



Transportation Improvement Board
November 18-19, 2010 – Everett, Washington 98201
Location: Downtown Holiday Inn
3105 Pine Street
(425) 339-2000

November 18, 2010
WORK SESSION AGENDA

WORK SESSION			Page
1:00 p.m.	A. Welcome and Introductions	Chair Partch	
1:10 p.m.	B. Local Presentations	Greg Armstrong	
	<i>Sidewalk Deviation Request</i>		
1:40 p.m.	C. City of Spokane: Francis Avenue	Gloria Bennett	31
	<i>Project & Program Issues</i>		
2:00 p.m.	D. Clark Co.: Salmon Creek Interchange Contingency Restoration	Greg Armstrong	34
2:30 p.m.	E. Increasing Call Size	Tom Ballard & Vaughn Nelson	36
2:50 p.m.	F. 2010-11 Project Selection	Tom Ballard & TIB Engineers	38
3:45 p.m.	BREAK		
4:00 p.m.	G. Executive Session: Discussion of Executive Director Recruitment	Chair Partch	
	<i>Future of TIB</i>		
5:30 p.m.	H. Visioning and Strategic Business Plan	Chair Partch	
6:00 p.m.	I. Adjournment	Chair Partch	
<i>Dinner on your own</i>			



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November 19, 2010 – 9:00 am
BOARD AGENDA

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6.	ADJOURNMENT	



Delayed Projects Report November 19, 2010

BACKGROUND

At the June 25, 2010 Board meeting, TIB staff provided a report to the Board on all projects that missed the bid award performance standard. The standard is:

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

TIB staff maintains regular contact with these agencies and are aware of the causes for the delays. This report provides an update on the status of the 16 delayed projects noted at the June 2010 meeting.

STAGES OF DELAY

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

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

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

STATUS SINCE JUNE REPORT TO THE BOARD

Four projects have been awarded.

- Battleground – E Main Street – NE Grace Ave to NE 14th Court
- Deer Park – West H Street – SR-395 to S Main Street
- Vancouver – NE 18th Street Stage 1– NE 112th Ave to e/o Four Season Lane
- Tukwila – Klickitat Drive & Southcenter Parkway

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

- Five projects are scheduled to award spring 2011.
- Benton County – I-82 Intertie Completion - SR 397 to Bowles Road will require railroad approval of a new at-grade crossing, resolution of right of way issues and bonding to meet construction scheduled to begin in Summer 2011.

There are seven projects in Stage 2 delay.

- Three projects are scheduled to award Fall 2010.
- One project is scheduled to award spring 2011.
- Spokane Valley – Park Road Project was withdrawn, the city is pursuing federal funding and may apply when the project becomes viable.
- Vancouver – NE 18th Street Stage 2 e/o Four Season Lane to NE 136th Ave has a \$10 million funding shortfall; federal funding is being pursued to fill the gap so the construction schedule is uncertain.
- Yakima – MLK Jr. Blvd Project has a \$2 million funding shortfall; federal funding is being pursued to fill the gap so the construction schedule is uncertain.

RECOMMENDATION

No action is required.

Submitted Construction Commitment

Agency	Funding Year	Project Name	Remaining TIB Total TIB Project Cost	Construction Commitment	Delay Stage
Lewis County	2007	Airport Road Extension – Chamber Wy to Mellen St	450,935 458,881 1,407,5000	May 2012 Contingency \$2,541,119	
Benton County	2007	I-82 Intertie Completion – SR 397 to Bowles Rd	1,803,221 1,935,862 3,259,538	June 2011	1
Bothell	2010	SR 522 – Hall Rd to 102 nd St NE (Construction Only)	4,000,000 4,000,000 50,000,000	May 2011	1
Burien	2007	1 st Avenue South – SW 140 th St to SW 146 th St	3,867,001 4,269,458 5,511,843	April 2011	1
Clark County	2005	I/5 Salmon Creek Interchange – Vicinity I/5/I-205 Junction	1,969,787 4,370,000 22,060,000	December 2010 Restoration Contingency \$3,630,000	2
Kirkland	2009	12 th Avenue – 6 th St to 110 th Ave	187,755 200,000 312,593	May 2011	1
Pierce County	2006	112 th Street – 300 th e/o Woodland Ave E to 86 th Ave E	2,589,300 4,641,000 6,630,000	April 2011	2
Spokane	2008	Riverside Drive – Division to Sherman (Construction Only)	1,950,000 1,950,000 2,626,629	December 2010	2
Spokane Valley	2008	Park Road – BNSF Overcrossing	351,090 351,090 16,520,000	Withdrawn	2
Vancouver	2008	NE 18 th Street – NE 112 th Ave to NE 136 th Ave (Construction Only)	1,776,000 1,776,000 13,500,000	April 2012	2
Walla Walla	2009	Rose Street – Woodland Ave to 11 th St	146,140 175,859 251,228	March 2011	1
Woodland	2009	Schurman Way – Dike Access Rd to Guild Rd	443,419 500,000 1,083,000	March 2011	1
Yakima	2008	MLK Jr. Boulevard – N 1 st St to N 1 st Avenue (Construction Only)	0 -0 19,590,000	When additional funds are found Contingency \$1,500,000	2



Project on inventory reduction list

**Transportation Improvement Board
June 25, 2010
Heathman Lodge
Vancouver, 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 Freiburger
Councilmember Bill Gothmann
Secretary Paula Hammond
Mr. Paul Ingiosi

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

TIB STAFF

Steve Gorcester
Greg Armstrong
Clint Ritter
Theresa Anderson
Eileen Bushman/recorder

TIB BOARD MEMBERS NOT PRESENT

Mr. Todd Coleman

CALL TO ORDER

Chair Partch called the meeting to order at 9:03 a.m. He introduced new Board member, Paul Ingiosi, who is the Governor appointee from Office of Financial Management. Mr. Ingiosi replaced Teresa Berntsen.

Chair Partch revised the agenda to include discussion and voting on King County South Park Bridge project immediately following the public hearing.

MOTION: It was moved by Mr. Weber with a second from Secretary Hammond to revise the agenda as stated by Chair Partch. Motion carried unanimously.

Chair Partch welcomed former Board member, Battle Ground Councilmember Bill Ganley and his fiancée, Brenda. Councilmember Ganley spoke briefly about his recovery from a serious illness and his plans for the future.

PUBLIC HEARING

Chair Partch called the public hearing to order at 9:08 a.m. to consider written and oral testimony on the proposed rule revisions for WAC Chapters 479-10 and 479-12 to include Small City Match. The hearing was held in accordance with Chapters 47.26 and 42.30 RCW, the Open Public Meetings Act. There was one written comment from City of Kalama supporting the revisions. No oral testimony was given during this hearing. The public hearing closed at 9:09 a.m.

MOTION: It was moved by Mr. McKinley with a second from Ms. Davis to adopt the revisions in WAC Chapters 479-10 and 479-12 as presented. Motion carried unanimously.

KING COUNTY SOUTH PARK BRIDGE

During the Thursday, June 24 work session, Jay Osborne from King County, spoke about the emergent need to fund the South Park Bridge replacement in King County. The bridge was damaged in the Nisqually earthquake and it will be closed as of June 30 due to its unsafe and deteriorated condition. The South Park Bridge is vital to industrial centers and connects the Duwamish area with Tukwila. The county plans to apply for a TIGER 2 grant, with pre-application due in July and the final application due in August, but cannot be successful at securing that funding without receiving a commitment from other funding partners. They are asking for \$30 million from the TIGER 2 grant and need an additional \$30 million beyond what they currently have committed. Other secured funding partners include King County, City of Seattle, and WSDOT. (Boeing had previously donated ROW and the City of Tukwila contributed money for design and gave the county \$3 million toward earthquake repair.)

Funding has been requested, but not yet secured, from FMSIB and PSRC. King County is asking TIB for \$15 million through the emergent nature process.

This request to TIB was received on June 21, which did not allow time for a complex fiscal analysis. However, it was determined that if the Board approved any funding for this project, it would need to come out of the TIA account. The impact to that account would be dictated by the amount approved.

- If \$15 million to \$20 million approved, would delay a call for projects in this account until possibly 2012
- If \$10 million approved, a \$25 million call for projects could be possible in twelve months

The Board discussed possible options, including 1) asking King County to withdraw any active applications currently with TIB and agree not to submit additional applications for five years; 2) require that TIB's funding is the last in and first out.

During discussion of this topic at the Friday, June 25 Board meeting, Chair Partch asked Mr. Taniguchi to address the issue. Mr. Taniguchi stated that since the South Park Bridge replacement is King County's top priority, not making future requests to TIB for funding would be acceptable. King County would like to submit a solid grant proposal by August to secure the TIGER 2 funds. (It was pointed out by TIB Chief Engineer Greg Armstrong that King County does not currently have any active projects with TIB.)

Board members asked about a VE study and Mr. Osborne stated that a VE study was done in which 27 different designs were reviewed. The preferred design was selected and a VE study was done on that design with the help of a hired consultant with expertise in the design of Florida bridges.

MOTION: It was moved by Mr. Freiburger with a second from Secretary Hammond to approve up to \$10 million for King County South Park Bridge per Emergent Nature WAC 479-05-012. The Director shall obligate only those funds necessary to achieve full funding at bid award. Motion carried with one abstention from Mr. Taniguchi.

Mr. Taniguchi thanked the board for their discussion and support.

GENERAL MATTERS

Chair Partch had another brief commitment and asked Vice Chair Irish to continue with the meeting until Chair Partch's return.

A. Approval of March 26, 2010 Minutes

MOTION: It was moved by Mr. Nelson with a second from Councilmember Burbidge to approve the minutes of the March 26, 2010 board meeting as printed. Motion carried unanimously.

