit pedestrians; or

(ii) Pedestrian facilities are provided on an adjacent parallel route.

(2) All other sidewalk deviation requests require board action.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-12-500, filed 8/30/07, effective 9/30/07.]

**Transportation Improvement Board  
January 22, 2010  
Seattle Hilton Airport  
SeaTac, Washington**

**MINUTES**

**TIB BOARD MEMBERS PRESENT**

Commissioner Greg Partch, Chair  
Mayor James Irish, Vice Chair  
Councilmember Jeanne Burbidge  
Councilmember Sam Crawford  
Ms. Kathleen Davis  
Mr. Mark Freiberger  
Councilmember Bill Gothmann

Mr. Dick McKinley  
Mr. Dave Nelson  
Ms. Heidi Stamm  
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**

Ms. Teresa Berntsen  
Mr. Todd Coleman (*attended Thursday work session*)  
Secretary Paula Hammond (*attended Thursday work session*)  
Mr. Harold Taniguchi (*attended Thursday work session*)  
Mr. Jay Weber

**CALL TO ORDER**

Chair Partch called the meeting to order at 9:05 am.

**GENERAL MATTERS**

**A. Approval of November 20, 2009 Minutes**

**MOTION:** It was moved by Councilmember Crawford with a second from Commissioner Wilson to approve the minutes of the November 20, 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 brought their attention the letter of appreciation from Kettle Falls. He also noted the article in the *Columbian* regarding the Washougal E Street project and mentioned that we are continuing to work with the city to try to get the project completed.

**NON-ACTION ITEMS**

- A. Chair's Report** – Chair Partch thanked the board for the candid discussion during the January 21 work session regarding consolidation. (*See summary of this discussion under "Action Items."*)

Chair Partch also noted that a plaque was being sent to Doreen Marchione to thank her for her service on the board.

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

**Legislative Update** – There are several bills introduced this session that address project components. Bills that are being tracked include:

- HB 2618 – Existing street utility statutes are repealed and replaced with provisions authorizing the legislative authority of a city or town to establish a jurisdiction-wide street maintenance utility and to impose charges to fund the maintenance, preservation, and operation of existing streets.
- HB 2911 – The Complete Streets Grant Program is established in H & LP to encourage local governments to adopt urban arterial retrofit street ordinances using sound engineering principles to provide safe access to all users including pedestrians, bicyclists, motorists, and public transportation users.

- HB 2937/SSB 6577 – The policy goal of “economic vitality” is added to the existing state transportation system policy goals to promote and develop transportation systems that “stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.”

At this time, it is unknown which, if any, of the bills mentioned above will pass the 2010 session.

**Audit** – TIB received a clean audit for the seventh straight audit cycle.

**Withdrawal Incentive Points Status** – The staff have been working on viable criteria for withdrawal incentive points. Steve is still reviewing this issue to determine what to recommend to the Board.

**Recent TIB Project Events**

- City of Shoreline – Aurora Avenue North groundbreaking
- City of Lynnwood – Olympic View Drive ribbon cutting

**C. Financial Report**

Theresa Anderson reported that with only 219 active projects, this is the smallest inventory TIB has ever had. With such a low inventory, this is the time to start building up cash reserves.

The TIA balance is at \$1.4 million and the UATA balance is at \$4.0 million. The TIA balance began to decline in October 2008, stopped dropping in January 2009, and has now remained somewhat steady. The UATA historical balance is more on target, in part because of the \$8 million bond sale in July 2009.

The total expenditures versus revenue shows slightly more spent than earned in the UATA and TIA since July 2009. In both accounts, the end-of-the-year payments caused the rise in expenditures; however, both accounts are on target beginning January 2010.

**D. Project Activity Report**

Greg Armstrong reported that there were 44 project actions during November and December, with the majority of those as closeouts. There was only one small increase to Rockford for \$72,959 during this reporting period. However, there were three projects that resulted in a surplus, with Shoreline Aurora Avenue North returning \$1.6 million and Marysville Ingraham Blvd returning \$1.0 million. The City of Montesano withdrew \$500,000 on Phase 2 of the Main Street project.

During this reporting period, there was a total decrease in TIB obligations of \$3,943,676.

**ACTION ITEMS**

**A. Governor’s Consolidation Proposal** – During the January 21 work session, Chair Partch provided an update regarding the consolidation of TIB, CRAB, and FMSIB into WSDOT. On December 14, 2009, he sent a letter to Governor Gregoire that outlined several reasons why TIB should remain independent. Additionally, two conference calls were held with the elected officials of the Board, and, at the request of WSAC, a conference call took place with the chairs of TIB, CRAB, and FMSIB and the respective directors to determine how best to handle this issue. It was agreed to proceed in a positive fashion and get input from the rest of the TIB members at the January meeting.

Chair Partch asked all attending members of the Board for direction through an open, frank discussion on this proposed consolidation. The following summarizes the main points of that discussion:

- TIB is efficient, flexible, can respond quickly, and offers excellent customer service, all of which demonstrate how an effective government should operate.
- TIB is lean, focused, and a coveted model for success. This would be difficult to maintain under a larger umbrella.
- Consolidation into a large agency, albeit an excellent one, may result in the unintended consequence of losing TIB’s strengths noted above.
- Change requires an articulation of the problem in order to find a solution. This consolidation proposal does not present a problem statement.
- The details of any financial benefit or cost savings to the state have not been brought forward. If there is a dollar amount in savings, how much will it cost the citizens of Washington in terms of service and meeting the local agencies’ needs, especially for the small cities?

- TIB's structure is designed to partner with cities, counties, state, and private industry. If TIB remains as an independent agency, it can continue with that framework of partnerships and the creative energy needed for developing good projects.

Secretary Hammond was asked to voice her thoughts on this issue. She noted that the capital budget of H&LP is as efficient as TIB's and has an operating budget of 1.73%. She added that many of the good points made by the Board need to be made without inferring H&LP is inefficient. If the consolidation were to happen, the dollar savings would be about \$4 million per year. However, the consolidation bill has not yet been introduced, and it looks like it may not. The main idea behind this is to determine how the state can remain efficient and not duplicate efforts that are already handled in other agencies.

Chair Partch pointed out that the Board was not challenging H&LP's efficiency, but were only focused on TIB. He did not see inefficiencies in H&LP and TIB partners with H&LP on many projects.

Chair Partch thanked the Board for the candid discussion and let everyone know that he would keep them informed.

**MOTION:** It was moved by Mr. McKinley with a second from Councilmember Burbidge to ratify the December 14, 2009 letter sent to Governor Gregoire and to allow the TIB Chair to communicate officially, taking additional steps, if necessary, to represent the Board as a whole. Motion carried with one abstention from Ms. Davis. (Secretary Hammond was not in attendance for the vote.)

## **B. Contingency Restoration**

**1. Thurston County: Yelm Highway** – This project was placed on the contingency list at the June 2009 Board meeting. The county has completed all but one of the steps necessary to have funding restored – the obligation of federal funds. At the time of this meeting, the county assured the Board that all of the paperwork had been submitted, the funds allocated in the federal system, and they were only waiting for the agreements from WSDOT. TIB staff was confident that federal approval would be forthcoming.

A financial analysis was made to determine the feasibility of restoring \$3.9 million to this project. There is sufficient financial capacity to recommend restoration of this project.

**MOTION:** It was moved by Councilmember Crawford with a second from Commissioner Wilson to restore funding to Thurston County Yelm Highway, authorizing \$3.9 million for construction, contingent upon the final approval of federal funding obligation. Motion carried unanimously.

**2. City of Olympia: Harrison Avenue** – This project was placed on the contingency list at the June 2009 Board meeting. The city has completed all of the steps necessary to have funding restored.

A financial analysis was made to determine the feasibility of restoring \$494,805 to this project. There is sufficient financial capacity to recommend restoration of this project.

**MOTION:** It was moved by Councilmember Crawford with a second from Mayor Irish to restore funding to City of Olympia Harrison Avenue, authorizing \$494,805 for construction. Motion carried unanimously.

## **FUTURE MEETINGS**

The next meeting is scheduled for March 25-26, 2010 in Wenatchee. Meeting notices will be sent out on March 5, 2010.

## **OTHER BUSINESS**

Chair Partch and other Board members thanked Mr. Wessels for arranging the tour of the Sound Transit Light Rail.

## **ADJOURNMENT**

The meeting adjourned at 10:20 am.

# HeraldNet

Everett, Wash.

Published: Friday, January 29, 2010

## Truckers find flaw in Granite Falls bypass

By Bill Sheets  
Herald Writer

GRANITE FALLS — The truckers have spoken and the county has listened.

Snohomish County is changing its design for three roundabouts planned for the bypass route under construction around Granite Falls after it was discovered they were too narrow for some trucks.

"I think it's great, they should have had that in the beginning, but what can you do?" said Dale Girven, co-owner of Pacific Logging of Getchell, who worked with the county on the changes.

Construction had already started on two of the three roundabouts planned on the route when some truckers told The Herald last month that the roundabouts were being built too narrow for their rigs. The 2.1-mile, \$28.7 million road skirting Granite Falls to the west and north is projected to be finished this fall.

