



Transportation Improvement Board

January 27-28, 2011 – Lacey, Washington

Meeting Location: Lacey Community Center
6729 Pacific Avenue
(360) 412-3191

Lodging Location: Olympia Ramada (*formerly AmeriTel Inn*)
4250 Martin Way
Olympia, Washington
(360) 456-8866

January 27, 2011
WORK SESSION AGENDA

WORK SESSION			Page
2:00 p.m. A.	Welcome and Introductions	Chair Partch	
2:10 p.m. B.	AWC and WSAC – TIB Customer Perspective	Ashley Probart/Gary Rowe	
2:45 p.m. D.	National Complete Streets Comparison (USDOT Bike Policy)	Vaughn Nelson	I
3:00 p.m. E.	Lessons Learned – Project Selection & Criteria Review	Tom Ballard	
4:30 p.m. F.	Puyallup 9 th Street – Requested Action	Tom Ballard	37
4:45 p.m. G.	Federal Match Projects	Tom Ballard	42
5:00 p.m. H.	JTC Executive Summary		
5:10 p.m. I.	Adjournment	Chair Partch	

Dinner on your own



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January 28, 2011 – 9:00 am
BOARD AGENDA

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9:00 a.m.	1. CALL TO ORDER	Chair Partch
9:05 a.m.	2. GENERAL MATTERS	
	A. Approval of November 18, 2010 Minutes	Chair Partch 3
	B. Communications	Tom Ballard
	1. State transp board awards millions to Whatcom Co – <i>Bellingham Herald</i>	8
	2. Kelso lands \$4.6 million grant for West Main – <i>The Daily News</i>	9
	3. Cities and counties around the state awarded millions – <i>Lake Stevens Journal</i>	10
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	5. Ridgefield, Stevenson get state road grants – <i>The Columbian</i>	13
	6. Paula Hammond elected chair of national rail coalition – <i>WSDOT News</i>	14
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	8. Washington State Transportation Commission News – <i>Lake Stevens Journal</i>	16
	9. Grant funding slated for Ritzville intersection project – <i>Ritzville Journal</i>	18
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	11. Bradley gets sidewalks in 2011 – <i>Lake Chelan Mirror</i>	22
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	13. Fixes coming for Granite Falls street – <i>HeraldNet</i>	26
	14. Advocates extend reach w/Hub & Spoke Prog – <i>Alliance for Biking & Walking</i>	27
	15. BG city councilor to have cancer surgery – <i>The Columbian</i>	28
	16. Road money given, taken away – <i>The News Tribune</i>	29
	17. Thank you notes/letters – City of Cle Elum and City of Sultan	31
9:15 a.m.	3. LEGISLATIVE OVERVIEW	Senator Haugen/Rep. Clibborn
9:35 a.m.	4. NON-ACTION ITEMS	
	A. Chair's Report to the Board	Chair Partch
	B. Executive Director's Report	Tom Ballard
	C. Financial Report	Theresa Anderson
	D. Project Activity Report (11/1/10-12/31/10)	Greg Armstrong 33
10:15 a.m.	5. ACTION ITEMS	
	A. Puyallup 9 th Street	Tom Ballard/Elizabeth Lagerberg 37
	B. Federal Match Projects	Tom Ballard 42
10:35 a.m.	6. FUTURE MEETINGS	
	March 24-25 – Mt. Vernon (Skagit County Public Utilities District)	
	June 23-24 – Spokane (WSDOT Building)	
	September 22-23 – Pasco (TRAC Center)	
	November 17-18 – Seattle	
10:40 a.m.	7. ADJOURNMENT	



Comparison of USDOT Bike and Pedestrian Policy to TIB Programs

January 27, 2011

BACKGROUND

At the June 2010 board meeting, the Board asked TIB staff to review the USDOT Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations and compare it to our current program requirements and criteria.

POLICY STATEMENT GOALS

The USDOT policy statement was written to encourage local government agencies to go beyond designing transportation solely for the use of cars, but to develop networks for all kinds of transportation. The policy statement highlighted five goals:

1. Develop fully integrated active networks
2. Establish well-connected walking and bicycling networks
3. Require the inclusion of bicycle and pedestrian policies into transportation plans
4. Plan, fund, and implement improvements to bike and pedestrian facilities
5. Encourage to go beyond minimum standards

POLICY STATEMENT RECOMMENDATIONS

In order to accomplish those five goals, the USDOT Policy statement gives eight recommendations. In the matrix below you will see the comparison between the eight recommendations and TIB requirements and criteria. Recommendations will be either marked as:

1. Required: it is a minimum standard for that program
2. Encouraged: it is given criteria points
3. N/A: it is outside of TIB's influence
4. Left blank: TIB currently has nothing in place

Recommendations	Urban Programs	SCAP	SP
Consider walking and bicycling as equals with other transportation modes	Required Encouraged	Required Encouraged	Required Encouraged
Ensure that there are transportation choices	Encouraged	Encouraged	Encouraged
Go beyond minimum design standards	Encouraged	Encouraged	Encouraged
Integrate bicycle and pedestrian accommodations on bridges	Required	Required	Required
Collect data on walking and biking trips			
Set mode share targets for walking and bicycling			
Remove snow (and debris) from sidewalks and shared-use paths	N/A	N/A	N/A
Improve non-motorized facilities during maintenance projects	Required	Required	Required

CURRENT TIB CRITERIA AND REQUIREMENTS

TIB programs require certain minimum standards in order to qualify for funding. Other design features are encouraged by giving points for incorporating them into the project. The tables below show features that are required and features that generate points.

Urban Programs

Required	ADA minimum standards Sidewalks on both sides
Point Generator	Sidewalks greater than minimum of five feet Bike lanes or separated paths Extending bike route Completing bike route Improve access to transit facilities or park and ride

Small City Arterial Program

Required	ADA minimum standards Sidewalks on at least one side
Point Generator	Sidewalks greater than minimum of five feet Project on a transit route Adding sidewalks when doing an overlay

Sidewalk Program

Required	ADA minimum standards Sidewalks on at least one side
Point Generator	Sidewalks greater than minimum of five feet Sidewalks that serve schools, high density housing, transit facilities, businesses, etc

RECOMMENDATION

This staff review is for information only. No action is needed.