B. Communications – Vice Chair Irish reported that on behalf of TIB, he attended the Battle Ground dedication of North Parkway. It was a great ceremony, complete with sunshine.

NON-ACTION ITEMS

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

City of Puyallup 9th Street – The 9th Street project involves a major road widening. Prior to construction, the city acquired right of way on 20 parcels. An additional five parcels were needed, but the homeowners obtained legal services, demanding compensation above the city's appraisals and were planning to go into arbitration. TIB became involved because the homeowners' attorney was questioning whether TIB's sidewalk requirement forced the City of Puyallup to pay for the property regardless of the cost. The project has been under construction for a year and can be completed with the exception of the sidewalk. Steve met with the city and advised that they continue to build the road project; however, they may need to appear before the Board at a future date to request a sidewalk deviation.

There was concern that the TIB sidewalk rule would be used to force an above market purchase price. Mr. McKinley believed that a motion might prevent this from happening. Mr. Weber thought the motion inappropriate since the city did not request a sidewalk deviation at this time. He was concerned that TIB

would end up in the middle of a property rights condemnation issue. Mr. Freiburger stated that the motion does not allow the city any flexibility to continue with negotiations.

MOTION: It was moved by Mr. McKinley with a second from Mr. Thomsen to grant a sidewalk deviation request that authorizes and allows a sidewalk, but removes the requirement that it be constructed at this time for the specific properties in question. The motion failed with six in favor and eleven opposed.

Personnel – Due to reduced workload, a TIB engineer was laid off, effective July 1, 2010. The engineers' regions were redrawn to accommodate this loss.

Statewide Temporary Layoffs – ESSB 6503 reduces state government operating expenses in workforce compensation. State agencies are required to take 10 temporary layoff or furlough days without pay. TIB's first temporary layoff is slated for July 12, 2010. Because this is not equitable among state agencies, Steve is talking to OFM to try to get the number of unpaid days reduced.

City of Olympia Harrison Avenue – The Department of Architectural and Historical Preservation (DAHP) identified a gas station that was located on the Harrison Avenue project as historically significant. Steve met with the city and let them know that because the DAHP guidelines run hand-in-hand with the TIB grant, negotiations on this issue were not allowed. Steve worked with the city and DAHP to resolve the issue.

Delayed Projects Report

During the Thursday, June 24 work session, Steve provided a delayed projects report. Currently, TIB has 16 projects in delay, nine of which are still unresolved and in stage two, and seven projects are stage one and will receive a letter from the Executive Director requesting a schedule.

Of the nine projects in stage two, four have missed their scheduled date. They are:

- Spokane Valley - Park Road Grade Separation project has a significant funding shortfall. The city is seeking a federal earmark in the next federal transportation act.
- Tukwila - Klickitat Drive/Southcenter Parkway has resolved channelization and access control issues with WSDOT. The city is currently scheduled to advertise fall 2010.
- Vancouver - NE 18th Street (Stage 2) project has right of way issues and a significant funding shortfall. If additional funding can be secured, the project is planned for construction spring 2012.
- Yakima - Martin Luther King Jr. Boulevard project has completed design and right of way acquisition, but there is a significant funding shortfall. The city is seeking a federal earmark in the next federal transportation act.

TIB staff will continue working with these agencies to establish expected performance dates and to schedule appearances before the Board at subsequent meetings.

USDOT Bicycle and Pedestrian Accommodations Policy

During the Thursday, June 24 work session, Mr. Wessels shared the "United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations" with the Board. The national policy could tie into local policy, and although TIB does not set policies for local agencies, Mr. Wessels would like to encourage local agencies to adopt policies that would benefit multi-modal transportation. He asked if the Board supported this and asked for input. Ideas included:

- TIB staff check to see if agencies applying for a TIB grant have a policy that is consistent with the USDOT policy
- Don't require, but encourage local agencies to adopt a policy and/or influence private developers to support it
- Introduce local agencies to the "complete streets" concept through training

- Getting buy-in from the community on the “complete street” concept is very important
- Work with city councils to change the mindset that ADA, for example, is not an amenity; if cannot afford to do the ADA ramps, the agency cannot afford to do the project
- Develop a mobility master plan, which lays out where bike lanes, pedestrian crossings, etc. should go, that compliments the complete street design
- Look at TIB criteria and possibly tweak it to fit a complete streets criteria (*It was noted that the sustainability criteria that is already in place fits the complete streets concept.*)
- Change the criteria category “sustainability” to “complete streets,” which would give more attention to this concept
- Ensure that there is an urban and rural separation of the complete streets concept to fit the different needs appropriately

B. Chair’s Report – Chair Partch returned and provided an update on board member term limits and reappointments.

Mr. McKinley and Mr. Nelson are both term limited, with this being their last meeting. Chair Partch presented a plaque to each of them in recognition of their dedication and service to the TIB. Nominations for Mr. McKinley and Mr. Nelson’s replacements will be submitted by AWC and WSAC, respectively.

Members who were up for reappointment and have received their reappointment letters are:

- Mr. Freiburger
- Councilmember Burbidge
- Mr. Taniguchi
- Mr. Coleman
- Mr. Wessels

Chair Partch is also up for reappointment and is waiting to hear from WSAC for his reappointment status.

Steve Gorcester announced his resignation on June 16 and this is his last Board meeting. Chair Partch presented him with a plaque of appreciation, thanked him for all the great things he has done for TIB, and wished him all the best in the future.

C. Financial Report

Theresa Anderson reported that the TIA and UATA accounts have a total fund balance of \$17 million, which is building in anticipation of a heavy billing season. There is a little over \$2 million in accounts payable.

She reported on administrative expenses vs. allotments and noted that the TIB’s administrative overhead is very low at 1.7 percent. In expenditures vs. revenue, the revenue has slightly exceeded expenditures in both the UATA and TIA accounts. The June revenue forecast shows an overall drop of about \$10 million over the next three biennia.

D. Project Activity Report

Greg Armstrong reported that 46 projects had activity in this reporting period, with 25 of those as closeouts. No new projects began design phase during the past two months. Two major surpluses of note are Olympia Harrison Road at \$2.1 million and Puyallup 39th Avenue SE at \$1.7 million.

During this reporting period, there was a total decrease in TIB obligations of \$5,053,206.

ACTION ITEMS

- A. City of Lakewood: Bridgeport Way Contingency Restoration** – 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. The project is ready to advertise as soon as funds are restored and should be completed in June 2011. The city is asking for the restoration of \$734,300. TIB staff completed a financial analysis with the demand for this project added into the financial model and determined there is sufficient financial capacity to recommend restoring funds to this project.

MOTION: It was moved by Mr. McKinley with a second from Mr. Nelson to restore funds to Lakewood Bridgeport Way for \$734,300. Motion carried unanimously.

- B. Reinstatement of Small City Match** – In March 2009, the Board temporarily suspended the small city match program due to the economic downturn and lack of clear rules. Since that time, fiscal capacity has improved and rules clarifying match funding have been drafted.

There are several projects going to construction this summer and need matching funds prior to the effective date of the revised rules. Reinstating the small city match now allows the following projects to receive TIB matching funds.

- Naches – Naches Avenue Overlay and Allen Road
- Moxee – Postma Road
- Sultan – Sultan Basin Road
- Zillah – First Street

MOTION: It was moved by Mr. Freiburger with a second from Commissioner Wilson to reinstate the small city match, allowing Naches, Moxee, Sultan, and Zillah to receive matching funds. Motion carried unanimously.

- C. 2011 Meeting Schedule** – During the 2010 legislative session, the Legislature passed a bill (HB 2617) that encourages boards, commissions, and councils funded by sources other than the state general fund to reduce meeting costs. In addition, between July 1, 2010 and June 30, 2011, all boards and commissions meeting in private facilities, whether at cost or no cost, must have approval from the Office of Financial Management.

The 2011 TIB meeting schedule was presented, offering three options: 1) continue to meet five times per year in various locations throughout the state, 2) reduce the meeting schedule to four times per year in various locations throughout the state, 3) meet four or five times per year, with all meetings held in Olympia, which would help reduce cost.

The Board agreed that the third option would not work for TIB's purpose of meeting local agency representatives and viewing local projects. Mr. Freiburger noted that four meetings per year would maintain the spirit of cost reduction. Other Board members believed five meetings per year could still be done in a cost effective manner if done prudently. It was noted that future meetings would need to be held in a public facility, provided a meeting site has not already been contracted.

MOTION: It was moved by Councilmember Crawford with a second from Mayor Irish to approve the following 2011 meeting schedule:

DATE	CITY
January 20-21*	Olympia
March 24-25	Mt. Vernon
June 23-24	Spokane
September 22-23	Richland
November 17-18**	Seattle

* Meeting date moved to THIRD Thursday & Friday of month due to mandatory agency closures.

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

Motion carried with Mr. Freiburger opposed and Mr. McKinley and Mr. Nelson abstaining.

EXECUTIVE SESSION

After the Thursday, June 24 work session, the Board adjourned for executive session at 5:25 p.m. for approximately 45 minutes to discuss personnel matters. Executive session ended at 6:05 p.m.

MOTION: It was moved by Councilmember Crawford with a second from Ms. Davis to approve the following:

- For the purposes of filling the soon-to-be vacant position of Executive Director, the Board directs the following actions be taken:
 - The Chair establish and lead an ad hoc committee, including two elected officials and two appointed officials selected by the Chair, and,
 - The Committee is to rely on the services of Washington State DOP assigned to the TIB to the maximum extent practical, if needed, and,
 - Direct staff to update the position description and candidate profile for the Executive Director, and,
 - Select a candidate for Interim Executive Director and present to the Board at a meeting, or electronically, for approval, and
 - Establish a recruitment process and timeline for review and approval by the Board, including approval by OFM.