The changes require the contractor to tear out some concrete already poured in the center of the roundabouts. The work will shrink the center circle to give the largest trucks a wider area in which to turn.

The final cost of the changes won't be known until the work is done, officials said. Bob Morrison, a construction engineer for the county, said he was told to do the work for \$10,000 or less.

"The whole process is fairly painless since we caught it at this stage," Morrison said.

The roundabouts were designed by the county to accommodate trucks 73½ feet in length, officials said. Some local truckers, however, say they sometimes drive trailers up to 115 feet long.

The original design included a brick apron of 10½ feet next to the center circle, intended to allow trucks to drive over it if necessary. In the new design, the center circle is being shrunk and the truck apron is being increased to 20½ feet, Morrison said.

For the redesign, Girven, who hauls logging equipment on "lowboy" trailers, drove one of his longest rigs through a mock roundabout painted on the ground and county engineers took measurements.

When the project was designed over the past eight years, the county had extensive advice from truckers but never heard from drivers of the larger trucks, county engineer Owen Carter said.

"We did not know anything about these long trucks until it was brought to our attention in December 2009," Carter said.

Many of the trucks expected to use the route serve gravel pits in the area. The county created an advisory group of quarry operators and in 2005. Based on that input, the county laid out a roundabout using cones in a quarry parking lot, Carter said. Quarry trucks navigated the cones successfully, he said.

The original design, he said, "was based on this test."

Work on the route began last summer. By December, the roundabout at the new road's intersection with 100th Street NE was mostly complete and work had also begun on a second one at the alternate route's

intersection with Jordan Road.

Now, work has begun on the changes to this roundabout, Morrison said. Next will come work to re-do the center of the roundabout at 100th, he said.

Construction has yet to begin on the last roundabout, where the new road will intersect with Highway 92 west of town.

The new road was inspired by a desire to reduce truck traffic through downtown Granite Falls, where in 2005 more than 2,000 trucks passed through every day, according to the county.

Carter said the county estimates that only about two-tenths of 1 percent of all the trucks expected to use the route in 2012 — 100 out of 500,000 — will be longer than 75 feet. Still, it made sense to make the change, he said.

"We're trying to accommodate all the vehicles," Carter said.

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Tacoma, WA - Wednesday, February 3, 2010

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## **\$3.9 million construction project on Yelm Highway to begin in April**

work begins in april: Road to widen between Rich Road, Henderson

**CHRISTIAN HILL; Staff writer**

Last updated: January 30th, 2010 07:25 AM (PST)

The long-awaited project aimed at relieving the last urban bottleneck on Yelm Highway is scheduled to begin in April now that Thurston County has secured final funding.

County officials announced last week that the state Transportation Improvement Board had awarded \$3.9 million for the widening project between Rich Road and Henderson Boulevard. The estimated cost is \$10 million, making it one of the largest road projects undertaken by the county in recent years.

Once completed, the 1 1/4-mile stretch will have two travel lanes in each direction, roundabouts at Boulevard Road and Brassfield Street, center medians, sidewalks and bike lanes.

The project is welcome news for drivers caught in long lines of traffic during the morning and evening rush hours. The new center median will restrict left turns to and from driveways and side streets to prevent crashes. Drivers will be able to make U-turns at the two roundabouts and at the Rich Road and Henderson Boulevard intersections.

Construction will bring more delays to the congested corridor, and the county is poised to launch an unprecedented information campaign, using readerboards, fliers, and blog and Twitter posts to keep the public informed of the project status. However, county officials are encouraging drivers to avoid the construction by taking alternative routes.

“Traffic delays are inevitable in a project of this size,” project engineer Theresa Parsons said. “However, the county and our contractor will do everything in our power to keep delays to a minimum.”

Construction won't be complete until fall 2011, and some property owners and businesses already are girding for the disruptions and changes the project will bring.

Chris Waldron, the owner of Pioneer Technology Corp., an environmental consulting firm, said he will try to schedule work shifts so the construction isn't too disruptive for his 15 employees. His company is one tenant in the Victoria Square professional office park at Yelm Highway and Boulevard Road.

“It's going to be a challenge,” he said. “I don't think there's any easy answer for it.”

He said something needs to be done to the corridor to ease traffic and reduce crashes.

“I think this is a positive thing from a safety point of view,” he said.

Parsons said the county needed to buy three houses and portions of about 50 properties to accommodate the highway widening.

One of the affected property owners is Bob Farster, who has 16,500 square feet of office space in Victoria Square.

The county purchased the corner of his property for the roundabout.

The project will bring other changes. The center median will prevent left turns in and out of his driveway on Yelm Highway so eastbound customers of Farster's tenants, including four dentists, will have to make U-turns at Rich Road.

"I don't like it," Farster said. "That's growth, I guess. We're all responsible."

The project also will mean the loss of the cherry trees he planted along the highway almost two decades ago as saplings. Farster, a self-described tree hugger, said one of the initial attractions of the property was its room for landscaping. The county will compensate him for the lost trees, and crews will plant new ones.

"Twenty years from now, they'll be looking like this again," he lamented.

Parson said the county is scheduled to advertise for project bids in March. Commissioners are scheduled to award the bid in April, with the contractor getting under way by the end of April, she said.

The project will realign the section the highway between Ward and Hewitt lakes to smooth out the sharp curves. Crews also will build noise walls along the corridor.

In addition to the state grant, Thurston County is contributing \$3.5 million from its road fund; a federal grant will provide \$1.6 million; Olympia, \$506,000; developer fees, \$444,000; and Intercity Transit, \$15,000.

A city of Olympia project to upgrade sewer and water utilities in the area will coincide with the highway construction. Potelco is moving power poles, and other utility crews will work in the area in advance of the construction.

The decision to widen the stretch of highway followed a 1998 study that identified Yelm Highway as the most feasible east-west corridor in the County.

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## Updates

For updated information about the highway project, go to [www.yelmhighwayinfo.blogspot.com](http://www.yelmhighwayinfo.blogspot.com) or call the Thurston County Public Works Department at 360-754-4580.

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# Jeanne Burbidge and the spirit of service | Federal Way Mirror Interview

By ANDY HOBBS

Federal Way Mirror Editor

March 10, 2010



The Municipal League of King County has chosen Jeanne Burbidge, longtime Federal Way City Council member and former mayor, as its Public Official of the Year. Burbidge will be honored March 18 in Seattle at the league's Centennial Celebration Dinner.

The Mirror recently sat down with Burbidge to discuss public life, Federal Way's first mayoral election — and what she would fix with a magic wand.

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## **What planted the seed for your public service? What was the turning point?**

I would call it more of an evolution, a process that occurred over time. We moved to Federal Way over 40 years ago. I'm the kind of person who, when I see something in the community that could be improved, I want to see the improvement happen. And I'm willing to take at least an initial step. I've always been that way, I believe. Looking back, there are times when way before I had any kind of an official or identifiable role in the community, I tended to step forward and contact people, to write a letter or ask questions.

More than 30 years ago, we moved to our current house, which is near the very curvy part of Dash Point Road on the way to Dumas Bay Centre. It's a narrow winding road with barely any shoulders. Our children were young, and as they were growing, they used that road on foot. It's a hazardous road. If they wanted to walk to their elementary school, which was Adelaide, they needed to use that road — there was no other route to get there and there were essentially no shoulders. We weren't a city then, so I contacted the state Department of Transportation. I called them and wrote a letter. I was able to talk with one of the transportation engineers whom I've gotten to know better in my official role. At that time, I had no idea who to ask for or who to talk with. They were reasonably responsive in terms of having a discussion about it.

I took some photographs too — I thought I might be able to illustrate the problem as I see it better if I take some pictures. So I walked out there with a camera and thought, what will I use for perspective on this to show how very narrow this is? So I took off one of my tennis shoes and put it on the shoulder and took a picture of the shoe on the shoulder. And here's this shoulder not much wider than a tennis shoe.

Craig Stone responded to me and I had a conversation with him. He explained to me some of the restraints that they actually had in terms of the environment. The fact that there were steep shoulders there and streams going by — they were not able to readily widen the road without infringing on the natural environment.

You'll see that it's essentially the same (today) in many respects. There have been repairs along the shoulder and changes in the striping. There have been additional protections of the stream and some other changes that have taken place. But it's essentially the same road as it was then, simply because of the environmental conditions that exist.

One of the things that they did do, however, to mitigate and influence the speed that people tended to take going down the road was to narrow the lanes with the striping. I learned, from what they said, that people actually drive more slowly if their perception is that the road is narrower. You do that by striping the lanes more narrowly.

That was probably my first public project of that kind, my first transportation project.

### **Is money the biggest obstacle to accomplishing anything as a city council?**

Money is one of the biggest obstacles. For a city like Federal Way, it's more of an obstacle than for many cities because our revenue per person in Federal Way is among the very lowest of all the cities in King County. That gives a bit of perspective as to the challenge we have. What I find and take a great deal of pride in is that we in Federal Way have accomplished just an amazing number of things.