**Transportation Improvement Board
November 19, 2010
Downtown Holiday Inn
Everett, Washington**

MINUTES

TIB BOARD MEMBERS PRESENT

Commissioner Greg Partch, Chair
Councilmember Jeanne Burbidge
Mr. Todd Coleman
Councilmember Sam Crawford
Ms. Kathleen Davis
Mr. Mark Freiburger
Councilmember Bill Gothmann

Ms. Laura Philpot
Mr. Harold Taniguchi
Mr. Steve Thomsen
Mr. John Vodopich
Mr. Jay Weber
Mr. Ralph Wessels
Commissioner Mike Wilson

TIB STAFF

Tom Ballard
Greg Armstrong
Theresa Anderson
Vaughn Nelson
Eileen Bushman/recorder

TIB BOARD MEMBERS NOT PRESENT

Mayor James Irish, Vice Chair
Secretary Paula Hammond (*attended Thursday, Nov. 18*)
Mr. Paul Ingiosi
Ms. Heidi Stamm

CALL TO ORDER

Chair Partch called the meeting to order at 9:00 a.m. He introduced new Board member Laura Philpot, City Engineer for Sammamish, who represents cities with a population of 20,000 or more. Ms. Philpot replaced Dick McKinley from Tacoma. He also introduced members of the audience, Ken Nelson (Kennewick), Jim Hobbs (R&E Engineering), and Eric Shjarback (Anacortes).

GENERAL MATTERS

A. Approval of June 25, 2010 Minutes

Mr. Wessels asked that the minutes be amended to state that information on the USDOT Bicycle and Pedestrian Accommodations Policy will be brought back to the Board at the January 2011 meeting.

MOTION: It was moved by Mr. Vodopich with a second from Commissioner Wilson to approve the minutes of the June 25, 2010 board meeting as amended. Motion carried unanimously.

B. Communications – Tom Ballard referred the Board to the articles in the packet. He specifically noted the articles regarding funding for the South Park Bridge. Mr. Coleman stated that he attended the gathering for the Salmon Creek Interchange project mentioned in *The Columbian*.

NON-ACTION ITEMS

A. Chair's Report – Chair Partch reported on the following:

- The executive director search, which will be discussed at more length later in the meeting.
- Vice Chair Irish is recovering from esophageal surgery and is doing well.
- Former board member Bill Ganley has some returning health issues and will undergo surgery in January.
- Former board member Leo Bowman has been elected as the national Chair of Transportation through the National Association of Counties.
- The three remaining vacancies on the board – county representative, special needs representative, and one more transit representative – may be filled soon.
- Gave kudos to Interim Executive Director Tom Ballard and staff for making the executive director replacement transition seamless.

Executive Director's Report – Tom Ballard reported on the following:

JTC Efficiencies Study – There are two groups – the technical work group and the policy group. TIB, CRAB, H&LP, and FMSIB are all part of the technical work group. The next technical meeting is November 22, followed by a policy meeting on November 30. These will be the last meetings prior to the final report being sent to the Joint Transportation Committee. To date, the report reflects well on all of the agencies under study. Two TIB improvements were suggested, both requiring legislation. The first is reducing the size of the Board members on the TIB, requiring a board discussion. The second is requesting that the UATA and TIA funds be combined into one fund. Board members will be apprised of any comments or action taken on the final report.

Temporary Layoff Day – The next and last temporary layoff day for TIB is scheduled for Monday, December 27, 2010.

Department of Personnel Shared Services – The Department of Personnel (DOP) is developing more formal relationships with small agencies. Part of this process includes small agencies signing a memorandum of understanding that DOP offers many services that small agencies may use. At this time, these centralized services are free; however, the possibility of paying for these services in the future is highly likely.

Project Selection – Mr. Ballard presented a brief review of how the projects are selected, using the criteria and keeping the process objective. At the January 2011 meeting, he will present lessons learned from this process, adjusting criteria where necessary, and give the Board the opportunity to review the best use for future grant investments.

Delayed Projects Report – The Board was referred to the Delayed Projects Report in the packet, which listed 13 projects as delayed. Of these, six are in Stage 1 delay and seven in Stage 2 delay. Three of the Stage 2 delayed projects were on the “contingency” list – Clark County Salmon Creek Interchange, currently requesting funding restoration for that project; Spokane Valley Park Road, which has been withdrawn by the city; and, the Yakima Martin Luther King Boulevard project, which is listed in the current Priority Array for recommended funding. The final “contingency” project is Lewis County Airport Road Extension, which will be in construction in 2012 or the county will withdraw the project in 2013.

Four projects that were reported as delayed at the June meeting have been awarded. Those projects are Battle Ground East Main Street, Deer Park West H Street, Vancouver NE 18th Street (Stage 1), and Tukwila Klickitat Drive.

Yelm/Henderson Project – TIB received a copy of a letter from SK Landscape to Thurston County regarding payment delay impacts. SK Landscape is a subcontractor for the Thurston County project and asked that the letter be distributed to all TIB members. This is strictly an issue between SK Landscape and Thurston County.

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

- City of Black Diamond – Railroad Avenue
- City of Westport – Westhaven Drive
- City of Tukwila – Southcenter Boulevard groundbreaking
- Snohomish County – 20th Street
- Town of Dayton – South Second Street
- City of North Bend – Downing Avenue Extension
- City of Mountlake Terrace – 230th Street sidewalk
- City of Tukwila – International Boulevard

- City of Lacey – Mullen Road
- City of Marysville – Ingraham Boulevard
- City of Sammamish – 244th Street
- Pierce County (Sumner) – Stewart Road

C. Financial Report

Theresa Anderson reported that the remaining TIB commitment is at \$159.9 million, down from last year's \$224 million. There are currently 157 active projects in the inventory.

TIB has been carrying a \$30 million fund balance for the past six months. This is one of the reasons the staff can recommend a larger call this year. The TIA fund balance is about \$11 million and the UATA fund balance is slightly over \$18 million. The SCPP account has a current fund balance of about \$1.3 million.

During the 2009-2011 biennia, TIB sold \$8 million in bonds. Mr. Wessels asked when that debt could be extinguished. The bonds are 25-year bonds that are currently paid at a rate of \$1 million per month. During the 2010 legislative session, TIB's bonding authority was inadvertently eliminated and was discovered too late to correct. It will be returned in the supplemental budget.