Motion carried unanimously.

Chair Partch appointed the following members to the ad hoc committee: Councilmember Burbidge, Mayor Irish, Mr. Freiburger, Mr. Wessels, Mr. Weber, and Commissioner Partch as chair of the committee.

FUTURE MEETINGS

The next meeting is scheduled for September 23-24, 2010 in Walla Walla. Meeting notices will be sent out on September 3, 2010.

ADJOURNMENT

The meeting adjourned at 10:48 a.m.

The Seattle Times

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Money for a new South Park Bridge will be announced Friday

By Susan Gilmore
Seattle Times staff reporter

The troubled South Park Bridge will get the needed federal money to replace it.

Sen. Patty Murray, D-Washington, will announce Friday afternoon at the bridge that King County is receiving \$34 million in Tiger II stimulus money to replace it, her staff confirmed.

After missing out on two earlier stimulus rounds, King County applied for \$36.2 million to complete a funding plan to build a new \$130 million bridge.

The bridge closed in June because of severe deterioration, and failure of government agencies to prioritize money for the new bridge. Local officials this year committed \$100 million.

King County has said that with the federal money the project is "shovel ready" and will go out to bid.

King County closed the 79-year-old bridge June 30 because its concrete is failing and its pilings weren't sunk into solid footings when it was built. The 2001 Nisqually earthquake caused major damage, and the Federal Highway Administration gave the bridge one of the worst safety ratings in the state.

The bridge crosses the Duwamish River and provides a vital link between East Marginal Way South and Highway 99.

In February the federal government rejected the county's request for \$99 million in stimulus money to pay for most of the replacement costs, giving money instead to Seattle's Mercer Street project.

The closure has hurt businesses in South Park because 20,000 vehicles used to cross the bridge daily.

Susan Gilmore: 206-464-2054 or sgilmore@seattletimes.com

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South Park Bridge funding ramps up quickly with added \$10 million grant

By Keith Ervin
Seattle Times staff reporter

Applying for grants for road projects typically takes many months.

On Friday, the South Park Bridge replacement project received a \$10 million state grant just four days after King County requested the money.

With the bridge scheduled to close for safety reasons Wednesday, the Transportation Improvement Board decided to join other local and state agencies that are sharing the cost of a new bridge across the Duwamish River.

"Getting a request on Monday and acting on a \$10 million grant on Friday is not our normal process," said Stevan Gorcester, executive director of the 20-member Transportation Board. " ... When you have a facility in this condition, people just need to come together. We in the transportation business know how to come together when we need to."

The funding, approved as a project of "an emergent nature," will help to replace a 78-year-old drawbridge that carries 20,000 vehicles a day and connects a number of residential communities with the industrial heartland of South Seattle and North Tukwila.

The board's action brings to \$80 million the money pledged by local and state agencies for the \$131 million project within the past 10 days.

King County, which owns the bridge, has aggressively sought funding close to home before applying to the U.S. Department of Transportation for an economic stimulus grant.

The funding campaign made additional headway Thursday when Puget Sound Regional Council President Ray Stephanson scheduled a July 22 vote on the county's request for a \$15 million grant.

King County Executive Dow Constantine said in a statement the Transportation Improvement Board funding "gives us an even stronger hand as we make the final push to secure all funding needed."

"This is very exciting," Metropolitan King County Councilmember Jan Drago said in a statement. "Support for the bridge from partners at every level just keeps rolling in!"

Gov. Chris Gregoire announced Tuesday she would provide \$20 million in state funds "separate from the Transportation Improvement Board dollars" toward a new South Park Bridge.

The Metropolitan King County Council pledged \$30 million Monday, the Seattle Port Commission promised \$5 million Tuesday and the Seattle City Council made a \$15 million commitment the previous week.

All those commitments fall \$51 million short of the goal, but represent huge progress in a short time toward solving a problem that languished for years because of a lack of money.

Construction, which could begin late this year, won't come soon enough to prevent permanent closure of the old bridge, whose decaying supports are twisting and turning in the Duwamish River sediments. If full funding is found, the new span won't open before 2013 or 2014.

Keith Ervin: 206-464-2105 or kervin@seattletimes.com

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(http://www.highlinetimes.com/sites/robinsonpapers.com/files/imagecache/popup_image/images/www.westseattleherald.com/2010/06/dowgov.jpg)

Steve Shay

The South Park Bridge replacement effort got a boost from the State of Washington and the City of Seattle with a commitment of \$20 million and \$15 million respectively. Additional funding for the approximately \$140 million project will be sought from the Federal Government. Governor Gregoire presented King County Executive Dow Constantine with a check at the south end of the bridge.

UPDATE: South Park Bridge gets another \$10 million, this from the Transportation Improvement Board

South Park Bridge replacement funding gets a \$35 million boost (Now \$45 million)

By [Steve Shay \(/user/28/contact\)](#)

June 25, 2010

[More on Tiger II Grants \(http://www.dot.gov/recovery/ost/tigerii/\)](http://www.dot.gov/recovery/ost/tigerii/)

[South Park Bridge replacement project \(http://your.kingcounty.gov/kcdot/roads/cip/projectdetail.aspx?cipid=300197\)](http://your.kingcounty.gov/kcdot/roads/cip/projectdetail.aspx?cipid=300197)

From Press Release:

Update: King County Executive Dow Constantine and Metropolitan King County Councilmember Jan Drago today thanked the state Transportation Improvement Board (TIB) for its motion at this morning's board meeting approving a \$10 million contribution toward replacement of the South Park Bridge.

"I am delighted with this latest piece of good news," said Executive Constantine. "This brings us another step closer to replacing the South Park Bridge. This award acknowledges the impressive partnership we have assembled, which includes community leaders, local businesses, King County, the state of Washington, the City of Seattle, the Port of Seattle and the Puget Sound Regional Council."

"I thank Governor Gregoire, Transportation Secretary Paula Hammond and the TIB for their continued support of this vital transportation lifeline," added Constantine. "This latest investment gives us an even stronger hand as we make the final push to secure all funding needed to build a new South Park Bridge."

"This is very exciting," said Councilmember Drago, who represents the South Park and Georgetown neighborhoods. "Support for the bridge from partners at every level just keeps rolling in!"

Both officials commended the residents of South Park for their tireless work over the past several weeks in support of bridge funding. Earlier this week, King County, the state of Washington, the city of Seattle and community members stood together as the Governor announced a \$20 million pledge from the state.

The Transportation Improvement Board plays a key role in providing state grants to support local transportation projects. Today's contribution now brings the total funding package for the South Park Bridge to \$80 million, thanks to a stakeholder partnership led by the County Executive.

As we previously reported:

Speaking near the southwest footings of the South Park bridge on the Duwamish River, Governor Christine Gregoire handed a \$20 million check to King County Executive Dow Constantine for additional funding from the State of Washington to build a replacement for the ailing and soon to be closed structure.

The Seattle City Council, speaking through Richard Conlin announced they would provide an additional \$15 million. A letter was sent pledging their support.

King County already has \$30 million secured and the Port of Seattle has \$5 million ready to go.

This brings the total funding available to \$70 million or roughly half the total cost of a tear down and replacement.

Constantine announced he would be seeking a Tiger II Grant to complete the funding, since the original Tiger Grant was declined. Tiger II is a \$600 million competitive grant program included in the American Recovery and Reinvestment Act (ARRA).

Also speaking at the event were King County Councilmembers Bob Ferguson and Julia Patterson, Port of Seattle Commissioner Gayle Tarleton, and South Park Bridge Coalition Co-Chairs Dagmar Cronn and Larry Brown.

The bridge will close at 7 pm, June 30.

In a related announcement, not everyone is happy with the closure of the bridge and an organization named ECOSS Environmental Coalition of South Seattle said they would be holding a "wake" for the closure. The event is intended to draw attention to the South Park neighborhood, among the most diverse in the City of Seattle.

Their press release states:

The South Park community mourns the closure of the bridge that served as the neighborhood's lifeline for nearly 80 years. The South Park community has organized a wake on Wednesday, June 30th from 6-10pm to mark the closing of the South Park Bridge, the main thoroughfare over the Duwamish River into the South Park neighborhood.

Although the principal focus of the wake is to bemoan the loss of the bridge, South Park residents, including business owners, artists and musicians are stepping up to showcase the community's diversity. The Duwamish Tribal drummers will cross the bridge in the minutes before its closure at 7pm. Muralists from South Park Arts will be painting the bridge, "transforming the structure from defunct infrastructure into artistic force." (South Park Arts website, www.southparkarts.org (<http://www.southparkarts.org>)) Bagpipers will play during the final raising of the leaves, followed by music from a New Orleans Funeral Band, a Latino Roots/Folk band, and a Blues Band. South Park restaurants, like the popular Muy Macho, will be offering food specials, and local organizations will be tabling to showcase the variety of activities and services in the neighborhood.

The South Park neighborhood is one of the most diverse in Seattle, and has undergone a renaissance in recent years, largely due to the addition of a library, community center, resource center, increased community involvement and a growing business district. Recent announcements from the County and the City indicate that monies (\$31 million and \$20 million, respectively) are being set aside for a bridge replacement. Total cost estimates for the project are \$130 million.

For additional information about the South Park Bridge Wake, please contact Elise Roberts or Bill Pease.

About ECOSS

ECOSS is a non-profit organization working with Puget Sound neighborhoods towards building an environmentally responsible community. We serve as a voice for the community on issues that encourage a clean environment and urban redevelopment. ECOSS has been in the South Park neighborhood since its inception in 1994.