### **What do you think has driven those accomplishments?**

I see it as the spirit of the people and the city, frankly. We have incredible people in our city. I just constantly meet new people who provide all kinds of inspiration and energy. It comes down to connecting - connect those people with our challenges.

### **Is it difficult to engage citizens?**

Yes and no. Sometimes the communication part of it is a challenge. Letting the whole community know all that we want them to know is a challenge. We have people coming forward even so to volunteer and say hey, let's work on this together. We have our city commissions. We have people who volunteer for those on a regular basis. They sign up usually for three years at a time. They often recommit to another three years. They take leadership positions. We have a couple of people serving on two commissions at the same time. So there's a real generosity of spirit and being willing to give personal time, and also just a love for engaging in the community and wanting to continue to maintain and improve on the quality of life that people identify in our city. I think that's what often brings people to Federal Way. They look around and they see the natural beauty and they see that there is a vitality here, there's an energy.

### **Of all the work you've done in Federal Way, when all is said and done, how did you make the city better?**

I've seen my role in bringing people together with the needs and the resources. Another area I've focused on that has been with our business community. When I was first elected, there wasn't the strong relationship with the Chamber of Commerce that I believe exists today. I served as mayor the first two years of my second term. One of the things that I did during those two years was to initiate the economic opportunity

response team. I was trying to do two things there. One was to point out in a more focused way the wonderful amenities of our city, to identify the beauty of the city, the resources that we had at that time — and we have more now. We have our aquatic center. We have the Hylebos Wetlands Park, the Dumas Bay Centre with the Knutzen Theatre, Celebration Park — all of these wonderful features and amenities in our city. Sometimes people have lived here a long time and have never been to or weren't aware of them.

**Do you feel like you have to sell Federal Way to people who live in Federal Way?**

To some degree, that seems to be important. We're creatures of habit. We often lead our lives in a way where we have our routine, we have our circle, we have our people that we interact with, our groups that we go to, our particular church, our particular friendship group. We don't necessarily reach out, all of us, to everything that's here. People still come down to Dumas Bay Centre and see the Knutzen Theatre and they say 'oh, I didn't know this was here.' Or they walk through the grounds and they see the incredible vista looking out to Puget Sound: 'Oh, I didn't know this was here.'

**What reaction does that generate inside you when a longtime resident says 'I didn't know this was here?'**

My reaction is I'm saddened for them, and I guess I'm saddened for the city as a whole too. I like to think there's more awareness, but there is a challenge to communicate with the whole city. And I understand that. But that's something I'd like to improve upon.

**If you had a magic wand, what would you change about Federal Way? It's OK to dream here.**

I'd figure out a way to maybe have a little — you talk about a magic wand — somehow that just lets a light at each doorstep, some visual and written image of the beauty of our city and the wonderful features that we have here. And then hey, it's up to them after that. If you want to go visit, it's up to you.

**It seems that you like to explore connections - you like to make them happen, you like to make the ones that are already there stronger.**

That's very true.

**Seems like that's what drives you — just making the connections.**

That's a big part of it. You can think about that in terms of transportation too. I sit on the regional transit committee for King County and they're figuring out how we can more effectively and efficiently provide bus transportation, largely, because we don't have light rail in Federal Way yet. But it's coming. We have voted for that light rail to come to the edge of our city, the northern edge. The next vote, sometime in the future, will bring it all the way, we're hoping from that point to Tacoma, so we'll have that final connection. It's figuring out how that transportation can be provided more effectively so that we reduce the congestion, we don't have as many cars on the road during the

commute time, and for people who don't have the car transportation available or who are unable to drive themselves can find adequate transit.

Then of course, it's also making sure our road system, our highway system, is working as well as it can and we have financial resources available. Serving on the Transportation Improvement Board (TIB) for the State of Washington and chairing it for the past two years has been especially rewarding for me. That's a program that has operated extremely efficiently and has a very low cost of administration. They use three cents of the gas tax on continuing basis large or small. TIB engineers go all over state.

**Are you going to run for mayor of Federal Way?**

I'm not planning to do that.

**What would you like to see in Federal Way's first elected mayor, regardless of who it is?**

I'd like to see someone who knows government, who is experienced in government, who has a highly developed sense of ethics and is familiar with the significant challenges and needs of city government. You look at any city the size of Federal Way, and all the departments and the kinds of employees that need to be in place to run the city government, from our highly trained police department; our community development department with planners and all of the training they need to have and the decisions they make; our public works department with the training and skills all of our engineers and other employees they need to have. Our parks department needs people with backgrounds in park planning and managing a parks and recreation department. You need people in human resources who can negotiate with unions and have the appropriate policies in place to manage employees and provide for their compensation benefits. It's extremely complex.

**Are you optimistic about the election? What's your feeling?**

The initial process, I believe, is sorting itself out. We'll see in the next two months. People will be making their decisions as to who's going to run, who's going to be the actual candidates. It will be important for people to do some serious analysis of the backgrounds of those people and their personal qualities as well as the values and experience they bring.

# Federal Way News



*Photo by Seth Bynum*

The Municipal League of King County has chosen longtime Federal Way City Council Member and former Mayor Jeanne Burbidge as its Public Official of the Year.

## **Council member Jeanne Burbidge named Public Official of the Year**

February 1, 2010

The Municipal League of King County has chosen longtime Federal Way City Council Member and former Mayor Jeanne Burbidge as its Public Official of the Year.

Burbidge is one of four Civic Award winners the league named for 2010, its centennial year.

Presentation of the awards will take place on March 18 in Seattle at the league's Centennial Celebration Dinner.

"The award winners have strengthened the civic life of our community and provided inspirational examples of service," said league co-chair Kathy Elias.

Burbidge's award in particular recognizes a public official who, in addition to routine service, "has brought outstanding innovations or contributions over many years."

Burbidge has lived in Federal Way since 1969.

She was involved in the pre-1990 incorporation effort and was first elected to the Federal Way City Council in November 1997.

She has served continuously on the council since then, including a term as mayor for 2002-2003.

Her current term on the council expires in December 2013.

Burbidge recently completed terms chairing the Transportation Improvement Board for Washington State and the South County Area Transportation Board.

She also is a current member of the Ecosystem Coordination Board for the Puget Sound Partnership, Puget Sound Regional Council Executive Board and Transportation Policy Board, along with the Regional Transit Committee for King County.

She is heavily involved in a range of other local and regional causes, focusing on transportation, environmental, municipal and community-service concerns.

“I was stunned to find out that I received this award,” Burbidge said. “I know how many dedicated and talented people there are in the region, so I am very humbled to be selected.”

Burbidge stated that her work in the community constantly reminds her how interconnected people and their issues are. “For instance,” she said, “there is a lot more to transportation than where the buses stop and how much the roads cost.

“There are environmental impacts and social needs — the human factor — to be considered. That’s what makes this work so fascinating to me. I am continually inspired and energized by the people I work with and serve, both in Federal Way and in the region.”

# The Columbian

## Road funding source runs low on gas

Fuel-efficiency among factors eroding state's ability to pay for projects



Photo by Steven Lane

Aileen Kluth of Battle Ground fills her minivan at a service station in Vancouver on Tuesday. A new report highlights a steady erosion of gas tax revenue for state highway projects as cars become more fuel-efficient.

**By Erik Robinson**  
Columbian Staff Writer

Thursday, February 4, 2010

To the list of woes facing a cash-strapped state government, now add fuel efficiency.

In Washington, motorists pay 37.5 cents on each gallon of gas. The money generates the bulk of revenue needed to build and maintain state highways, and it's a significant source of money for county road projects as well.

Here's the problem: Motorists require much less gas than they used to.

Automobiles are more fuel-efficient, people are driving less and, increasingly, they are driving automobiles that aren't powered by petroleum at all.

"All of those things add up to the fact that we aren't going to rely on the gas tax as being the mainstay of the future if we want to maintain, preserve and improve our transportation system," said Paula Hammond, the state's transportation secretary.

A new report compiled for the Legislature's Joint Transportation Committee indicates that the trend could result in a \$3.8 billion revenue shortfall by the year 2025 — the horizon of a 16-year financial plan adopted by the Legislature last year. A risk analysis projected the average per-capita gasoline consumption falling from 500 gallons currently to about 425 gallons in 2025.

The report noted that in the state's 2009 fiscal year, for the first time ever, total fuel consumption declined from the previous year.

Of course, much of that decline is due to the recession and high unemployment rates.

Hammond noted that lawmakers are unlikely to make sweeping changes in transportation funding at a time of economic recession.

"It's not a 2010 thing, for sure," she said.

As one possible long-term solution, the JTC's report recommends tying the gas tax to the Consumer Price Index. Hammond said indexing the gas tax could help revenue keep pace with demand for major transportation improvements when the economy's growing, while contracting during hard times.

"In some states where the gasoline tax is indexed, the gas tax has actually gone down because the economy's dropped back," said Lloyd Brown, spokesman for the Washington Department of Transportation.