D. Project Activity Report

Greg Armstrong reported that 52 projects had activity in this reporting period, with the majority of those as bid awards or project closeouts. Two agencies, Bothell and Spokane Valley, withdrew their projects. There were several surpluses totaling slightly over \$4 million.

Chair Partch asked about the status of Soap Lake, one of the "Red Towns." The project in that town is currently under construction and once the project is closed out, it will no longer be listed as a "red town."

During this reporting period, there was a total decrease in TIB obligations of \$4,012,780.

ACTION ITEMS

- A. City of Spokane: Francis Avenue Sidewalk Deviation Request** – The city is requesting a sidewalk deviation to construct an 8-foot paved shoulder in lieu of the sidewalk on the south side between Florida and Havana. Reasons for this request include costly and difficult right of way acquisition near a wrecking yard's parking lot and no pedestrian generators in this section.

MOTION: It was moved by Councilmember Crawford with a second from Ms. Davis to approve a sidewalk deviation on the south side of Francis between Florida and Havana, construction an 8-foot paved shoulder in lieu of sidewalk. Motion carried unanimously.

- B. Clark County: Salmon Creek Interchange Contingency Restoration** – This project was placed on the contingency list at the June 2009 Board meeting. The county 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 September 2012. The county is asking for the restoration of \$3,630,000. 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 Councilmember Crawford with a second from Commissioner Wilson to restore funds to Clark County Salmon Creek Interchange in the amount of \$3,630,000. Motion carried unanimously.

- C. 2010-2011 Project Selection** – At the March 2010 meeting, the Board approved a \$51.3 million call from the Urban Arterial Trust Account (UATA), with no call for the Transportation Improvement Account (TIA). The possibility of a higher call was brought to the Board's attention at the June 2010 meeting. In August, Chair Partch sent an e-mail to members supporting an \$80 million call size. With billings leveling off and a combined fund balance of \$34 million, staff recommended an increase to \$97 million in UATA. Several projects that could have competed in the TIA are construction only or are shovel-ready

and can be moved into TIA. With that scenario, the staff recommended projects totaling \$89 million administered from the UATA and projects totaling \$8 million administered from the TIA. The construction only and shovel-ready projects would help lower the high fund balance and justify the larger call. In addition, \$2.1 million would go to the Small City Preservation Account (SCPP), for a total call of \$99.4 million.

The FY 2012 priority array was presented to the Board for adoption. One hundred and thirty-eight projects totaling \$99.4 million were recommended. The breakdown of programs and funding included:

- 37 Urban Arterial Program projects totaling \$68 million
- 39 Small City Arterial Program projects totaling \$23.5 million
- 33 Sidewalk Program projects totaling \$5.8 million
- 29 Small City Preservation Program projects totaling \$2.1 million

MOTION: It was moved by Mr. Freiburger with a second from Councilmember Crawford to adopt the priority array as presented. Motion carried unanimously.

- D. Executive Director Recruitment** – During the November 18 work session, Chair Partch provided an update on the search for a permanent Executive Director. The selection committee met on October 26 to review applications. Of the 12 applications received from Department of Personnel (DOP), only one candidate rose to the top. However, the committee wanted to bring more than one candidate to the Board for consideration. After a lengthy discussion, the Board agreed to move forward with the following strategies:

- Re-announce the position through DOP
- Have Board members assist in targeted recruiting
- Advertise in papers, executive-level websites, and appropriate associations
- Hire an executive search service, if necessary

MOTION: It was moved by Councilmember Crawford with a second from Councilmember Gothmann to authorize the selection committee to expand the recruiting effort and hire an executive search service, if needed, at a reasonable cost. Motion carried with Chair Partch abstaining.

EXECUTIVE SESSION

During the Thursday, November 18 work session, the Board adjourned for executive session at 5:02 p.m. for approximately 30 minutes to discuss a possible litigation issue. Executive session ended at 5:30 p.m. and the public meeting was called back to order. There was no action taken during executive session.

- E. Visioning and Strategic Business Plan** – At the November 18 work session, Chair Partch asked the Board to begin thinking about TIB's future including ideas for funding, new programs, and legislative changes that could be made that would benefit the state's infrastructure. Secretary Hammond noted that WSDOT has been working with WSAC and AWC regarding transportation needs, and, perhaps TIB could be part of that conversation. It was also suggested that TIB have a consistent role in groups around the state, such as the South County Area Transportation Board, and align with other statewide transportation entities. These ideas will be discussed in detail at a future meeting and will provide a course of action for the permanent executive director.

FUTURE MEETINGS

There was a brief discussion regarding meetings held in private facilities versus public facilities. All of the 2011 meetings will be held in publically-owned facilities.

The next meeting is scheduled for January 27-28 in Lacey. Meeting notices will be sent out on January 8, 2011.

FINAL COMMENTS

Mr. Taniguchi thanked the Board for their support on the South Park Bridge. The funding provided by TIB helped King County secure the TIGER 2 grant.

Councilmember Crawford thanked Chair Partch for his leadership during this transition of finding an Executive Director and noted he has done an excellent job.

ADJOURNMENT

The meeting adjourned at 10:27 a.m.

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Nov, 19, 2010

State transportation board awards millions to Whatcom County projects

SAM TAYLOR / THE BELLINGHAM HERALD

The state's Transportation Improvement Board has awarded millions in funding for Whatcom County projects, including \$1.25 million to renovate a portion of James Street in Bellingham.

The funding for that project is part of an estimated \$6.4 million renovation that includes two bridge replacements, a continuous left-turn lane, sidewalks, street trees and more street lights near Sunset Pond Park and north to Bakerview Road.

Whatcom County Councilman Sam Crawford, who sits on the board, said the awards were provided thanks to an expansion in funding this year.

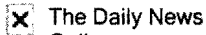
In 2009, the recession prevented the board from seeking any requests for projects from municipalities. This year, a projected \$51.3 million in funding was expanded to \$99.4 million.

Crawford said the funding - a portion of the state's gas tax - was increased due to a reassessment of how much had been collected from gas purchases.