The Seattle Times

Thursday, July 1, 2010 - Page updated at 06:41 AM

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Crowds bid goodbye to the South Park Bridge

By Susan Gilmore
Seattle Times staff reporter

The 79-year-old South Park Bridge closed Wednesday night, but it didn't go quietly.

Thousands of residents and business owners lined the bridge for one last walk across, led by the Duwamish Tribal drums. The bridge was supposed to officially close at 7 p.m. — after two historic Metro buses drove across — but the closing was delayed for 15 to 20 minutes as the crowd followed bagpipers across the bridge.



JOEY ANCHONDO / THE SEATTLE TIMES
Kenji Fullmer, of Tacoma, paints the side of the South Park Bridge as others linger on the span shortly before it was closed Wednesday.

John Dickinson draped pink netting across the bridge in honor of his great-great-grandfather Samuel Bevan, who was the last mayor of South Park in 1907 before it was annexed to the city.

"It's a wake," Dickinson said. "It's sad it's closing and will probably never reopen. This is the South End. It's always ignored."

Gloomy outlook

Many people at the bridge-closing festivities shared Dickinson's gloomy outlook, predicting there would never be a new bridge, and that the South Park neighborhood, stripped of its lifeline, would wither and die. However, public officials have committed \$80 million toward a new bridge and are asking the federal government for the remaining \$50 million needed to build it.

Gerald and Paula James stood in the middle of the span with their hand-painted signs, "Rest in peace dear old bridge, you'll be greatly missed."

"My favorite restaurant is here," said Paula James, referring to South Park. "This is a growing community, and this is a stab in their backs. It's just criminal. They're just going to let it die."

On the bridge entrance Raymundo Olivas erected a large black tombstone with the words, "RIP. South Park Bridge died of neglect by Seattle and King County."

"This will kill the retail business," said Olivas, who operates a South Park business that does taxes and bookkeeping for the Hispanic community. "We're the end of the totem pole. This is a total failure of our county and city government, but they don't care about us."

One man jumped from the bridge into the Duwamish River and swam ashore while others pried up the bridge's reflectors as souvenirs. Still others painted graffiti on the now-closed span.

For now, its drawspans will remain in the up position to allow free navigation on the Duwamish River. Eventually, King County, which owns the bridge, will demolish it. South Park, mostly in the city of Seattle, is home to 4,000 people.

The bridge was closed because its concrete is failing, and its pilings weren't sunk into solid footings when it was built. The 2001 Nisqually earthquake caused major damage, and the Federal Highway Administration gave the bridge one of the worst safety ratings in the state.

Last February the federal government rejected the county's request for \$99 million in stimulus money to pay for most of the replacement costs, giving money instead to Seattle's Mercer Street project.

Costs of new span

Officials say a new bridge will cost about \$130 million and a recent push by various state and local agencies has pledged \$80 million to replace it.

County officials will apply for a federal grant in August in an effort to win the remaining amount.

Gov. Chris Gregoire announced last week the state will provide \$20 million in state funds, the Metropolitan King County Council pledged \$30 million, the Seattle Port Commission \$5 million, the Transportation Improvement Board \$10 million and the Seattle City Council \$15 million.

But that still isn't enough to replace the bridge, which is expected to take at least three years to rebuild.

The span provided a vital link between East Marginal Way South and Highway 99 in the city's Duwamish industrial area.

Three Metro bus routes that crossed the South Park Bridge have been rerouted. The Number 60, the 131 and the 134.

Susan Gilmore: 206-464-2054 or sgilmore@seattletimes.com

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Coal Creek Parkway phases two, three win project of the year

July 1, 2010

By Tim Pfarr

The Washington chapter of the America Public Works Association has recognized phases two and three of the Coal Creek Parkway project as the state's project of the year for projects costing between \$25 million and \$75 million.

Phase two of the project stretched from Southeast 89th Place to Southeast 91st Street and phase three stretched from Southeast May Valley Road to Southeast 95th Way. Together, these phases of the project cost \$41.31 million.

Marshbank Construction Co. and C.A. Carey Corp. constructed the project, and CH2M Hill managed construction.



The project involved widening the old two-lane road into a five-lane arterial, replacing the 56-year-old May Creek Bridge, adding new landscaping and working around wetlands.

Construction on phases two and three began in fall 2007. Phase one of the project, from Coal Creek Parkway and Newcastle Way intersection to Southeast 89th Place, was done in 2003.

The new May Creek bridge was part of the Coal Creek Parkway project.

Prior to the project, congestion accounted for almost half of the accidents on Coal Creek Parkway, and rush-hour queues would stretch to almost a mile long.

Of the \$41.31 million the project cost, \$20.8 million came from the state Transportation Improvement Board, \$8.6 million came from the state Legislature, \$3.7 million came from the federal government, about \$5 million came from the city of Newcastle, \$2 million came from King County and \$682,000 was utility work.

"Coal Creek Parkway is an example of the good things that can happen when a majority or the community and the City Council come together to leverage their best efforts with outside partners," Councilman Sonny Putter said.

Putter was the only member of the City Council who served throughout the duration of the Coal Creek Parkway project.

"We had a signature project where 83 percent of the total cost was borne by our outside partners," he said. "That's huge."

Mayor John Dulcich, who was on the City Council during the construction of phase one and the initial segments of phases two and three, said the real award is successfully completing the project.

"It's great to be recognized, but the key is that we made a vital connection Newcastle residents benefited from," he said. "I'm just glad the whole project's done."

He said the project allows residents to get to and from work quicker and easier, and hopefully allows them to spend more time with their families. He gave credit to the outside agencies that funded the project.

"We couldn't have done it without our funding partners," Dulcich said.

The highlights

The project's highlights were detailed in a project overview submitted to the APWA for award consideration.

The overview highlighted construction management techniques and the project's completion on schedule, the project's safety during construction, public relations during the project, environmental awareness, high performance amid adverse conditions, exceptional efforts to maintain quality control and secure funding, safety after completion and aesthetics.

In regard to the project's safety, professional safety trainers held weekly safety meetings, and the topics discussed were timely and applicable to the job site conditions, according to the city's project overview. Also, inspectors' safety concerns were immediately addressed, and safety meetings were held prior to the use of any new piece of equipment.

In regard to public relations, the project overview discussed the impact of the project's website, which listed updates and traffic delays. It also recognized the public meetings regarding the project, as well as the completion ceremony that took place last August.

Environmentally, the project improved a fish passage in Boren Creek, which runs parallel to the road. Specifically, a small culvert was replaced with a 16-foot-diameter fish-passage culvert, and biologists relocated more than 100 fish prior to construction to ensure the fish were not affected by the process. Furthermore, May Creek was protected through the installations of storm water treatment systems.

The project only impacted .27 acres of wetlands, but the project enhanced 3.24 acres of wetland as compensation. This enhancement included the replacement of undersized culverts with larger fish passages, the installation of native plant riparian areas, the removal of noxious weeds and the installation of 13 bird nests.

With regard to the high performance amidst adverse conditions, the overview recognized the project's success in installing drains within the concrete wall on the steep hillside. Ground water

was discovered on the hill, which was thought to be dry. The report also recognized the project's ability to maintain the character of the rock corridor.

For quality control, the overview recognized the project's recycling efforts, as between 90 percent and 95 percent of the materials from seven homes torn down were recycled. It also recognized the impervious surfaces used on the road's sidewalks, and the relocation of 55,000 cubic yards of excavated dirt in the site of the planned sports park on Southeast 95th Way.

For funding, the overview recognized the city's success in driving down its own costs in the project to 12 percent of the total.

Finally, in regard to safety after completion and aesthetics, the overview recognized the barriers between the road and the sidewalks, and the stone masonry finish on the barriers.



Ferndale approves bid for Main Street improvements

JARED PABEN

Last updated: August 16th, 2010 08:06 PM (PDT)

FERNDALE - City leaders approved a \$2 million bid for a project to widen and improve a narrow but heavily traveled stretch of Main Street.

The City Council on Monday, Aug. 16, voted 7-0 to approve the bid by Bellingham-based Strider Construction. The project involves nearly a half-mile of Main Street between Third Avenue and Washington Street.

"It's been a long time coming," said council member Lloyd Zimmerman, who lives along Main just west of Washington Street. It's a key street, and construction will cause a hassle, but the city should go ahead with the project while money is available, he said.

It's scheduled to begin later this month and finish by the end of the year, although final paving could be delayed because of wet weather. During the work, lanes will be closed and flaggers will direct traffic through, but officials don't expect any full closures, said Katy Radder, project manager at Ferndale Public Works.

Much of the cost will be paid by the federal government and the state Transportation Improvement Board, with local funding from the water, sewer, storm and general funds providing matching money for the grants. Five of six property owners donated strips of land to the city for the widening, and the city didn't need to purchase any land, Radder said.

"They end up with improved frontages," she said.

The work includes the following:

- Installing water, sewer and storm drain lines.
- Installing lighting.
- Repaving and putting in a center turn lane and bike lanes.
- Installing sidewalks.

The bid by Strider, the lowest of six contractors' bids, came in 5 percent under the engineer's estimate. Three of the bids contained math errors, but Strider's didn't, bid result documents show.

That stretch of Main gets between 10,000 and 13,000 vehicles per day, making it one of the busiest in the city.

This is the first of two projects to improve Main Street. The second aims to improve it west to Church Road, a much costlier project. It's currently being designed, and officials will need to acquire right of way for it too. That project is scheduled for construction in 2012.

Daily INSIDER

Southwest Washington's Community News Service

September 1, 2010

County leaders tout Salmon Creek Interchange construction



Salmon Creek interchange (image courtesy Clark County)

Clark County commissioners and other local leaders will gather Thursday to discuss how the Salmon Creek Interchange Project will create jobs and improve the transportation system in the crowded corridor.