### **Closing the gap**

The state bumped the gas tax by 5 cents in 2003 and 9½ cents in 2005, the first increases since the early 1990s. The infusion of new money underwrote numerous highway improvement projects across the region, such as the new Interstate 5 interchange to Battle Ground.

"Folks are saying, 'When do we get our project?'" Hammond said.

Four gigantic transportation improvements are looming, including a new I-5 bridge across the Columbia River. The others are a replacement for Seattle's Alaskan Way Viaduct, the state Highway 520 floating bridge across Lake Washington and a north-south freeway for Spokane.

Lawmakers are looking for ways to close the gap.

"These are multibillion-dollar projects, and there just isn't the funding within the current gas tax to pay for these things," said Rep. Jim Moeller, a Vancouver Democrat who serves on the House Transportation Committee.

Moeller worked with Rep. Jeff Morris, D-Mount Vernon, to co-sponsor a bill creating a 2.5-cent fuel tax for each gallon exported out of Washington refineries. Rep. Jim Jacks, D-Vancouver, is another co-sponsor. Currently, fuel exported out of the state is exempted from the 37.5-cent tax.

Moeller's bill would change the exemption to 35 cents on each exported gallon, allowing the state to collect the 2½cents for transportation projects here.

He said the bill would generate about \$17.5 million per year, with 60 percent going to support the state's cash-strapped ferry system and 40 percent toward the state's share of the Columbia River Crossing project.

Moeller, who noted that more than half of Washington's exported fuel goes to Oregon, said thousands of Vancouver-area commuters pay Oregon income tax with no corresponding benefit.

"We don't want to get in a tit-for-tat war with Oregon, but at the same time, Oregon could use a little reminder that we do fund their work force by providing them with 60,000 skilled workers every day," Moeller said. "I'm hoping we'll end up working together a little more."

The federal Highway Trust Fund supplements transportation projects in Washington, but it, too, heavily relies on a federal gas tax subject to the same trend. Together, Hammond said, state and federal gas taxes account for 75 percent of transportation funding in the Evergreen State. Vehicle license fees, bonds and ferry fares provide the rest.

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# The Washington Post

## Racking up miles? Maybe not.

By Ashley Halsey III  
Washington Post Staff Writer  
Sunday, February 7, 2010; G01

Within a few years, a driver who pulls up to the gas pump may pay two bills with a single swipe of the credit card: one for the gas and the other for each mile driven since the last fill-up.

That may be the result of what many transportation experts see as an inevitable revolution in the way Americans pay for their highways.

The flow of the gas tax pipeline that has poured cash into one of the world's premier highway systems has slowed as some people drive less and others choose more fuel-efficient vehicles. Maintaining that aging network and tackling the rush-hour congestion afflicting most cities will require billions of dollars. As gas tax revenue dwindles, federal and state lawmakers have an option created by innovative new technology: charge the nation's 201 million drivers for every mile they travel.

That prospect was raised last year by a congressional commission, a Brookings Institution report and a highly regarded nonpartisan transportation research group.

In 2008, then-U.S. Transportation

Secretary Mary E. Peters warned a Senate subcommittee that the "fuel tax is unsustainable in the future."

"Virtually every economist who has studied transportation says that direct pricing of road use, similar to how people pay for other utilities, holds far more promise . . . than do traditional gas taxes," she said.

But getting the public and its elected officials to accept that idea may be a tough sell.

It is a change that could spark more debate than health-care reform, as federal and state policymakers weigh the use of pioneering technology against expected opposition from those who fear an invasion of their privacy and view paying per mile of road use as a form of

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# The Washington Post

## Racking up miles? Maybe not.

taxation.

"Technology is not the limiter," said Ginger Goodin, a senior research engineer at the Texas Transportation Institute who did a major study on pricing. "The decision is in the policy arena. It's entirely up to lawmakers and their constituents."

The need for transformation in the way Americans pay for highways is in large measure the result of what they drive and how much.

Pennies per gallon paid at the pump have provided much of the tax revenue that states and the federal government have used to build and repair 8.5 million lane miles of roadway. Since 1993, the federal government has collected a tax of 18.4 cents per gallon, while state rates range from 8 cents in Alaska to 46.6 cents in California. When the two taxes are combined, Americans pay 46.9 cents on average.

If fuel consumption drops 20 percent by 2017, a goal set by President George W. Bush, gas tax revenue will drop as well. But it could fall far faster. President Obama mandated that new cars get even better mileage -- 35.5 miles on average per gallon -- by 2016, and he designated \$2.4 billion in grants for companies developing car battery and hybrid technology.

"As vehicles become more fuel-efficient, revenue from gas taxes falls," said a Brookings Institution report co-authored by Alice M. Rivlin, former director of the Congressional Budget Office. "A more sustainable solution . . . is road-use pricing."

Hybrids coming on the market soon are expected to get more than 100 mpg, and even-lighter vehicles in the near future may reach more than 200 mpg. And the plug-in Chevy Volt, expected in showrooms later this year, can go 40 miles on batteries alone. Why 40 miles? Because two-thirds of Americans drive less than that distance each day. For plug-in drivers, daily gasoline consumption will drop to zero.

By one estimate, cited in a Federal Highway Administration report, hybrids may account for 30 percent of the new

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# The Washington Post

## Racking up miles? Maybe not.

cars sold within two years, and they are projected to make up 75 percent of the market by 2025.

If half of America switches from a 20-mpg car to a 50- to 100-mpg car in the next 20 years, much of the tax revenue now used to build and rebuild highways will evaporate.

The most immediate solution to the prospect of declining revenue is to increase gas taxes, but legislators need look no further than last year for evidence that when gas prices rise, people drive less. They're also more motivated to trade sport-utility vehicles for smaller, fuel-efficient cars.

A study in Texas determined that the state might need an eightfold increase in its fuel tax to keep up, and another estimate projected that the state will face a \$146 billion shortfall in 20 years unless it finds a fresh source of revenue.

A congressional commission concluded last year that the Highway Trust Fund, into which federal gas taxes flow, "faces a near-term insolvency crisis, exacerbated by recent reduction in federal motor fuel tax revenues." After considering more than two dozen revenue options, including higher fuel and tire taxes, a federal vehicle sales tax, a driver's license surcharge and a general federal sales tax, the commission

recommended that the nation transition from a fuel-tax-based revenue system to one "measured by miles driven."

The dramatic need to revitalize the Highway Trust Fund comes as many of the roads built during the suburban boom years four and five decades ago cry out for major overhaul. Five years ago, the U.S. Chamber of Commerce estimated that \$222 billion a year was needed to maintain the surface transportation system and that annual funding was falling about \$45 billion short of that amount.

If the confluence of plummeting revenue, good roads going bad and traffic gridlock resembles the perfect storm, technology may provide an escape route.

The wizardry to switch the highway funding formula from a per-gallon tax to a per-mile tax exists.

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# The Washington Post

## Racking up miles? Maybe not.

A new device linking the technology of a cellphone with a global positioning system unit and a car's on-board computer could be deployed within a few years, experts say.

The first big hurdle that advocates of the transition will face is selling the American public on the belief that a per-mile levy is a replacement for the tax on gasoline rather than a new tax burden.

"Most people don't even know what they pay in gas tax or even what the gas tax is," said Goodin, the research engineer in Texas.

With powerful interests engaged, including civil libertarians and the oil and automotive industries, this debate may become as fierce as the one over health care.

Privacy may be the single biggest issue. Even as Americans think warily about "full-body scan" technology at airports that reveals what's beneath their clothing, many may be leery of technology that would create a record of where they drive.

Existing and developing technology gives the policymakers in Congress and state legislatures many design options, among them the pay-at-the-gas-pump model.

The easiest and most private way to tax people for the miles they drive is to check odometers. The driver knows that the count is accurate, and no one else knows where he has driven.

But there would be no way of knowing which state was owed the tax money. Washington, where commuters routinely cross state lines, is the best example. Such a move also would raise questions of fairness, because heavier vehicles use more gas and are harder on the road.

"People will ask whether a Hummer and Prius should pay the same rate," said Martin Wachs, director of the Transportation, Space and Technology Program at the Rand Corp.

And it would defeat something called congestion pricing -- the notion that people who opt to commute at peak hours or in special lanes should pay

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## The Washington Post

### Racking up miles? Maybe not.

more than those who do not. Two examples are the high-occupancy toll lanes being built on the Beltway in Virginia and the variable pricing planned for the Intercounty Connector linking Montgomery and Prince George's counties.

Another option would use a car's on-board computer unit of the type that has been installed since 1996. The unit would keep track of a vehicle's travels, sending the information to a government billing center either in real time via roadside beacons (they might be cellphone towers) or through regular electronic downloads.

Rates for use of different roadways and traveling at peak or off-peak hours of the day would be computed at the billing center. Use of the data also would ensure that each state received revenue for miles driven within its borders.

Customers would be able to review the accuracy of their charges on detailed bills. This approach would eliminate the expense of checking the odometers for millions of vehicles. And if data were streaming in real time, they could be used for additional features, like matching traffic signals to the flow of traffic or providing drivers advisories to help them avoid congestion.