Other local projects approved by the board include:

- **Blaine:** \$100,000 was awarded to construct a 10-foot-wide multi-use path along Peace Portal Drive. Total project cost is \$237,000.
- **Blaine:** \$468,000 was provided to complete a shoulder expansion and addition of sidewalks that connect a 2008 project on Marine Drive and the state Department of Transportation's roundabout and other improvements on Peace Portal Drive. Total project cost is \$520,000.
- **Everson:** \$517,400 was awarded to construct 12-foot travel lanes and a sidewalk on one side of Mission Road, a route used heavily by South Everson Lumber Company. Total project cost is \$575,000.
- **Sumas:** \$31,413 was awarded for local seal coating. Total project cost is \$33,066.

Reach SAM TAYLOR at sam.taylor@bellinghamherald.com or call 715-2263. Read his Politics Blog at blogs.bellinghamherald.com/politics.



Kelso lands \$4.6 million grant for West Main project

By The Daily News | Posted: Tuesday, November 23, 2010 10:30 pm

Kelso has won a \$4.6 million state grant to help pay for the West Main Street realignment project, giving the city enough money to move forward with the first phases of the work, city officials announced Tuesday.

The Transportation Improvement Board grant raises the money on hand for the traffic-improvement project to more than \$6 million. It is the largest such grant of the year, noted Project Manager Michael Kardas.

West Main realignment will cost \$12 million to \$14.5 million, will involve rerouting traffic in West Kelso for a more streamlined connection between the Allen Street Bridge and the Ocean Beach Highway/Washington Way junction.

It's main feature is to reroute traffic from West Main Street over to Catlin Street. It will require widening the south side of Catlin Street by about 25 feet, which would cut into about eight houses and slice off a piece of Office Max.

The city hope to start right-of-way acquisition in the spring and start construction of phase 1 in spring 2012.

Lake Stevens JOURNAL

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Cities and counties around the state awarded millions in transportation grants

Published on Mon, Nov 29, 2010

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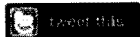
SHARE

Christmas came early for 114 cities and counties when the Transportation Improvement Board (TIB), a state agency that provides grants for street improvements, awarded \$99.4 million to fund 138 separate transportation improvement projects throughout the state of Washington at their Nov. 19 meeting. The impact will immediately be felt as 35 projects are scheduled to begin construction by next spring. Interim Executive Director Tom Ballard stated, "This infusion of work into communities, large and small, across the state will help support rebuilding the state's economy while putting folks back to work in the engineering and construction industries which have been hit so hard by the current down turn."

The TIB received a total of 335 applications totaling \$270 million. This year's award funds 41 percent of the request compared to 15 percent two years ago. TIB was unable to award any grants last year, so the larger than normal award is welcome news to those public agencies attempting to correct transportation problems facing their communities.

The Legislature created the TIB to foster state investment in quality local transportation projects. Project funding is awarded on a competitive basis using rating criteria established by the Board and usually requires local financial participation.

For a complete list of selected projects, go to www.tib.wa.gov.





Bremerton Wins \$1.3 Million Grant for Work on Lower Wheaton Way

By Steven Gardner

Tuesday, November 30, 2010

BREMERTON —

The path between Bremerton's bridges will become smoother because of state grant money.

The state's Transportation Improvement Board agreed to provide \$1,368,084 to the city to help repave lower Wheaton Way — also called Old Wheaton Way — between the Manette Bridge and Lebo Boulevard. The grant will also upgrade sidewalks and build bike lanes along the same route.

The grant money comes from gas tax revenue and is part of the state's Urban Arterial Program for fiscal year 2012, which begins in July.

The board approved Bremerton's project along with 137 others that will get a total of \$99.4 million.

Bremerton's plans include upgrading sidewalks, especially on the water side of lower Wheaton, installing bike lanes and using pervious pavement in the street to improve stormwater runoff in the area.

"The whole intent was to help the developing central city core of Bremerton connect to downtown with bikes and for pedestrians and cars," said Larry Matel, managing engineer for the city.

The work is part of the city's effort to create a bridge-to-bridge trail and will improve access especially for pedestrians and bicyclists crossing the new Manette Bridge.

Total cost of the project is estimated to be about \$1.7 million. The city's portion of the cost might come from the city's stormwater management program or from other state funds the city has received for public works retrofits. Matel said those details still need to be worked out.

That needs to happen quickly if the city wants to get the funding during 2011. The city council is in the middle of its budget process and the project would have to be approved by council members to go forward.

Council President Nick Wofford said he was unsure whether the council would put the project in the 2011 budget or push it to 2012, assuming it accepts the grant at all.

State officials had more Transportation Improvement Board money to hand out this year, in part because none was offered in fiscal year 2011.

A Transportation Improvement Board official said the state withheld money this year because gas tax revenues were lower than in the past and the agency needs to ensure it has enough cash flow on hand to pay for existing projects. Some funded projects were completed this year, and construction costs came in lower than anticipated on others, so more money was available for next year.

The board received 335 applications totaling about \$270 million according to a board statement. Of those, 138 projects in 114 cities and counties were funded. Bremerton was the only Kitsap agency to apply. No Mason County governments requested money from the program, the official said.

In October repairs were made to a portion of lower Wheaton damaged in the Dec. 3, 2007 storm.



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Ridgefield, Stevenson get state road grants

Wednesday, December 1, 2010

Ridgefield and Stevenson are among 114 cities and counties statewide to receive money through the state's Transportation Improvement Board.

Ridgefield will receive \$104,350, as part of a \$300,000 joint project with the county to "rubble-ize" bumpy concrete panels on the former state Highway 99 along the east edge of city limits. Once the concrete is pounded into rubble, city Public Works Director Steve Wall said, the road will be overlaid with asphalt. The city will contribute \$11,594 to match the state grant.

Stevenson will receive \$129,155 to rebuild a stretch of Columbia Avenue near Stevenson Elementary School and the high school. City Administrator Mary Ann Duncan-Cole said the project will add sidewalks on both sides of the road, and carry the basalt column theme of Highway 14 through the city's main drag. The city will match the state grant with \$14,328.

The state board awarded a total of \$99.4 million for 138 separate projects.



Paula Hammond elected chair of national rail coalition

Date: Friday, December 10, 2010

Contact: Melanie Coon, WSDOT Communications 360-705-7905

OLYMPIA – Washington state Secretary of Transportation Paula Hammond was unanimously elected chair of the States for Passenger Rail Coalition by state transportation directors.

As coalition chair, Hammond will work with the other states and transportation advocacy groups to build support for continued funding for passenger rail programs.