A public event is set for 10 a.m. Thursday, Sept. 2, at the site of the future Salmon Creek Park & Ride, south of Northeast 139th Street and east of 10th Avenue, near the shopping center anchored by Fred Meyer.

In the first phase of a \$133 million construction project, a contractor has been working since early August to grade the Park & Ride site and install underground utilities.

Speakers at Thursday's event will explain the importance of the overall interchange project, as well as the county's state-leading 13.1 percent unemployment rate.

"We know people are hurting in this economy," said **Steve Stuart**, chair of the Board of County Commissioners, in a news release. "This project will help lay the foundation for good-paying jobs, both short-term in construction and long-term in health care and education."

The Washington State Department of Transportation estimates the project will support about 600 temporary jobs, including direct construction jobs, indirect jobs with suppliers, and additional jobs at stores, restaurants and small businesses. That doesn't count thousands of permanent jobs that new roads would allow the private sector to create in an area that includes Legacy Salmon Creek Medical Center, Washington State University Vancouver and other regional employers.

In late July, commissioners awarded a \$1.2 million contract for the Park & Ride work. In early 2011, the county expects to award a much larger contract, \$12 million to \$14 million, for local road improvements in the area.

From "goat path" to major arterial

Officials hail \$133 million Salmon Creek interchange project



Photo by Troy Wayrynen

Clark County Commissioner Steve Stuart spoke Thursday at the site of a future park-and-ride to hail the \$133 million Salmon Creek interchange project.

By Stephanie Rice

Thursday, September 2, 2010

To get to a construction site where government and business leaders gathered Thursday to herald the start of the \$133 million Salmon Creek interchange project, attendees had to drive north on 10th Avenue and turn right onto Northeast 139th Street, where it dead-ends.

Steve Stuart, chairman of the Clark County commissioners, referred to the road as a "goat path" in his opening remarks.

Bart Gernhart, regional administrator for the Washington Department of Transportation, gave the crowd an image of what the massive project will do to that goat path: transform it into a five-lane arterial that will extend east from Three Creeks Community Library and onto an overpass that will stretch over Interstates 5 and 205, taking people to the north side of Legacy Salmon Creek Medical Center.

Stuart and Gernhart made their remarks to approximately 50 people gathered at the site of a future C-Tran Park & Ride lot.

Workers from Coffman Excavating of Oregon City, Ore., which was awarded a \$1.2 million contract, started work on the site in August.

The parking lot work will include installing underground utilities and building a retaining wall, and the earliest C-Tran could move to the site would be next summer. The existing Park & Ride, north of Northeast 134th Street, will be closed and eventually be used to collect and treat storm runoff.

Growth blocked

The total project is expected to take three years and unclog an area that has been under multiple growth moratoria.

Financing for the Salmon Creek Interchange Project comes from local, state and federal sources, the largest chunk being \$84.3 million collected through the state's gas tax.

Next spring, Clark County will build road improvements on both sides of the interchange.

Next summer, the Washington State Department of Transportation will start to rebuild the Northeast 134th Street interchange on I-5, extend Northeast 139th Street and make freeway ramp improvements and additions.

By making the changes, the county hopes to improve safety, decrease congestion and create jobs, Stuart said.

"We've waited a long time for this day," Stuart said.

He said the recession meant construction bids are coming in lower than expected; the price tag has been knocked down so far from \$140 million to \$133 million.

The construction work will bring approximately 600 temporary jobs for Clark County, which has the highest unemployment rate in the state.

Jonathan Avery, chief administrative officer at Legacy Salmon Creek, called the interchange project vital to the area's economic viability.

And, when 139th Street takes some of the burden off 134th Street, it will mean faster access to the 220-bed medical center.

Avery said more than 1,000 patients a day travel to the hospital and the medical offices on the campus.

Traffic jams also affect ambulance drivers and critical specialists, such as surgeons, who are called to the hospital.

"This Salmon Creek interchange project will change all that," Avery said.

Traffic congestion in Salmon Creek prompted three development moratoria on areas within three miles of the I-5 interchange: one from February 1997 to January 1998, a second from December 2001 to April 2003 and a third from September 2005 to September 2007.

A moratorium is put in place when roads can't handle additional traffic created by new development. As they were, roads in Salmon Creek were "failing" by local standards, which means the conditions were such that drivers could only creep along.

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Accidents call street's safety into question

By Rachel Schleif

Thursday, September 30, 2010

WENATCHEE — Two vehicle accidents Monday, one of which left a pregnant woman injured, have Wenatchee Valley College students questioning what the college and city are doing to make Fifth Street safer.

Ashley Metzger, 20, of Wenatchee, suffered a head laceration and complained of leg pain after she was hit by an SUV while crossing the street at about 7:45 a.m., said Sgt. John Kruse of the Wenatchee Police Department.

She was taken to Central Washington Hospital and has been discharged, hospital staff said.

Metzger was not in a crosswalk when she was hit, Kruse said. A 62-year-old man who lives near the college told police he was distracted by another person who had jaywalked on Fifth Street when the woman stepped in front of his car, Kruse said. The man was not cited because police determined the accident was not his fault.

Just after 8 p.m. Monday, Wenatchee police responded to another accident on the same block after a vehicle pulled out of a driveway in front of another vehicle, Kruse said. No one was injured.

WVC President Jim Richardson said the college has suggested several safety upgrades to city staff, such as lowering the 30 mph speed limit, adding a crosswalk by the bus stop and taking out some streetside parking for greater visibility. Ultimately, it's the city's road, he said.

City Engineer Gary Owen said the city has submitted three grant applications in the past two years to rebuild Fifth Street. The city's plan calls for left-turn lanes and a median with enhanced pedestrian crossings near the college.

The city is also considering eliminating street parking in the area, but Owen said he needs to talk more with the college and its neighbors about the feasibility of that idea.

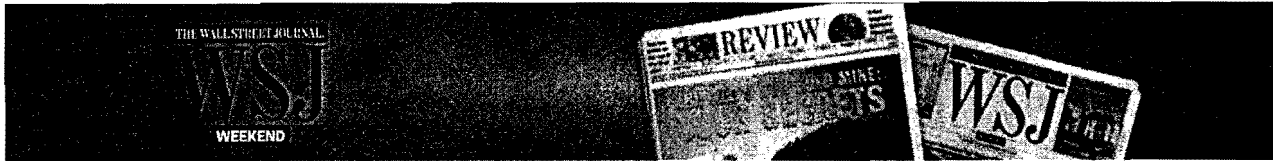
The city has applied for funds from the Washington State Public Works Board, the Department of Transportation and most recently the Transportation Improvement Board, which paid for the improvements to Western Avenue, Maple Street and Maiden Lane.

The city is hoping for a \$400,000 grant, which the city will match with \$100,000 of its own money, he said. The city maintenance budget pays for routine maintenance to existing roads, not half-million enhancements, Owen said.

"It's something I would love to do if someone would just give me the money to do it," Owen said.

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THE WALL STREET JOURNAL.

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BUSINESS | OCTOBER 14, 2010, 7:02 P.M. ET

Gas-Tax Revamp Pushed to Fund Transportation Projects

By JOSH MITCHELL

WASHINGTON—States are starting to lobby Congress to replace the decades-old federal tax on gasoline with a new system that would raise revenues to pay for highway and transit projects.

The proposal, proponents hope, could provide the funding needed to pay for a long-term transportation bill that the White House and congressional Democrats hope to pass next year.

The debate over the plan is expected to begin shortly after the November midterm elections, as the White House uses the lame-duck session of Congress to push a \$50 billion "down payment" on the transportation plan.

The gas-tax proposal, being pitched by the American Association of State Highway and Transportation Officials, would have drivers at the pump pay an 8.4% tax on a gallon of gas instead of the current 18.4-cent tax. The tax on a gallon of diesel would be 10.6% instead of the current 24.4 cents.

AASHTO estimates the changes would potentially raise an additional \$43 billion over six years, assuming the price of gasoline rises as the government projects.

AASHTO lobbyists have been pitching the proposal to aides of key Democratic and Republican lawmakers in recent weeks as a way to solve a vexing problem: How to pay for a growing backlog of needed infrastructure repairs at a time when gas-tax revenues, the primary source of highway funding, are dwindling.

Raising the current gas tax is viewed by both parties as politically perilous, and lawmakers are increasingly reluctant to borrow from the government's general fund amid heightened concerns about the federal deficit.

"We think this has bipartisan potential," said John Horsley, AASHTO's executive director, who called the policy "revenue-neutral."

Still, the proposal would likely stir a fight.

Florida Rep. John Mica, the ranking Republican on the House Transportation and Infrastructure Committee, said that any proposal that would have Americans paying more at the pump would be a "non-starter."

"Anyone that thinks the new members who are coming to Congress, whether Republican or Democrat, are going to vote for a gas-tax increase—they're smoking some kind of funny weed," Mr. Mica said.

Still, the Obama administration has a key bargaining tool—the Bush-era tax cuts. Democrats could potentially offer to drop their opposition to extending cuts for the wealthy in exchange for Republican support for a White House-backed bill authorizing additional infrastructure spending.

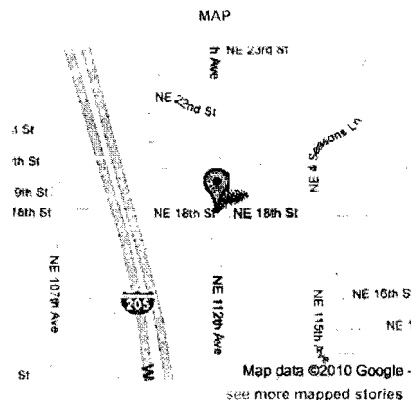
Samuel Skinner, a former Transportation Secretary under President George H.W. Bush who attended Monday's meeting at the White House, said lawmakers from both parties have indicated in personal conversations that they expect those two matters to be the main issues debated in the lame-duck Congress.