A third option -- call it the gas pump model -- would have the on-board unit

handle everything but the bill. The OBU would collect data, calculate the amount owed and then transmit that information. It might send it to a government billing agency or just talk to a computer in the gas pump.

"We found there was a preference for that because that's more like what we're doing now," said Goodin, who has conducted focus groups on highway pricing.

The approach would provide far greater privacy, but it wouldn't give the details that would reassure the driver that the bill was correct. It also would require that the OBUs be updated regularly as rates change or more roadways begin billing per mile.

Goodin said her focus group data suggest that some Americans might be more ready to trust a private company with their travel history than the

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# The Washington Post

## Racking up miles? Maybe not.

government. In this model, that company would receive the data, provide drivers with an accounting to review and forward only the billing information to state and local taxing agencies.

Those private companies might also market additional services to customers.

"People might say, 'I'll take one of these units if it will give me real-time traffic info and it can be used to pay for parking, and, then, okay, I'll pay for mileage at the pump too,' " Goodin said.

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Tuesday, Feb. 23, 2010

Comments (21)

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## Washington's roads may see tolls if gas tax decline persists

By Michelle Dupler, Herald staff writer

OLYMPIA -- Eastern Washington drivers could see tolls on highways and bridges in coming years if state lawmakers can't find a way to pay for roads.

While unveiling an \$8.6 billion supplemental transportation budget Monday, legislators from the Senate Transportation Committee said declining gas tax income from more fuel-efficient vehicles and drivers conserving gas will short-change transportation projects about \$1 billion over 16 years.

"We are steadily falling behind in fuel tax revenues," said Sen. Dan Swecker, R-Rochester.

Gas tax revenue is down \$168 million for the current biennium, which ends June 30, 2011. That means lawmakers must find other ways to raise money for roads.

Sen. Mary Margaret Haugen, D-Camano Island, chairwoman of the Senate Transportation Committee, said the state relies on gas taxes for about 80 percent of the money spent on roads. The other 20 percent comes from other fees.

"We will try to level that out," she said.

One solution being considered is creation of a \$100 license fee for electric cars.

Sen. Chris Marr, D-Spokane, vice chairman of the Transportation Committee, said a fee on electric car users is an acknowledgment that everyone who uses highways should contribute to their upkeep.

He said the goal is to find ways to fund transportation projects based on use and fairness.

Members of the committee were emphatic that tolls will be part of the transportation funding mix.

"I believe tolling will be an integral part of the solution," said Sen. Curtis King, R-Yakima.

He said that includes considering tolls in Eastern Washington in places like Yakima and the Tri-Cities.

At present, tolls mostly are being discussed as a way to pay for megaprojects such as replacement of the 520 floating bridge in Seattle and a new Columbia River bridge from Vancouver to Portland. But Haugen said tolls also would even out transportation funding for communities that are paying less into the system than they're getting back.

According to the Washington State Department of Transportation, it's mostly rural, sparsely populated counties that are getting back more than they pay.

For the period from 2004 projecting out to 2017, Garfield County tops the list with \$5.74 received for every dollar paid out by its residents. Lincoln County was second at \$4.12, followed by Ferry County at \$3.13 and Columbia County at \$3.03.

King County breaks even, getting \$1 back for every \$1 paid, while other heavily populated counties get back less than they pay. Pierce County receives 90 cents on the dollar, Thurston County 81 cents, Clark County 79 cents and Spokane County 70 cents.

Benton, Franklin and Yakima counties lie at the very bottom of the list. Franklin is in last place, receiving just 55 cents for every dollar paid out despite being one of the state's fastest-growing counties.

Benton County receives 65 cents per dollar, and Yakima County gets 66 cents.

Carol Moser of Richland, chairwoman of the state Transportation Commission, said she often watches money flow out of the Tri-Cities and other parts of Eastern Washington.

"It gets kind of frustrating because there is some money out there but it certainly is not coming to Eastern Washington," she said. "It is disconcerting to me that no one is listening to Eastern Washington in the Legislature because it is so partisan."

Moser said tolls make sense for megaprojects like the Vancouver-Portland bridge, but less so for rural Eastern Washington where there are fewer users to pay.

Steve Dilley, vice president of Harms Pacific Transport, said trucking companies like his will end up paying the most.

Harms has a fleet of 23 trucks hauling hazardous chemicals in the Pacific Northwest and Canada, and Dilley said the trucking industry already has been hit by a loss of customers because of the recession, plus higher state workers compensation and unemployment insurance costs.

"I am against any kind of increase when it pertains to our industry," Dilley said. "We simply can't afford it. There's not enough money at the end of the day to cover bills as it is."

He said for the trucking industry to be able to bear tolls, the state would have to offer some kind of trade-off such as allowing trucks to carry more weight to compensate for the costs.

"This would be a huge hit unless there is some give and take in this equation," Dilley said. "But with the situation we have in Olympia it's

not going to happen. It is all take and no give."

Sen. Jerome Delvin, R-Richland, said tolls may become necessary if gas tax money can't pay to maintain the state's roads.

"There are a lot of questions in the future to decide," he said. "I don't know what the solution is. We have to talk about it and figure out what the public wants. It might come to tolling in the future if the gas tax continues to decline."

But for now lawmakers are calling the transportation budget a bright spot in the fiscal gloom enveloping the capitol.

Haugen said the \$3.4 billion invested on projects in the 2009-11 budget has either created or preserved 18,000 jobs.

"Transportation projects have preserved jobs, put people to work on projects across the state and pumped economic activities into local communities," said Sen. Haugen.

The supplemental budget represents about a \$1 billion increase for the remainder of the biennium, but that comes from new federal money for projects such as \$590 million for high-speed rail improvements in Western Washington.

-- Michelle Dupler: 360-753-0862; [mdupler@tricityherald.com](mailto:mdupler@tricityherald.com)

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Published March 07, 2010

## Roads at bargain prices

CHRISTIAN HILL; Staff writer

The first phase of the state Route 510 Yelm bypass project could come with a half-price sticker.

The winning bid by Scarsella Bros., a Kent-based general contractor, of \$4.1 million was 53 percent below the state Department of Transportation's internal estimate.

With the summer construction season approaching, local and state governments are benefiting from an exceptional bidding climate for public works projects such as the one in Yelm, scheduled to start this month. The bad economy is prompting fierce competition among a larger pool of contractors for available work, driving down costs for these projects, which include road construction and utility replacement.

That's good news for taxpayers, who are paying for the projects, and rotten news for contractors trying to stay afloat in the wake of the worst economic crisis since the Great Depression.

"It's just dog-eat-dog right now," said Dean Smith, a division manager for Lakeside Industries, the state's largest asphalt-paving contractor. It has an office in Lacey.

"People are just in survival mode, to be honest with you."

A brief survey by The Olympian of local public works projects, mostly involving road construction, shows winning bids are between about 20 percent and more than 30 percent below the engineer's estimate, which uses data from previous projects. Officials say that even after adjusting to reflect current economic conditions, bids still are coming in significantly lower than the revised figures.

"This is an extraordinary climate," longtime Lacey City Engineer Roger Schoessel said. "I guess the folks of the Great Depression could have spoke to it, but I've never seen anything like it."

Compared with what it thought it would pay, the city has saved millions of dollars on two major projects awarded in the past year: a new wastewater pump station in Hawks Prairie and the Mullen Road extension, a long-planned transportation connection.

The drop in prices comes on the heels of boom times when public officials were lamenting high bids and too few contractors bidding for their jobs.

Thurston County Engineer Dale Rancour said prices have dropped but not to their pre-2003 level, before high demand and production shortages caused a spike in construction materials and fuel costs.

Schoessel recalled a 2007 project that involved building a second turn lane on the southbound offramp of the Interstate 5 interchange at Marvin Road. It drew no bids because business was booming. WSDOT, which was managing the project, put the project out to bid a second time, he said.

Now, the opposite is happening. Aaron Inglin, an estimator and assistant project manager at Tumwater-based Andy Johnson and Co., said a \$2 million to \$3 million project that used to attract 10 prospective bidders is now drawing double that number.

Tightened lending by banks and the collapse of the housing market have put the brakes on private development, forcing contractors in that sector to search for work on the public side, which has been aided by federal stimulus dollars.

Four to seven contractors were regular bidders on city projects and were familiar with city requirements, Olympia City Engineer Fran Eide said.

“Now, we’re seeing a lot of new names and a lot from out of town,” she said. “That’s not to say they can’t do good work, but it just takes a little bit of extra time to vet them.”

With such stiff competition, contractors are “sharpening their pencils,” the parlance used by city officials to describe the process to bring forward the lowest reasonable bid.

The state requires contractors to pay prevailing wages on publicly funded projects, so they have to look elsewhere to cut costs.

“Everybody is scrutinizing their operations and trying to keep the prices as low as they can,” said Jerry VanderWood, spokesman at Associated General Contractors of Washington, a trade organization that represents 600 contractors, subcontractors, bonding companies and law firms around Puget Sound and Central Washington.

A nationwide survey by the Associated General Contractors of America found that 81 percent of nearly 700 construction firms that responded cut their profit margins last year. One in 10 reported submitting bids so low they actually lost money on the work.