"I want to work hard to communicate and influence national policy and programs to support our coalition because passenger rail is returning as a viable choice of travel in many of our growing states," Hammond said.

The States for Passenger Rail Coalition was established in 2000 and is an alliance of 32 state departments of transportation with a mission to promote the development, implementation and expansion of intercity passenger rail services.

The coalition played a major role in helping to advance the \$8 billion in new funding for passenger rail projects in the 2009 American Recovery and Reinvestment Act. Washington state has successfully invested these federal dollars, plus state money, in a passenger rail system that has growing ridership and expanded service between Seattle and Vancouver, B.C.

Visit the States for Passenger Rail Coalition website and Washington's High Speed Intercity Passenger Rail website for more information.

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PH: SUMNER

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Sumner receives grant for sidewalks

BY AVANI NADKARNI

Last updated: December 14th, 2010 02:18 PM (PST)

Cheryl Hanni is breathing a sigh of relief.

The city of Sumner recently received a \$600,000 grant from the state Transportation Improvement Board to create sidewalks on downtown Sumner's Parker Road, news that Mayor Dave Enslow announced at a Dec. 6 Sumner City Council meeting to a round of applause.

Hanni, the residence director for Sumner's Franklin House, an assisted-living facility for seniors, has long been concerned about the sidewalk situation outside of the building, which is located on Parker Road.

"There are no sidewalks and the shoulders are uneven," said Hanni, who went to a June Sumner City Council meeting to alert council members about the issue. "Because (the residents) are elderly and the majority of them use walkers, there is no way for them to go from Franklin House to Main Street, or really anywhere downtown, without a great risk."

Although the facility is just blocks from Main Street, Fred Meyer and Rainier View Park, Hanni said she and her staff often discouraged the elderly residents from walking there.

"When you have walkers, you can easily be on uneven surfaces and fall," she explained. "We wanted to watch out for their safety."

Associate City Engineer Ted Hill is elated about the grant, as well.

"We've gone after it several times (without luck and) luckily this time, we got it," Hill said, adding that Sumner had originally asked for \$1.2 million. "They said they could give us half and I said I'd take it."

The most pressing task now, Hill said, is to figure out the best location on Parker Road to install the sidewalks. There are areas where the city does not have right of way and Hill said he doesn't think "purchasing right of way is going to be on the table," so it would need to be donated by the current owners of the property.

"The mayor has told me 'I don't want you to overlook an area just because we don't have right of way,'" Hill said, adding that in the past, people have said after a project has been completed that they would have donated right of way for a project if they had known the city needed it.

If property owners are unwilling to donate it, Hill said they would look at the next-best area to install the sidewalks.

In addition to the \$600,000 grant, Hill said the project would use about \$120,000 more from the city's stormwater fund to create curbs and gutters on the sidewalks.

"A lot of the areas (where the sidewalks may go) have ditches, so we need to take care of the stormwater that used to go into a ditch," Hill explained.

He said that although Hanni has been a great proponent of sidewalks along Parker Road, she hasn't been the only one. At a Sumner High School youth forum earlier this month, Hill was talking to students about the city when "one of the kids brought up that we needed sidewalks on Parker Road."

"A lot of people have been asking for sidewalks on that road," he added.

For Hanni, though, it means a change in lifestyle for Franklin House's residents.

"It will give them more freedom," she said. "To get anywhere downtown, sidewalks from our place up to Main Street really (would) give them a lot more freedom and independence than they have."

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Washington State Transportation Commission - NEWS

Published on Thu, Dec 16, 2010 by **Reema Griffith, Executive Director**

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OLYMPIA—Calling this the beginning of a new era that is bringing new challenges and requiring decisive action, the Washington State Transportation Commission has approved a 20-year transportation plan. Although the plan recognizes that the foundation of our state and local transportation system is strong in many respects, without additional investment, travel will become more difficult as infrastructure deteriorates, congestion increases, and public transportation service is cut.

Investing to maintain capacity and preserve what we have, is identified as the state's most critical transportation priority in the plan. It also highlights the strong link between the economy, jobs and mobility and says the decline in gas tax revenues puts the whole transportation system at risk.

The Washington Transportation Plan (WTP) 2030 is an overarching policy and spending guide for the governor and legislature's consideration. WTP 2030 is the result of a two-year, statewide effort that included a significant public process. It evaluates needs and recommends actions to maintain and improve mobility for highways, local roads, mass transit, freight and passenger rail, ferries, barges, airports and biking and walking trails. It also advocates for an integrated approach and better connectivity for all modes of transportation at all levels of government.

"Our transportation needs are growing while our revenues are declining, and that impacts more than just the roads," said Commissioner Carol Moser who led the planning process. "Nearly half the jobs in our state depend on freight mobility, and we are the most trade dependent state in the nation. As such, the ability to efficiently and freely move from point A to B impacts all of us at some level."

"Our economic health in the 21st century is dependent on a transportation system built between the 1950's and 70's and funded by a tax system that can't keep up with maintenance, replacement or new needs," Moser continued. "If we are to remain competitive in the global economy, we must modify our transportation funding structure so that it is less reliant on fossil fuel consumption, use new technologies and strategies to make our existing system more efficient, and prioritize critical freight corridors to ensure our goods can get to market in a timely and cost effective manner."

According to the plan, total unfunded state, regional and local transportation needs through 2030 are estimated at \$175 - \$200 billion. This total includes 20-year transit needs estimated at \$49 billion to maintain current service levels, and city, county and regional transportation needs estimated at \$69 billion. These needs are staggering, while revenues for transportation continue to decline.

In the absence of new revenue being generated to begin to address some of these needs, cuts are being made across the state in every jurisdiction. The Washington Department of Transportation has cut overhead, administration and staff while meeting higher performance standards in recent years. Yet even after cost reduction efforts, current revenues cannot meet the backlog of needs. The Governor is recommending eliminating 400 engineering and technical jobs in this biennium, cutting \$87 million in planned capital projects, reducing ferry service, increasing ferry fares and using savings from construction projects that finished under budget to close a \$270 million deficit if DOT were to maintain current levels of service.

To avoid further cuts to our transportation system and risk our state's economic health, the plan recommends the legislature take action in the next two years to generate much needed revenue to address the growing need. Recommendations in the plan include indexing the fuel tax to inflation, placing fees or taxes on alternative fueled vehicles, and giving cities and counties more authority to generate revenue so that they can independently meet their funding needs. These recommendations align with those made a year ago in a report commissioned by the legislature's Joint Transportation Committee.