With negotiations done, 18th Street work starts today

Project will widen intersection with 112th

By Andrea Damewood

Monday, October 25, 2010



After months of planning and negotiations with neighbors, construction will begin today to improve Northeast 18th Street, from the intersection at Northeast 112th Avenue to Northeast Four Seasons Lane.

The work — the first segment of the city's 18th Street Improvement Project — will widen the intersection at Northeast 112th Avenue to seven lanes in all four directions and provide two new left-turn lanes and a dedicated right-turn lane, as well as bicycle lanes.

Construction will take place in two phases to maintain two-way traffic through the major construction effort, though drivers should be prepared for possible delays, the city said in a news release.

The project will include new traffic signals and landscaping. Retaining walls will be built on both the west and east sides of Northeast 112th Avenue, south of Northeast 18th Street, and along the south side of Northeast 18th Street, east of Northeast 112th Avenue.

Construction is expected to be completed by fall 2011. Vancouver senior civil engineer Chris Malone said in July that prolonged negotiations with property owners around the intersection

would mean the city would miss its summer construction window.

Agreements reached

At one point, the city council authorized planners to use eminent domain to take some of the land, but in each case agreements were made without condemnation. The city reached an agreement with the final property owners, Mountain View Place LLC, about a month and a half ago, said Mark Erikson, the attorney who represented the owners.

Vancouver and the owners of the Mountain View Place Apartments at the corner of Northeast 112th and Northeast 18th had reached an impasse. The apartment complex was holding out until the city agreed to regrade its sole driveway to comply with Americans with Disabilities Act. Without the regrading, the city's roadwork would have put the driveway out of compliance with that law, Erikson said. The city agreed to construct a new driveway and parking area, setting the stage for work to move forward.

The city also reached agreements with the Nuttman family, which owned a three-story house and land that the city needs for construction; the Bonneville Power Association; and Joe's Place Farm. The city's total budget for planning and acquiring the land is \$1.5 million.

The estimated cost of the first segment is \$10.25 million, provided through \$5.65 million in federal funding, \$1.62 million in state Transportation Improvement Board funding and \$2.98 in local funding from traffic impact fees, bonds and developer contributions. Rotschy Inc. of Vancouver is the contractor.

Northeast 18th Avenue has been marked by the city as an arterial set for major improvements over three stages. Someday, the west section from Northeast 87th to Northeast 98th avenues will be two travel lanes, while the street east of 98th Avenue will be widened to five lanes, Malone has said. However, the city has no current funding in its capital fund to pay for any new roads.

Construction updates will be posted on the city's website at <http://www.cityofvancouver.us/18thStreet>.

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Published October 26, 2010

Mullen Road extension is worth celebrating

THE OLYMPIAN

Local dignitaries gathered near the intersection of Mullen Road and College Street at noon last Friday to dedicate the new Mullen Road extension in Lacey.

This pivotal east/west link between College Street and Ruddell, may only be a mile in length, but it's value cannot be understated.

As Lacey has grown and traffic has increased, its been difficult to navigate some city streets. The addition of the wildly popular Rainier Vista Park on 45th Avenue has added to the traffic woes.

The new Mullen Road extension link will help ease the flow of school buses between Komachin Middle School and Timberline High School, both off Mullen Road.

The \$3.8 million roadway, includes a travel lane in each direction with dedicated left-turn lanes at intersections; landscaped medians and planter strips containing more than 500 trees and 4,000 accent plantings; bike lanes; sidewalks; and energy efficient light emitting diode (LED) street lights.

This vital roadway has been in the works since the mid-1980s when city officials first began acquiring the necessary right-of-way. The project was financed through \$1.7 million in Washington State Transportation Improvement Board funding, \$1.6 million in city funds, and a half-million dollars from the LOTT Clean Water Alliance. It's great to have the Mullen Road extension project completed.

**Project Activity Report**

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
RTP Program							
7-5-188(009)-1	KELSO	2010 Pavement Overlay	Bid Award	BA	274,086	14,086	Director
Total RTP Change						14,086	
SCAP Program							
6-P-800(001)-1	BLACK DIAMOND	Railroad Avenue	Audit	CC FV AD	919,346	51,987	Director
6-W-837(008)-1	BLAINE	H Street	Bid Award	CN BA	500,000	0	Director
6-W-975(001)-1	BUCODA	Tono Rd SE	Audit	CC FV AD	390,717	-12,727	Director
6-P-801(005)-1	CARNATION	Stossel Avenue	Contract Completion	CC	832,526	-8,811	Director
6-P-191(105)-1	COSMOPOLIS	Downtown Corridor Improvement Phase 2	Audit	CC FV AD	127,977	-2,067	Director
6-P-894(008)-1	DEER PARK	West H Street	Bid Award	CN BA	516,536	0	Director
6-P-825(004)-1	FORKS	Bogachiel Way	Audit	CC FV AD	635,039	17,446	Director
6-P-927(002)-1	KAHLOTUS	Maryland-Courtwright, Washington	Audit	CC FV AD	462,815	5,470	Director
6-P-943(103)-1	MOXEE	Postma Road Improvements	Bid Award	DE CN BA	121,110	0	Director
6-P-944(106)-1	NACHES	Allan Road Improvements	Bid Award	DE CN BA	85,839	2	Director
6-P-804(007)-1	NORTH BEND	Downing Avenue Extension	Bid Award	CN BA	380,787	-104,182	Director
6-E-845(003)-1	RITZVILLE	Wellsandt Avenue	Audit	CC FV AD	701,351	37,011	Director
6-E-874(003)-2	SPRAGUE	First Street	Bid Award	BA	427,937	-45,605	Director
6-E-946(005)-1	WAPATO	Track Road	Bid Award	CN BA	1,110,005	-13,995	Director
6-E-947(007)-1	ZILLAH	West First Avenue	Audit	CC FV AD	476,493	-6,948	Director
Total SCAP Change						-82,419	

**Project Activity Report**

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
SCPP Program							
2-E-889(002)-1	IONE	FY 2010 Sidewalk Maintenance Project	Bid Award	BA	69,440	59,440	Director
2-E-931(004)-1	KITTITAS	FY 2011 Overlay Project	Audit	CN BA CC FV AD	59,693	-307	Director
2-E-862(003)-1	MATTAWA	FY 2010 Overlay - Cooper St	Audit	CC FV AD	189,227	-8,685	Director
2-E-865(005)-1	SOAP LAKE	Division Street	Bid Award	BA	694,763	-237	Director
2-E-874(002)-1	SPRAGUE	FY 2010 Sidewalk Maintenance Project	Bid Award	BA	27,922	0	Director
Total SCPP Change						50,211	
SP Program							
-948(P01)-1	BATTLE GROUND	East Main Street	Bid Award	BA	94,686	0	Director
103(P02)-1	BELLEVUE	NE 8th Street	Audit	CC FV AD	200,000	0	Director
800(P03)-1	BLACK DIAMOND	Morgan Street	Bid Award	BA	117,880	-52,120	Director
-136(P02)-1	BONNEY LAKE	SR 410	Audit	CC FV AD	154,503	0	Director
-106(P02)-1	KENT	East Valley Hwy (84th Ave S)	Audit	CC FV AD	150,000	0	Director
-143(P01)-1	MARYSVILLE	47th Avenue NE	Audit	CC FV AD	179,347	12,045	Director
P-E-166(P01)-1	MILLWOOD	Argonne Road	Audit	CC FV AD	148,821	14,557	Director
P-P-107(P02)-1	REDMOND	NE 90th Street	Bid Award	BA	200,000	0	Director
Total SP Change						-25,518	
UAP Program							
8-5-948(003)-1	BATTLE GROUND	N Parkway Avenue	Audit	CC FV AD	1,093,225	4,568	Director
8-1-113(007)-1	FEDERAL WAY	Pacific Highway South (SR99)	Bid Award	BA	8,177,109	0	Director
8-2-985(006)-1	FERNDAL	Main Street	Bid Award	CN BA	837,078	0	Director

**Project Activity Report**

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-4-173(026)-1	KENNEWICK	4th Avenue	Audit	CC FV AD	1,703,640	0	Director
8-1-199(009)-1	LAKEWOOD	Bridgeport Way SW	Bid Award	DE CN BA	734,300	0	Director
8-2-155(015)-1	MOUNT VERNON	College Way (SR 538)	Audit	CC FV AD	1,672,266	-194,423	Director
8-3-167(015)-1	PULLMAN	North Grand Avenue (SR 27)	Bid Award	CN BA	1,215,900	0	Director
8-1-017(069)-2	RENTON	Duvall Avenue	Audit	CC FV AD	5,335,442	0	Director
8-1-101(150)-1	SEATTLE	Greenwood Ave N	Audit	CC FV AD	2,170,788	0	Director
8-3-165(082)-1	SPOKANE	Riverside Drive	Construction	CN	1,950,000	0	Director
8-3-208(002)-1	SPOKANE VALLEY	Park Road Grade Separation	Withdrawn	WD	0	-351,090	Director
8-4-178(001)-1	TOPPENISH	City Projects	Audit	CC FV AD	350,000	0	Director
8-5-184(036)-1	VANCOUVER	NE 18th Street	Bid Award	DE CN BA	1,620,782	-303,218	Director
i-186(007)-1	WASHOUGAL	E Street	Bid Award	CN BA	1,847,589	-948,150	Director
Total UAP Change						-1,792,313	