Smith, Lakeside’s division manager, reported bidding some projects with zero margins.

“A lot of people are trying to buy jobs right now,” Inglin added. “In a way, they’re donating work.”

It falls on local and state governments to ensure that the contractor can complete the project for the amount it bid.

Eide said the city is “redoubling those efforts” to track projects, starting with the pre-award meeting with the apparent low bidder to ensure that they have “their ducks in a row.” She said there will be a resulting increase in staff time, but cost estimates aren’t available.

In a worst-case scenario, a bonding company is brought in to finish a project if the contractor is unable. That happened with the Littlerock Road construction project when the general contractor, Alpha Development of Tacoma, walked away midway through the project. The contractor’s president called the situation “unfortunate” in an e-mail but never publicly explained its action, which led to a lengthy delay.

Contractors interviewed by The Olympian didn’t expect to see a bidding environment more favorable to them coming anytime soon, a sentiment echoed by the AGCA survey. It found 88 percent of construction firms didn’t expect overall business conditions to improve until at least 2011.

“Unfortunately for the industry and for our economy, this year’s construction outlook is far from positive,” said Stephen Sandherr, the trade association’s chief executive officer, during a media conference call in late January.

Christian Hill: 360-754-5427

[chill@theolympian.com](mailto:chill@theolympian.com)



# Washington State Transportation Improvement Board Project Activity Report

Reporting Period  
From 01/01/2010 to 02/28/2010

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
<b>RTP Program</b>							
7-5-188(008)-1	KELSO	Coweeman River Bridge	Audit	FV AD	325,180	0	Director
7-5-188(009)-1	KELSO	2010 Pavement Overlay	Design	DE	25,000	0	Director
<b>Total RTP Change</b>						<b>0</b>	
<b>SCAP Program</b>							
6-P-800(001)-1	BLACK DIAMOND	Railroad Avenue	Bid Award	BA	867,359	-100,584	Director
6-E-877(02)-1	CONCONULLY	Main Street/Lake Street	Audit	CC FV AD	2,234	-11,236	Director
6-E-924(005)-1	DAYTON	South Second St - Phase 2	Construction	CN	738,000	0	Director
6-W-838(02)-1	EVERSON	Mission Road Improvements (Phase 2)	Audit	CC FV AD	75,240	-64	Director
6-E-871(05)-1	HARRINGTON	Sherlock Street	Audit	CC AD	78,600	-2,361	Director
6-E-881(006)-1	OKANOGAN	3rd Avenue/Oak Street	Contract Completion	CC	504,026	10,931	Director
6-E-886(004)-1	TWISP	Glover Street	Contract Completion	CC	654,966	-33,610	Director
6-W-960(002)-1	WESTPORT	Westhaven Drive	Bid Award	BA	799,049	0	Director
<b>Total SCAP Change</b>						<b>-136,924</b>	
<b>SCPP Program</b>							
2-E-878(001)-1	COULLEE DAM	FY 2009 Sidewalk Maintenance Project	Audit	CC FV AD	97,723	-154	Director
2-E-927(001)-1	KAHLOTUS	FY 2010 Seal Coat Project	Audit	CC AD	14,906	-8,875	Director
2-E-862(003)-1	MATTAWA	FY 2010 Overlay - Cooper St	Design	DE	30,735	0	Director
2-E-925(001)-1	STARBUCK	FY 2009 Seal Coat Project	Audit	CC FV AD	31,611	3,281	Director
2-E-846(002)-1	WASHTUCNA	FY 2010 Seal Coat Project	Audit	CC AD	15,528	-13,385	Director
2-E-854(002)-1	WATERVILLE	FY 2009 Overlay Project	Audit	FV AD	62,160	0	Director



# Washington State Transportation Improvement Board Project Activity Report

Reporting Period  
From 01/01/2010 to 02/28/2010

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-E-875(001)-1	WILBUR	FY 2010 Seal Coat Project	Audit	CC AD	31,395	-17,695	Director
2-E-867(003)-1	WILSON CREEK	FY 2010 Seal Coat Project	Audit	CC FV AD	24,650	4,650	Director
<b>Total SCPP Change</b>						<b>-32,178</b>	
<b>SP Program</b>							
P-P-136(P02)-1	BONNEY LAKE	SR 410	Bid Award	BA	154,503	0	Director
P-E-009(P02)-1	DOUGLAS COUNTY	Rock Island Road	Contract Completion	CC	79,607	0	Director
P-P-141(P03)-1	MOUNTLAKE TERRACE	230th Street SW	Bid Award	BA	245,995	0	Director
P-E-853(P01)-1	ROCK ISLAND	Saunders Avenue	Contract Completion	CC	123,029	-37,394	Director
<b>Total SP Change</b>						<b>-37,394</b>	
<b>UAP Program</b>							
8-2-159(011)-1	BURLINGTON	North Burlington Blvd	Audit	CC FV AD	2,478,389	0	Director
8-3-013(007)-1	MOSES LAKE	Road N-NE	Bid Award	CN BA	615,794	-180,206	Director
8-2-157(010)-1	OAK HARBOR	N Oak Harbor Street	Bid Award	BA	1,017,360	-282,641	Director
8-5-195(015)-1	OLYMPIA	Harrison Avenue	Construction	CN	669,200	0	Director
8-1-128(089)-1	TACOMA	South Tyler Street	Bid Award	BA	1,843,622	-863,578	Director
8-5-034(015)-1	THURSTON COUNTY	Yelm Highway	Construction	CN	3,900,000	0	Director
8-4-176(021)-1	WALLA WALLA	Myra Road	Design	DE	280,000	0	Director
<b>Total UAP Change</b>						<b>-1,326,425</b>	



# Washington State Transportation Improvement Board Project Activity Report

Reporting Period  
From 01/01/2010 to 02/28/2010

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
<b>UCP Program</b>							
9-P-114(004)-1	BOTHELL	Bothell Way (SR 522)	Construction	CN	2,340,042	0	Director
9-W-195(008)-1	OLYMPIA	Harrison Avenue	Construction	CN	4,396,700	0	Director
9-P-027(016)-1	PIERCE COUNTY	Pacific Avenue South (SR 7)	Audit	CC FV AD	3,327,814	-32,250	Director
9-E-165(016)-1	SPOKANE	Havana Street	Bid Award	BA	1,975,000	0	Director
9-E-181(004)-1	UNION GAP	Valley Mall Boulevard - Phase 4	Bid Award	DE CN BA	857,655	-709,345	Director
<b>Total UCP Change</b>					<b>-741,595</b>		
<b>Total Change</b>					<b>-2,274,516</b>		

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

# City of Wapato

Track Road - West A St to East City Limits

Requested Increase

\$0

**Scope Change Request Staff Review**  
 FY 2007 Small City Arterial Program (SCAP)  
 TIB Project 6-E-946(005)-1

Board Meeting Date: March 26, 2010  
 Bid Award Target Date: Jul 2010

## Project Information

### Existing Conditions

The existing roadway is badly deteriorated with no pedestrian or storm drainage facilities. The intersection of Track Road and Donald Road has very poor sight distance and inadequate turning radius, which has resulted in numerous accidents.

### Proposed Improvements

The project reconstructs the roadway to provide two travel lanes and left turn lanes with curb, gutter, and sidewalk on the north side. Other improvements include signalization of the Donald Road intersection and storm drainage.

## Funding Summary

	Original	Increase	New Total
TIB Funding	\$684,400	\$0	\$684,400
Lead Agency Funding	36,021	0	36,021
Public Funding	0	0	0
Private Funding	0	0	0
<b>Totals</b>	<b>\$720,421</b>	<b>\$0</b>	<b>\$720,421</b>

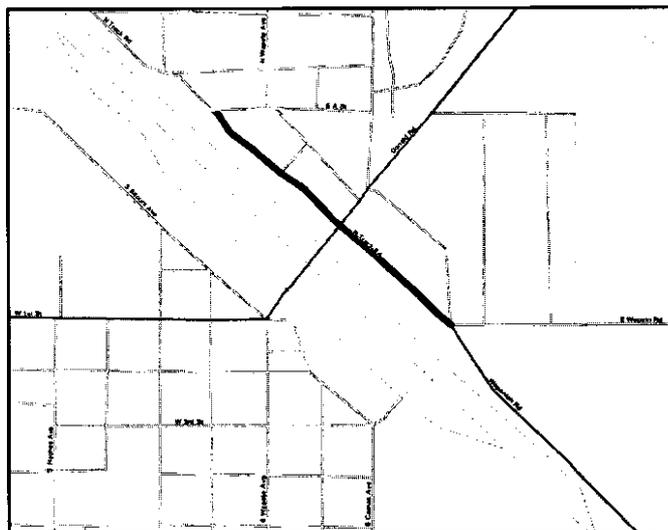
## Discussion

The city requests a scope change to reconstruct the intersection of Track Road and Donald Road. The improvements will extend 400 feet north and south of the intersection and reduces the project length from 2,200 feet to 800 feet. The scope change results in no change in SCAP funds as shown in the table below.