In addition, the commission recommends additional funding authority for transit agencies, increased use of tolling where feasible and the continuation of tolls after construction bonds are paid in order to ensure funding is available in the future to maintain the tolled facilities. The commission advocates for a statewide excise tax based on vehicle value to serve as a stable, new source of dedicated funding for Washington State Ferries capital needs.

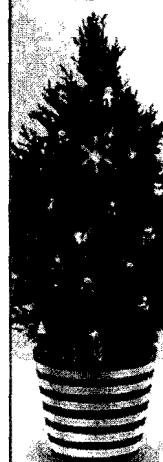
"Continuous investment in mobility is fundamental to successful businesses, people's lives and the state's prosperity," said Moser. "Every resident must understand that cutting or postponing needed transportation investments today will cost us all more tomorrow."

"The same principle applies whether we are talking about our roads across the state or our family homes – If we have the choice of paying a little now to repair a leaky roof, versus putting it off for so long that the little repair turns into a complete replacement of the roof, the choice is a clear one and most of us would address the problem now."

"Investing in transportation not only brings the obvious benefits of improving a road or bridge, but it also equates to more jobs that will be created to build the infrastructure as well as generate jobs that will result from the business growth enabled by the improved mobility. It's all connected," Moser said.

The commission recommends developing and expanding use of performance standards and outcome expectations for all new state and local government investments to ensure accountability and value for dollars spent. The Washington State Department of Transportation is already a national leader in using performance measurement, and the recommendation is consistent with the

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federal government's increasing focus on performance-based funding.

The Washington Transportation Plan 2030 was developed by the State Transportation Commission at the request of the state legislature. The two-year process included input and guidance from a 15 member advisory committee, city and county governments, regional planning commissions, Native American tribes and public comment representing diverse geographic, economic, environmental and political interests. Five Listening Sessions were held in different regions of the state and more than 700 people commented or participated in creation of the plan.

Other recommendations in the plan include:

Support strategies and investments to better link people and commerce such as transit oriented development, bicycle and pedestrian networks, park and ride lots and broadband access.

Couple land use policy, siting decisions, demand management and transportation needs to leverage the value of existing and future transportation infrastructure investments.

Connect regional economies with improved north-south and east-west passenger train service between major metropolitan areas.

Establish an all-weather transportation system, prioritizing investments that minimize closures affecting agriculture, freight dependent industries and tourism.

Direct aviation taxes and fees to fund investments in airport infrastructure and address growth needs with a focus on the unique characteristics of four regional Special Emphasis areas: Puget Sound, Southwest Washington, Spokane and the Tri-Cities.

Partner with the military to meet the transportation demands and needs of military facilities in the state, including the growth of Joint Base Lewis-McChord, where an additional 14,000 soldiers and their families will be stationed in the next five years.

Build an economic advantage by identifying and investing in transportation for industry clusters that create jobs such as aerospace, agriculture, forest products, global health and life sciences, information technology, marine technology and tourism.

Establish a funding source for all levels of government to use in managing stormwater runoff from streets, roads and bridges, including collection and treatment that will help reduce impacts on state waterways consistent with the Clean Water Act.

Continue current tactics and encourage personal actions to reach goal of zero traffic deaths by 2030.

For more information about WTP 2030 or the Commission, please visit: www.wstc.wa.gov



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The Ritzville Adams County Journal, Ritzville, WA - Monday, December 20, 2010

News

December 16, 2010

Grant funding slated for Ritzville intersection project

The City of Ritzville will receive \$655,874 for the work on Bauman Road and the intersection of Division Street, Bauman and Smitty's Boulevard through a grant from the Washington State Transportation Improvement Board (TIB). The project's total cost is \$728,750.

TIB, a state agency that provides grants for street improvements, awarded a total of \$99.4 million to fund 138 separate transportation improvement projects throughout the state at its Nov. 19 meeting.

The TIB received 335 applications totaling \$270 million. This year's award funds 41 percent of the request compared to 15 percent two years ago. TIB was unable to award any grants last year, so the larger than normal award is welcome news to public agencies attempting to correct transportation problems facing their communities.

The Legislature created the TIB to foster state investment in quality local transportation projects. Project funding is awarded on a competitive basis using rating criteria established by the board and usually requires local financial participation.



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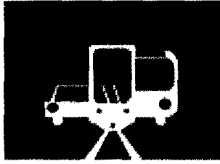


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INNOVATION NEWSBRIEFS

CELEBRATING OUR 21ST YEAR OF PUBLICATION

Vol. 21, No. 32

December 20, 2010

The Outlook for the Federal Transportation Program in the Next Congress

Remarks by Kenneth Orski, Editor-Publisher of Innovation NewsBriefs before the Transportation Leaders session at the National Conference of State Legislatures, Phoenix, AZ, December 9, 2010

Broadly speaking, we can expect the changing balance of power in the next Congress to manifest itself in two ways: a strong push to trim federal programs and an equally determined drive to cut federal discretionary spending. This new policy climate on Capitol Hill can be expected to reshape the federal surface transportation program in significant ways.

Stabilize the Highway Trust Fund

One objective of the next Congress will be to stabilize the Highway Trust Fund. As one senior congressional aide told us, "predictable revenues rather than undocumented 'needs' will dictate the level of future transportation budgets." This may sound like a pretty sensible notion to you, state legislators who must balance state budgets each year, but living within your means is still a pretty novel idea inside the Beltway.

If spending is to be limited to the projected tax receipts, my calculation tells me that the future annual highway program would need to be cut back by \$7-8 billion and the transit program by \$3 billion from the current FY 2010 levels, once the funds from the recent transfer of general revenues have been exhausted (I have assumed future Highway Trust Fund income of approximately \$35 billion/year in the highway account and \$5.5 billion/year in the transit account, as projected by the Congressional Budget Office. The projection assumes no increase in the current gas tax rate)

How would Congress go about trimming the size and scope of the federal transportation program? The most likely candidates for reduction or outright elimination will be activities that are deemed not to be of national significance, such as various "transportation enhancement" and "livability" programs that cater to local political objectives and are primarily of benefit to local communities. Those programs will have fewer advocates and defenders in the next Congress because of changed demographics of congressional representation and a more conservative complexion of the House Transportation and Infrastructure Committee in the wake of the November 2010 elections.