UCP Program

9-P-114(004)-3	BOTHELL	Bothell Way (SR 522)	Withdrawn	WD	47,427	-732,896	Director
9-P-206(002)-1	KENMORE	Bothell Way (SR-522)	Audit	CC FV AD	3,450,000	0	Director
9-P-027(017)-1	PIERCE COUNTY	Canyon Road East	Bid Award	BA	4,899,316	-600,684	Director
9-E-171(004)-1	RICHLAND	Keene Road	Bid Award	CN BA	1,084,680	-90,120	Director
9-P-202(004)-1	SHORELINE	Aurora Avenue N (SR-99)	Construction	CN	5,500,000	0	Director
9-E-165(013)-1	SPOKANE	Broadway/Springfield Ave	Audit	CC FV AD	2,953,103	0	Director
9-E-208(001)-1	SPOKANE VALLEY	Broadway Avenue	Bid Award	CN BA	1,662,338	-753,127	Director
9-P-116(012)-1	TUKWILA	Klickitat Drive & Southcenter Parkway	Construction	CN	5,000,000	0	Director
9-P-198(007)-1	WOODINVILLE	Woodinville Redmond Road (SR 202)	Audit	CC FV AD	2,100,000	0	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
				Total UCP Change		-2,176,827	
				Total Change		-4,012,780	

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

Sidewalk Deviation Request Staff Review Urban Arterial Program (UAP)

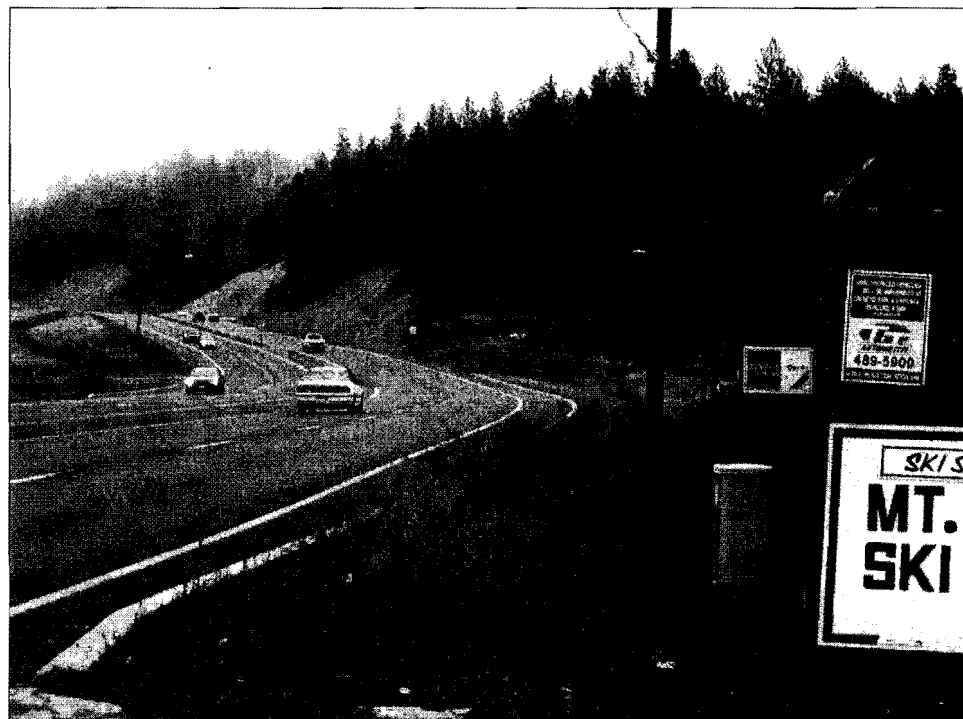
Board Meeting Date: November 19, 2010

REGION	Northeast	FUNDING YEAR	FY 2010
LEAD AGENCY	City of Spokane	PROPOSED BID AWARD	Sep 2011
PROJECT NUMBER	8-3-165(084)-1	PROJECT LENGTH	0.51 miles
PROJECT NAME	Francis Avenue Freya St to Havana St	AADT	17,000
		FUNCT CLASS	Principal
		VE STUDY	Waived
CURRENT PHASE	Design Phase approved on January 15, 2009		

Phase		TIB Funds	Local Funds	Total Cost
DESIGN	Funds to be approved for Design	236,554	116,923	353,477
	Funds to be approved for Right of Way	280,000	120,000	400,000
CONSTRUCTION	Funds estimated for Construction	1,981,646	878,991	2,860,637
	TOTAL	2,498,200	1,115,914	3,614,114
NONELIGIBLE COST	0	TIB REIMBURSEMENT RATIO	69.1%	

LOCAL MATCH SPOKANE \$725,114; WSDOT \$0; Spokane County \$390,800 for a total of \$1,115,914

EXISTING FACILITIES The existing roadway provides four travel lanes, but no provisions for pedestrians or bicyclists. Access to businesses is limited because vehicles have to stop in the travel lane to turn across the road. Although the posted speed is 35 mph, actual speed is significantly higher.

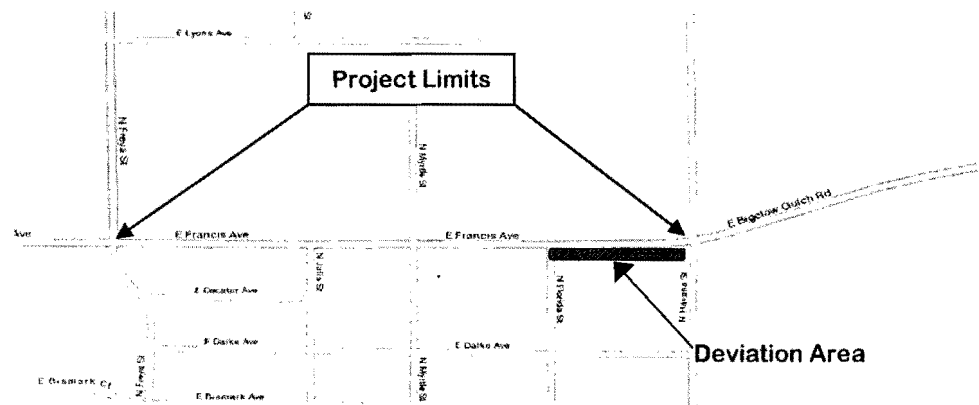


Francis Avenue at wrecking yard looking East

PROJECT BENEFITS	<ul style="list-style-type: none"> • The project is the link between the Bigelow Gulch corridor and WSDOT's North Spokane Corridor. Francis Avenue is a direct east-west connection to both Market and Division Streets. • Corridor improvements on Francis not only improve safety and mobility, but also encourage higher levels of commercial development along the route.
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PROPOSED WORK	<p>The project reconstructs the road to complete the gap between the improved section of Francis Avenue west of the project limits and Spokane County's Bigelow Gulch project. The city plans to recycle the existing base to minimize environmental impacts. Widening of the corridor adds a continuous left turn lane and dedicated bicycle lanes to the current four-lane section. Sidewalks placed behind drainage swales provide a high level of protection for pedestrians.</p>
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DISCUSSION The city requests a sidewalk deviation to construct an 8-foot paved shoulder in lieu of sidewalk on the south side between Florida and Havana.



Justification for the deviation is detailed below:

- Whitey's Wrecking Yard fronts Francis in the Deviation Area. The roadway section with swales and sidewalks on both sides significantly impacts parking at the wrecking yard.
- Florida to Havana is the last block of the city project. It directly connects to Spokane County's Bigelow Gulch project constructed in 2009. The county section includes eight-foot shoulders on both sides.
- As shown in the photo, no commercial development or pedestrian generators are present east of the project. The commercial corridor ends at Havana.

STAFF RECOMMENDATION	Staff recommends approval of a sidewalk deviation to construct an 8-foot paved shoulder in lieu of the sidewalk on the south side between Florida and Havana.
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DEPARTMENT OF
ENGINEERING SERVICES
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SPOKANE, WA 99201-3343
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www.spokaneengineering.org

November 2, 2010

MS GLORIA BENNETT PE
TRANSPORTATION IMPROVEMENT BOARD
PO BOX 40901
OLYMPIA WA 98504-0901

RE: Francis Avenue from Freya Street to Havana Street; City Project No. 2006117, TIB
Project No. 8-3-165(084)-1

Dear Ms. Bennett:

As I indicated in my phone message and e-mail, the City of Spokane would like to eliminate the sidewalk from our design of this project on the south side of Francis Avenue between Florida Street and Havana Street. The ROW for this section of sidewalk would probably be the most difficult and expensive to obtain because it reduces the size of the adjoining wrecking yard's parking lot. Also, the topography is difficult, requiring either extensive sloping into the wrecking yard or a wall.

A continuous fence encloses the wrecking yard on this block, eliminating any pedestrian destinations. We would like to propose that Florida Street would be an appropriate location to convert to the section Spokane County used for their recently completed project to the east of our project which includes an 8 foot paved shoulder.

I have enclosed a drawing of the project with the sidewalk deleted for this block and the paved shoulder added. Please call me at (509) 625-6395 if additional information is needed.

Sincerely,

John W. Miller P.E.
Senior Engineer – Design

JWM/jme

Enclosure

Projects\2006117\TIB ltr to Gloria Bennett.doc

Clark County

I-5/Salmon Creek Interchange Project - Vicinity of I-5 & I-205 Junction

Contingency Restoration

\$3,630,000

Request for Restoration of Funds Staff Review

FY 2005 Urban Corridor Program (UCP)

TIB Project 9-W-006(023)-1

Board Meeting Date: Nov 19, 2010

Bid Award Target Date: Jan 2011

Project Information

Existing Conditions

This is a new interchange on a new alignment.

Proposed Improvements

The project will construct a multi-lane interchange over I-5 and I-205 to include the associated on and off ramps. The county will improve their aerial system as required to connect to the interchange.