Phase	TIB Funds		Local Funds		Total Cost
Project Selection	684,400	95.0%	36,021	5.0%	720,421
Scope Change	684,400	95.0%	36,021	5.0%	720,421
Change	0		0		0
	0.0% No Change		0.0% No Change		0.0% No Change

### Project Rating

Original Scope Rating **90** Revised Scope Rating **86** Revised Scope Rating with Priority Array Funding Level **Yes**



## **Project History**

This project was originally funded in November 2005 and design work began in July 2006. During the design process, it was determined that there was not sufficient right of way to construct the project. Because of the location of the grocery store on the northwest corner of the intersection, acquiring right of way would have resulted in significant cost and damage to the business, forcing the city to acquire right of way along the south side of the roadway. This right of way was owned by Burlington Northern Santa Fe railroad and, after lengthy negotiations, the city was able to obtain the right of way. The project was reported to the Board in July 2009 as a delayed project and is currently in Stage 2 of the delayed project process.

## **Rationale for a Scope Change**

- It corrects a significant safety problem at the Donald Road intersection. Currently trucks accessing fruit warehouses along Track Road and school buses are unable to negotiate the left turn from Donald Road onto Track Road without backing back into traffic.
- The cost of the entire project has increased from \$720,000 to \$1,595,000 and the TIB and the city are unable to fill the ~\$875,000 shortfall to construct the entire project.
- The city has been unsuccessful in acquiring additional funding to fill the shortfall.
- Donald Road is the main access route from I-82 to the city of Wapato and provides a direct connection to SR-97.

## **Pro**

- No additional impact on UATA account
- Corrects safety issues at Track Road and Donald Road intersection

## **Con**

- Original scope is significantly reduced
- TIB would likely fund the remaining segments of the project in a future funding cycle reducing efficiency and increasing disruption

## **Recommendation**

Staff recommends approval of the scope change for the Track Road project.



# CITY OF WAPATO

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Wapato, WA 98951

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March 2, 2010

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**MAR 04 2010**

**TIB**

Mr. Stevan E. Gorcester  
Executive Director  
Transportation Improvement Board  
PO Box 40901  
Olympia, WA 98504-0901

**SUBJECT: TIB PROJECT NUMBER TIB 6-E-946(005)-1  
NORTH TRACK ROAD RECONSTRUCTION  
CITY OF WAPATO, YAKIMA COUNTY, WASHINGTON**

Dear Mr. Gorcester:

We are writing concerning the status of the City's North Track Road project. As you know the City has been working towards acquiring an easement from the Burlington Northern Santa-Fe Railway Company (BNSF) to improve the intersection with Donald Road and North Track Road. We are pleased to inform you that the project appears to have cleared a significant hurdle, and now has approval from BNSF. At the time of this writing, the City has the documents needed to secure the easement in hand, and anticipates signing and them this week. The City is excited about moving forward with the project and constructing the much needed improvements!

As you may recall the project also faces significant financial difficulties due primarily to increased construction costs, which have risen significantly over the past 5 years. The latest construction cost estimate from the City's engineer to complete the project in its entirety is approximately \$1,300,000. This is well above the available funding of \$577,341 to complete this work, and the City does not have the financial resources to pay for the unfunded amount. As we have discussed previously, the cost increases are due primarily to increased material and fuel costs, and increased roadway thickness determined necessary after a geotechnical investigation of the site. The City has attempted to find alternative funding sources, but has not been successful. The City also

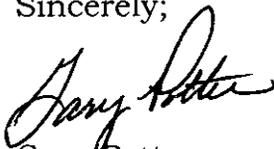


appreciates the difficulties that TIB is experiencing and recognizes that at this time, it may not be realistic to request additional funds from TIB.

Instead, the City is requesting that the scope of the project be reduced to a level that will allow for the completion of the core component of the project, the intersection of Donald Road and North Track Road. The City is proposing that the overall length of the project be reduced from approximately 2,200 feet, to 800 feet. While the overall length of the project will be reduced significantly, the project will continue to accomplish the primary safety and accessibility goals. The project will consist of the installation of a new traffic signal, and widening and improving the intersection to provide for truck and bus turning movements, and the installation of sidewalks and ADA compliant pedestrian facilities along the reduced scope of the improvements. The revised scope of work provides for substantially reduced construction costs, to bring them in-line with the available funds for the project. The City is hopeful that the favorable bidding climate will result in bids for the work that might also allow for the completion of the northerly 700 feet of North Track Road and is also proposing bidding that work as well, with the option to award it should bids be favorable.

The City of Wapato would like to thank the TIB for its patience with this project and reiterate that the City is committed to the successful completion of the North Track Road project. If you have any questions or comments please feel free to contact the undersigned.

Sincerely;



Gary Potter  
Public Works Director

Pc Jesse Farias, Mayor  
Mike Meskimen, Engineer



# City of Tukwila

Southcenter Pkwy Extension - S 180th St to S 200th St

Contingency Restoration

\$5,000,000

**Request for Restoration of Funds Staff Review**  
FY 2007 Urban Corridor Program (UCP)  
TIB Project 9-P-116(011)-1

Board Meeting Date: March 26, 2010  
Bid Award Target Date: April 2010

## Project Information

### Existing Conditions

The existing narrow two-lane roadway is in poor condition. It lacks pedestrian facilities, adequate storm drainage, and illumination.

### Proposed Improvements

The project widens and realigns the roadway to provide four travel lanes, bike lanes, and landscaped median with turn pockets, curb, gutter, and sidewalk. Other improvements include storm drainage and water quality improvements, illumination, new traffic signals, landscaping and underground utilities.

## Funding Summary

	Original	Increase	New Total
TIB Funding	\$5,000,000	\$0	\$5,000,000
Lead Agency Funding	3,600,000	0	3,600,000
Public Funding	6,000,000	632,553	6,632,553
Private Funding	0	0	0
<b>Totals</b>	<b>\$14,600,000</b>	<b>\$632,553</b>	<b>\$15,232,553</b>

## Discussion

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

The Board selected this project in November 2005. It was originally scheduled to start construction in spring 2006, but they had trouble acquiring right of way, determining roadway alignment and roadway section, and negotiating a development agreement. In June 2009, the city had not completed right of way acquisition or a development agreement. Since June 2009, the city has completed the development agreement and acquired all right of way necessary to construct the project.

This project is critical to the development of 512 acres of land that are located within five minutes of SeaTac airport and adjacent to I-5. It is estimated that this development will create 25,000 new jobs and add 10 million square feet. In addition, this project provides an adequate access from the south between I-5 and Southcenter. The project also includes ~\$6,000,000 in utility improvements funded by the Department of Commerce, the city, and the developer.

TIB staff met with the city on February 18, 2010 to assess readiness and the following steps have been completed:

- √ The city certified all local funds are available
- √ Plans, Specs and Engineer's Estimate are complete and submitted to TIB
- √ Right of Way has been acquired and certified
- √ All permits have been acquired
- √ All agency approvals are complete
- √ The bid package is complete and the project is ready to advertise in February 2010
- √ The project award will not be delayed and the project will be under construction within 120 days

TIB staff completed a financial analysis with the demand for this project added into the financial model and determined there is insufficient financial capacity to recommend restoration of this project.

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The Board may consider the following option to restore this project.

- Use \$5 million in remaining TIA bonding capacity.
- Restore a smaller amount of TIB funds

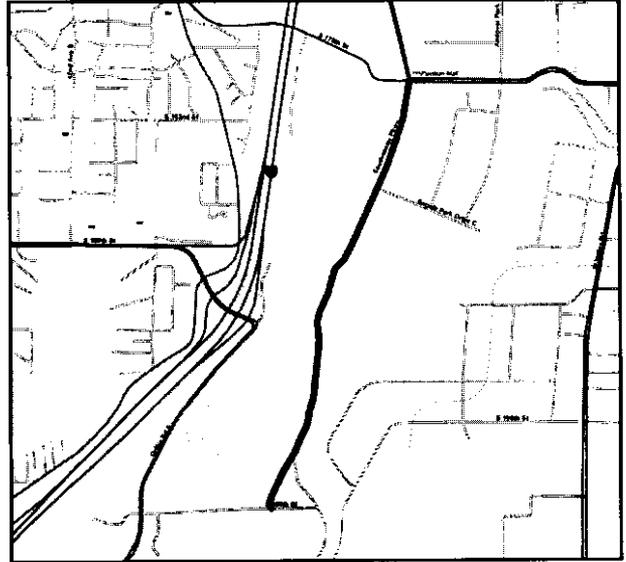
The city submitted the following project schedule:

Project advertisement: February 26, 2010

Contract Award: April 5, 2010

Construction Begins: May 3, 2010

Project Completion: October 31, 2011



### ***Recommendation***

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Staff recommends that the Board does not return the project to active status due to lack of fiscal capacity in the TIA account.



## Schedule and Project Call Recommendation

March 25, 2010

### BACKGROUND

With declining revenues last year, staff recommended and the board concurred not to offer a call for projects in 2009 due to the uncertainty of the economic situation. With the leveling off of the revenue and projections being more stable, the staff has refined the demand estimates and considered the most current revenue forecasts. The board can sustain a call for projects from the UATA in June with award of projects at the November 2010 board meeting.