Another possible target could be the so-called "executive earmarks" such as the TIGER grants. These are vulnerable because the next Congress is expected to rein in the Administration's authority to make discretionary grants—and not just to save money but because many Republican lawmakers have grown to distrust the way the Obama White House has been making

funding decisions without consulting Congress. Rep. Mica has been quite outspoken about what he sees as inadequate consultations and a lack of transparency in U.S. Transportation Department's decisionmaking.

Leverage Existing Resources

Another likely objective of the next Congress will be to work toward revenue self-sufficiency through a better leveraging of existing resources. To compensate for the dwindling revenue-raising power of the gas tax, Congress is likely to encourage greater use of public-private partnerships and tolling (but probably not on existing interstates) and facilitate expanded use of innovative financing techniques such as state infrastructure banks, TIFIA, and Private Activity Bonds.

On the other hand, the National Infrastructure Bank (NIB), an idea championed by the Obama Administration, is not expected to be endorsed by the next Congress. As proposed by the White House, the NIB is not a true bank but an entity with powers to make grants as well as loans. As such, the proposed "bank" has run into bipartisan opposition in the Senate because lawmakers do not want to create a new semi-autonomous body with powers to make capital grants. The lending function, they assert, can be adequately handled through the TIFIA program (Transportation Infrastructure Finance and Innovation Act).

Also expected to be discarded is the proposed Office of Public Benefit, a brainchild of Congressman Oberstar who wanted to retain closer federal control and supervision over state-initiated toll concessions and other public-private arrangements. This would be opposed by many Republican lawmakers in Congress who do not wish to throw obstacles in the way of closer public-private cooperation or stem the flow of private capital into public infrastructure.

In my judgment, neither the Infrastructure Bank nor the Office of Public Benefit will be part of any congressionally-sponsored surface transportation legislation in the next Congress.

Another financing technique that will no longer be available next year is the "Build America Bonds" (BABs)—taxable debt instruments offering issuers a federal interest rate subsidy to reduce borrowing costs. Concern was expressed that BABs could become a new federal entitlement enabling states to live beyond their means and adding to the federal budget deficit. Authority to issue these bonds is set to expire at the end of this year. (Note: an extension of BABs was not included in the approved package of tax extensions.)

Cancel/Reprogram Unspent Stimulus Funds

A third announced objective of the Republican House leadership will be to cancel or reprogram uncommitted stimulus (ARRA) funds. There have been early indications of the congressional determination to do so. Rep. Jerry Lewis (R-CA) has introduced a bill that would rescind any unobligated ARRA funds and return them to the U.S. Treasury. According to incoming Appropriations Chairman Harold Rogers (R-KY), new spending restraints will be introduced for FY 2012 discretionary programs, such as a rule requiring any legislation creating a new spending program to be offset by eliminating an existing program of equal or greater value. Other programs that are already underway could be effectively terminated by being denied further funds.

Both the high-speed rail and the TIGER grant programs will be vulnerable. Rep. James Sensenbrenner (R-WI) has introduced a bill to rescind unobligated funds from the high-speed rail projects, while several California congressmen including Rep. Kevin McCarthy (R-CA), the Majority Whip in the next House of Representatives, want to rescind the funds awarded to the

California high-speed project. Echoing these intentions, Rep. Mica has announced that he will revisit all the high-speed rail projects and refocus the unspent and uncommitted money on places "where it makes sense." The Northeast Corridor is expected to be the main beneficiary of any such reprogramming since Mr. Mica has been quite vocal in criticizing the Administration for not paying enough attention to the Boston-to-Washington corridor. "Ignoring development of true high-speed rail in the Northeast Corridor would be a monumental failure," Mica wrote last year ("U.S. Mustn't Squander High-Speed Rail Funds," The Hill, October 15, 2009)

This, in essence, is how informed opinion in the nation's capital views the prospects for the federal transportation program in the next Congress. If this sounds like a rather somber assessment, it is brightened by the prospect of getting a multi-year transportation bill enacted next year. While the next authorization will almost surely be more modest in size and less "transformational" than many in the transportation community would like to see, it might contain some positive features from the states' perspective, such as less federal prescription and more local discretion to manage transportation resources. For example, the new law could offer states more flexibility to toll highways and provide a more generous package of financing tools in the form of Private Activity Bonds and TIFIA loans.

###

A Postscript

Congress took two important transportation-related actions during the lame duck session : (1) it kept the money flowing and (2) it extended the existing SAFETEA-LU authorization which was set to expire on December 31.

A continuing resolution (CR) will keep federal agencies and programs funded through March 4, 2011, essentially at existing fiscal 2010 levels. This will allow Republicans an early opportunity in the next Congress to shape federal expenditures for the remaining seven months of Fiscal Year 2011. Rep. Boehner and his leadership team have vowed to eliminate about \$100 billion spending out of about \$400 billion in FY 2011 domestic programs.

An earlier Senate measure, consolidating 12 appropriation bills into one "omnibus" bill, was abandoned after failing to obtain the necessary 60 votes. Included in that bill was \$41 billion for the Federal-Aid Highway program, an increase of \$559 million from 2010 levels; \$500 million for new TIGER grants; \$250 million for "livability" initiatives; and \$1 billion for high-speed rail grants. It's safe to assume that these appropriation requests will fall victim of the spending restraints in the next Congress.

Also extended through March 4 of next year has been the surface transportation program . Early in the next congressional session, Rep. Mica plans to hold a series of "listening sessions" following which he is expected to introduce a multi-year authorization bill. One can only speculate what the bill will contain, but this much already is certain: it will be far less ambitious – in size as well as reach – than the bill contemplated by Rep. Oberstar.

In other news, the House Transportation and Infrastructure (T&I) Committee which will be responsible for writing the next surface transportation bill will be reduced from the current 75 members to 59. It will be comprised of 33 Republicans and 26 Democrats. Of the 33 Republicans, 20 will be newly elected House members and only 13 will be committee veterans with transportation experience. Subcommittee chairmen will be named by Rep. Mica in January after consultation with the House Republican leadership.