Funding Summary

	Original	Increase	New Total
TIB Funding	\$8,000,000	\$0	\$8,000,000
Lead Agency Funding	3,560,000	4,610,000	8,170,000
Public Funding	0	3,653,000	3,653,000
Private Funding	10,500,000	-8,970,000	1,530,000
Totals	\$22,060,000	-\$707,000	\$21,353,000

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 2003. It was originally scheduled to start construction in spring 2007, but right of way issues and environmental approvals resulted in a delay. In June 2009, the city had not completed right of way acquisition or obtained environmental approvals. Since June 2009, the city has obtained environmental approvals and acquired all right of way necessary for construction of the project.

In addition, the WSDOT interchange improvements are fully funded and scheduled to advertise summer 2011 and be completed by late 2013.

TIB staff met with the city on July 27, 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
- ✓ All permits have been acquired
- ✓ All agency approvals are complete
- ✓ The bid package is complete and the project is ready to advertise in December 2010
- ✓ The project award will not be delayed and the project will be under construction within 120 days
- ✓ Certification of right of way
- ✓ Obligation of federal funds

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

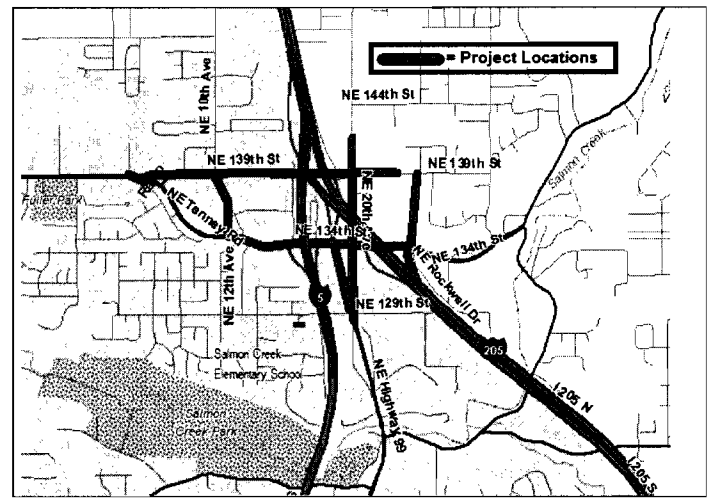
The city submitted the following project schedule:

Project advertisement: December 1, 2010

Contract Award: Jan 2011

Construction Begins: Feb 2011

Project Completion: Sept, 2012



Staff recommends returning the project to active status, authorizing \$3,630,000 in TIB funds for construction.



Increasing the Call Size

November 19, 2010

BACKGROUND

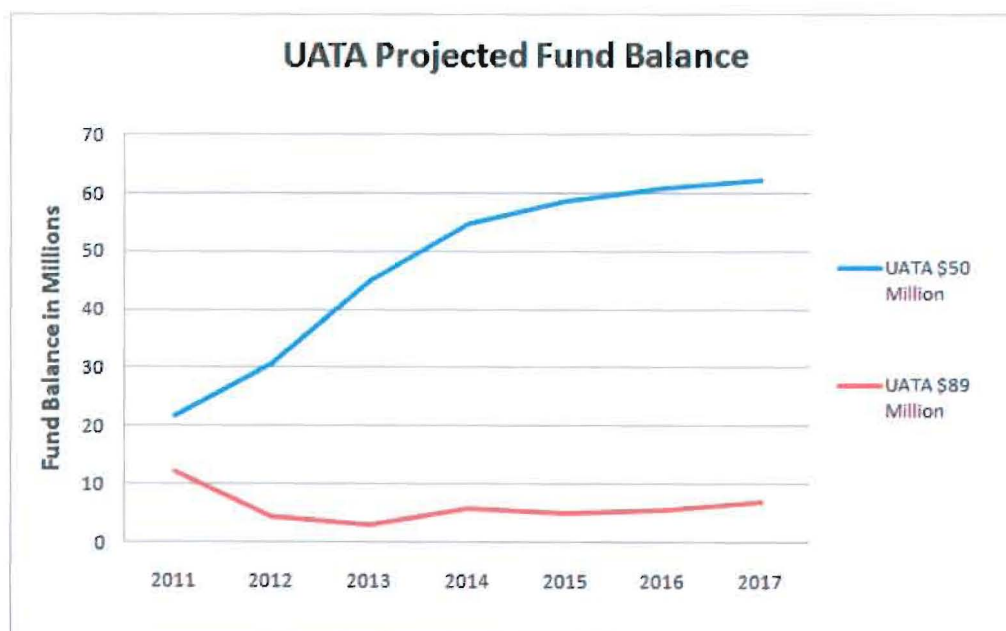
In 2009, TIB did not award projects due to increased project billings and decreased revenue. Offering no call in 2009 helped solve the short term problem of low balances. At the March 2010 meeting, the board voted to offer a \$51.3 million call from the Urban Arterial Trust Account (UATA). The Transportation Improvement Account (TIA) will not have a program call, since at the time the fund balance was very low and projections did not justify a call. At the March Board meeting, Steve Gorcester let the Board know that if fund balances and projected expenses looked good, a higher call size might be possible. On August 26, 2010, Chair Partch sent an e-mail to Board members supporting the possibility for an increased total award amount.

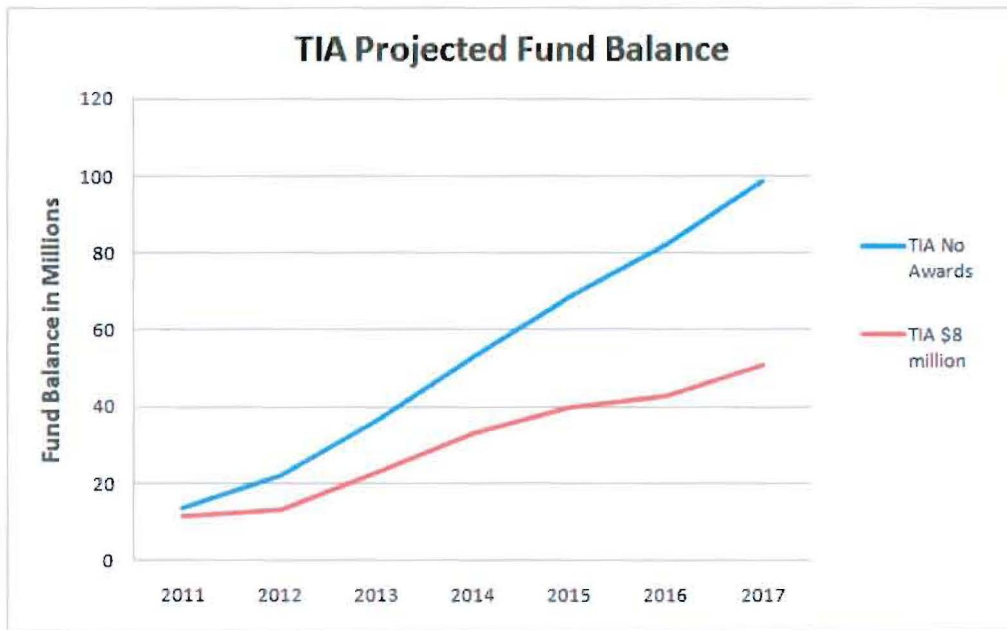
STATUS

With approximately 38% of the inventory under construction, the inventory is rapidly decreasing. As billings level off and revenue stabilizes, our combined account balances as of November 1, 2010 were \$34 million. Our target cash balance is \$12 million.

Typically a call size should be approximately equal to or slightly less than our annual capital budget. Having a \$50 million call size when our account balances are high and inventory is low results in increased account balances. Since there was no call in 2009, we are now seeing the long term negative effects of the decreased project inventory. If there had been a 2009 call, those bills would be coming in now keeping the cash balances on target.

The charts below show the projected UATA and TIA account balance under two scenarios; the original \$50 million call and the proposed \$97 million call. With a \$97 million call, projects totaling \$89 million would be administered from the UATA account and projects totaling \$8 million administered from the TIA account.





RECOMMENDATION

The staff recommends increasing the project call size from \$51 million to \$97 million, funding approximately \$89 million from the UATA and approximately \$8 million from the TIA, with Board action taken in conjunction with the adoption of the recommended project selection list.



Project Selection Summary

November 19, 2010

BACKGROUND

The preliminary target size for the project selections was set at the June 2010 Board meeting, with a deadline for application submission of August 31, 2010. After the board meeting, TIB engineers conducted 23 funding workshops across the state. TIB received 335 applications requesting \$270 million, less than in recent funding cycles.

SUMMARY OF APPLICATIONS RECEIVED

Program	Applications	Funds Requested
UAP	98	\$208 million
SCAP	72	\$41 million
USP & SCSP	67	\$13 million
SCPP	98	\$8 million
TOTALS	335	\$270 million

TIMELINE

During the months of September and October, TIB engineers made site visits to all projects in order to review the submitted data and validate the desk ratings applied to the applications.

At the end of October, the engineers met with the Executive Director to discuss the ratings and propose a preliminary list of projects for approval at the November Board Meeting.

SUMMARY OF RECOMMENDED FUNDING

Program	# of Recommended Projects	Target Funding Level (in millions)	Recommended TIB Funds	Total Project Cost
UAP	37	\$ 38	\$67,975,250	\$143,219,795
SCAP	39	\$ 10	\$23,555,720	\$30,641,557
SP & SCSP	33	\$ 2	\$5,786,321	\$10,422,102
SCPP	29	\$1.3	\$2,120,563	\$2,169,008
TOTALS	138	\$ 51.3	\$99,437,854	\$186,452,462

RECOMMENDATION

TIB staff recommends that the Board adopt the project selection as presented.