### STATUS

Assumptions made in the calculation for the Urban Arterial Trust Account (UATA) fund and the Transportation Improvement Account (TIA) fund call size include:

- Outstanding obligations for current active projects (projection of monthly expenditures)
- Most recent revenue forecast
- Schedule of expenditures for new commitments
- Restoration of contingency projects
- Projection of revenue including scenario testing (e.g. continuation of recession)

Assumptions made in the calculation for the Small City Preservation Program (SCPP) includes the \$1 million deposits on July 1, 2010 and 2011 deducting the amount committed for Soap Lake to improve their "red town" status to adequate.

### PROPOSED SCHEDULE

Date	Milestone
June 1, 2010	Call for projects announced
June 2010	Funding workshops scheduled across the state
August 31, 2010	Deadline for applications to be postmarked
September - October 2010	Application evaluation and field reviews
November 19, 2010	Board selects projects at Everett meeting

### PROPOSED CALL SIZE\*

Urban Arterial Trust Account	Amount
Urban Arterial Program	\$38 million
Small City Arterial Program	\$10 million
Sidewalk Program	\$ 2 million
<b>Small City Preservation Program</b>	\$1.3 million
<b>TOTAL CALL</b>	<b>\$51.3 million</b>

\*The proposed call size may be adjusted based on future revenue forecasts.

## **JUSTIFICATION**

Issues reviewed when establishing UATA program size and not offering a call for TIA:

- \$25 million minimum program size
- Stabilization of consumer confidence
- Leveling off of revenue
- Withdrawals for lack of other funding sources at the local level
- Bond Debt Service
  - TIA has \$7.14 million appropriation authority for additional bonds
  - UATA debt retirement
- Outstanding obligations
  - TIA - \$84 million (\$14 million per biennium for debt service)
  - UATA - \$110 million

## **RECOMMENDATION**

Staff recommends the Board approve the schedule and proposed call for November 2010.



## Criteria Changes – Sustainability Compliance

March 25, 2010

### BACKGROUND

Senate Bill 5560 was signed into law on May 15, 2009 and became effective July 26, 2009 (RCW 70.235). Section 9 was added to chapter 70.235 RCW to read as follows:

*Beginning in 2010, when distributing capital funds through competitive programs for infrastructure and economic development projects, all state agencies must consider whether the entity receiving the funds has adopted policies to reduce greenhouse gas emissions. Agencies also must consider whether the project is consistent with:*

- (1) The state's limits on the emissions of greenhouse gases established in RCW 70.235.020;*
- (2) Statewide goals to reduce annual per capita vehicle miles traveled by 2050, in accordance with RCW 47.01.440, except that the agency shall consider whether project locations in rural counties, as defined in RCW 43.160.020, will maximize the reduction of vehicle miles traveled; and*
- (3) Applicable federal emissions reduction requirements.*

This law requires that all state agencies must consider whether an agency receiving funds has adopted a sustainability policy when distributing capital funds through a competitive program.

In addition, the agency must consider whether the project is consistent with the following:

1. State limits on emission of greenhouse gas established in RCW 70.235.020 requires the following:
  - a. Reduction in overall emission to 1990 levels by 2020
  - b. Reduction in overall emission to fifteen percent below 1990 by 2035
  - c. Reduction in overall emission to fifty percent below 1990 by 2050
2. Statewide goals to reduce annual per capita vehicle miles traveled by 2050, in accordance with RCW 47.01.440 except in rural areas in accordance with RCW 43.160.020
3. Applicable federal emission reduction requirements

OFM guidance for implementing RCW 70.235.070 includes the following:

- Adoption of a sustainability policy should be implemented as a factor for consideration.
- Consideration of VMT reductions should be implemented in a manner that could influence project selection.
- Modification of the selection process should not lead to unreasonable results.

**STATUS**

TIB already requires agencies to certify that a project meets state and federal air quality standards. TIB staff reviewed the criteria for the Urban Corridor Program (UCP), Urban Arterial Program (UAP), Small City Arterial Program (SCAP), and Sidewalk Programs (SP) to ensure compliance with RCW 70.235. Customers were sent the proposed changes and asked to send comments by March 24, 2010.

**Small City Programs**

Small City Arterial and Sidewalk Programs currently do not include sustainability criteria. TIB staff reviewed the criteria for the Small City Arterial and Sidewalk Program and propose adding sustainability criteria as shown below.

**Small City Arterial Program**

Sustainability Measures	Points (10 Max)
Adopted Agency Sustainability Policy	3
Sidewalk width greater than TIB Minimum &/or Planter Strip (3 feet or greater)	0-3
Network Development	0-3
Hardscaping or climate –appropriate plantings	1
LED Street Lights	0-3
Recycled material usage	1
Other measures	0-3

**Sidewalk Program**

Sustainability Measures	Points (10 Max)
Adopted Agency Sustainability Policy	3
Sidewalk width greater than TIB Minimum &/or Planter Strip (3 feet or greater)	0-3
Hardscaping or climate –appropriate plantings	1
Pervious surface usage	0-3
Low Impact Development or natural drainage practices	0-3
Other measures	0-3

Below is the criteria summary for the Small City Programs, listing the proposed points in **all** categories.

SCAP Criteria	Original points	Proposed points
Safety	40	40
Pavement Condition	30	30
Local Support	30	20
Sustainability	0	10
<b>Total</b>	<b>100</b>	<b>100</b>

<b>SP Criteria</b>	<b>Original points</b>	<b>Proposed points</b>
Safety	50	45
Pedestrian Access	35	35
Local Support	15	10
Sustainability	0	10
<b>Total</b>	<b>100</b>	<b>100</b>

**Urban Programs – Sustainability Category Only**

Sustainability criteria in the UAP and UCP programs that are consistent with the goals of reducing greenhouse gas emissions include the following:

- Adding traffic signal coordination which improves traffic flow and reduces vehicle idling time
- Improving transit routes and adding HOV lanes, bike lanes, sidewalk which encourages modal shift
- Directing development to urban centers which encourages increasing density
- Using recycled materials that helps conserve resources

The only new criterion added to the Urban Programs is the “Adopted Agency Sustainability Policy” for three points.

**Urban Arterial and Urban Corridor Programs**

<b>Sustainability Measures</b>	<b>Points (15 Max)</b>
Adopted Agency Sustainability Policy	3
<b>Modal Measures</b>	
Sidewalk width greater than TIB Minimum &/or Planter Strip (3 feet or greater)	3
Completes gap in HOV system	3
Adds HOV Lane each direction	2
Adds Queue Jump or Transit Only Lane	1
Improve non-motorized access to Park & Ride or Transit Center	1
Completes gap in Bicycle Route	3
Extends Bicycle Route	2
Construct 10-foot separated path or two 5-foot striped lanes	2
Install more than one bike parking facility along the project (multiple bike racks)	1
Sidewalk width greater than TIB Minimum &/or Planter Strip (3 feet min)	0-3
<b>Energy Measures</b>	
Replace or Install new LED street lights throughout the project	0-3
Replace or Install new LED Traffic Signal throughout the project	0-2
Install Solar Power Panels or on-site power generation technology to support facilities in the road right of way	1

Emerging Technologies	0-3
<b>Environmental Measures</b>	
Eliminate water detention through Low Impact Development (LID) / Natural Drainage Practices (NDP) (e.g. ecology embankment, permeable pavement) on-site to address 100% of all project impervious surfaces	3
Reduce water detention through Low Impact Development (LID) / Natural Drainage Practices (NDP) (e.g. ecology embankment, permeable pavement) on-site to address 25% to 75% of all project impervious surfaces	0-3
Vegetated areas left undisturbed, or compost-amend soil with native plantings	1
Hardscaping or climate appropriate plantings	1
Emerging Technologies	0-3
<b>Recycling Measures</b>	
On-site reuse of pavement	3
On-site reuse of subsurface material	3
On-site reuse of organic material	1
On-site reuse of other materials	0-3
Use of recycled pavement (hauled in)	2
Use of recycled subsurface materials	1
Use of recycled organic materials (hauled in)	1
Use of other recycled products	0-2

Below is the criteria summary for the Urban Programs, listing the proposed points in **all** categories.

<b>UAP Criteria</b>	<b>Original points</b>	<b>Proposed points</b>
Safety	45	45
Mobility	20	20
Pavement Condition	15	15
Sustainability	15	15
Local Support	5	5
<b>Total</b>	<b>100</b>	<b>100</b>

<b>UCP Criteria</b>	<b>Original points</b>	<b>Proposed points</b>
Local Support	30	30
Mobility	30	30
Growth & Development	15	15
Sustainability	15	15
Safety	10	10
<b>Total</b>	<b>100</b>	<b>100</b>

## **RECOMMENDATION**

Staff recommends that the Board add sustainability measures to the Small City Arterial and Sidewalk Programs as presented above and award **three points in all** programs for agencies that have an adopted sustainability policy.