Lake Chelan Mirror

12/22/2010 1:52:00 AM

Bradley gets sidewalks in 2011



Vince Lovato
Editor

CHELAN -- On the heels of complaints about the unsafe path elementary school kids have to take between the school and the library, the city received a \$306,000 grant and will add \$16,000 of its own money to build sidewalks between the two.

Combined with another grant project that's still in the qualifying process, Bradley would have about nine blocks of sidewalks and other safety features from the Chelan Library to East Highland Avenue.

The project could be completed by December 2011,

One block between Morgen Owings Elementary School and the Chelan Library is paved and library supporters asked the city to consider building sidewalks since students walk the route regularly.

Part of the grant will be used to connect Trow Avenue to the Riverfront Trail, said Chelan Public Works Director Dwane Van Epps.

"The announcement couldn't have come at a better time," said Chelan Supervising Librarian Gloria Groves. "With the heavy snow fall, children coming to the library have the choice of walking down the street or trudging through a foot of snow on the side of the road."

The library hosts after-school classes weekly and several third-grade classes monthly and many other grades come down once a year, she said.

"I hope that the addition of the sidewalks will allow other teachers to feel comfortable with the improved safety and they will be able to bringing their classes down to the library with more regularity," Groves said.

Earlier this year, the city applied for a state grant to build safer walking routes to schools which would improve safety and the look of the east side of the neighborhood. If the city wins the grant, it would improve or build sidewalks and bike paths on North Bradley

Street, said city planner Deanne Reynolds.

The city won't receive the results of that application until summer 2011, Van Epps said.

Washington State Department of Transportation officials visited the area around the elementary school to review the city proposal which also includes money for the school to encourage students to walk or ride bikes to school and for local Sheriff's deputies to increase enforcement of traffic laws in that area, she said.

The city put the Bradley street project in its transportation plan in 2006, Van Epps said.

The project calls for curbs, gutters and sidewalks on both sides of Bradley Street. The sidewalk then runs one block west to connect to the Riverfront Trail at the bridge.

The city submitted applications for funding of this project since 2006 with no success, Van Epps said.

The state Transportation Improvement Board awarded a grant in the amount of \$306,241 to be matched by \$16,119 of City money (a 19 to 1 ratio).

"Another benefit of the project will be to provide an organized area for street parking rather than the haphazard configuration as it exists today," Van Epps said.

The city will solicit input from residents in the project area, he said.

Contact Vince Lovato at editor@lakechelanmirror.com or 509-682-2213.

Journal

Weekly Transportation Report

December 21, 2010

Senate OKs Extension of Transportation Appropriations & Authorization to March 4

The Senate voted 79-16 this afternoon to temporarily extend through March 4 federal highway and transit programs as well as appropriations for the U.S. Department of Transportation and other government agencies. The House of Representatives is expected to concur this evening and send the bill to President Barack Obama for his signature.

Funding for the federal government under the current continuing resolution expires tonight, and temporary authorization for highway and transit programs is scheduled to lapse Dec. 31. This stopgap measure would be the sixth short-term extension of the 2005 surface transportation authorization law known as "SAFETEA-LU," which originally expired Sept. 30, 2009.

Congress had considered earlier this month an appropriations and authorization package for the rest of this fiscal year (see Dec. 17 AASHTO Journal story) but decided over the weekend to move forward with a shorter-term bill.

The Senate-passed continuing resolution would continue appropriations through March 4 at Fiscal Year 2010 enacted levels for most programs. The Senate vote on HR 3082 took place at 2 p.m. EST today, sending the bill back to the House for concurrence.

Congress on Saturday passed a three-day continuing resolution (HJR 105) that funds government activities from Sunday through today, giving House and Senate lawmakers three more days to work out a deal on a longer-term measure.

House Close to Adjourning for Year

House Majority Leader Steny Hoyer, D-Maryland, announced this morning that the House could adjourn for the year late today or early Wednesday after clearing the appropriations measure and a few other last-minute pieces of legislation.

Hoyer predicted the House would vote "within a few hours" of receiving the March 4 continuing resolution from the Senate, Roll Call reported.

The Senate continues debating a nuclear-arms treaty with Russia. Its adjournment date is not yet certain.

Aviation Programs Extended Until March 31

In a separate measure this past weekend, the Senate approved a three-month extension of authorization for programs under the Federal Aviation Administration as well as extending current aviation taxes and the authority to spend money from the Airport and Airway Trust Fund. The bill has been sent to the White House for presidential signature, after which the authorization will be valid

through March 31.

A long-term FAA reauthorization bill has been stalled since September 2007. This is the 17th short-term measure continuing FAA's authorization since that time.

Rep. John Mica, R-Florida and incoming chairman of the House Transportation and Infrastructure Committee, has committed to making the passage of this bill his first priority for the coming year.

Questions regarding this article may be directed to editor@ashtojournal.org.

Published: Wednesday, January 5, 2011

Fixes coming for Granite Falls street

The city was awarded a grant that will be used to improve 900 feet of roadway on S. Granite Avenue.

By **Amy Daybert**, Herald Writer

GRANITE FALLS — Two blocks of S. Granite Avenue are expected to be rebuilt this year.

The city applied for a small city arterial program grant from the state's Transportation Improvement Board in August.

A \$654,030 grant was awarded in November to pay for street improvements to about 900 feet of roadway between Union and Wallace streets.

The project involves the whole road, curbs, gutters and sidewalks, said Brent Kirk, the city's public works director.

"We're expected to start design this spring and hopefully start construction in late summer," Kirk said.

Officials with the Transportation Improvement Board, an agency that manages grant funding for street construction and maintenance projects throughout the state, visited S. Granite Avenue before deciding to award the grant, said Clint Ritter, a Transportation Improvement Board project engineer. The two-block section was rated in categories of safety, pavement condition, local support and sustainability.

"We had a fairly slim number of projects, and Granite Falls was the number-one rated project in the Puget Sound region," Ritter said.

The region includes agencies applying for grant money in King, Pierce and Snohomish counties, Ritter added.

The grant will fund 90 percent of the project's cost with the city's portion totalling an additional \$72,670. The project will be put out to bid to select a contractor to complete the design and rebuild the road.

Amy Daybert: 425-339-3491; adaybert@heraldnet.com.



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Washington Advocates Extend their Reach with Hub & Spoke Program

By Carolyn Szczepanski on January 12, 2011

For statewide organizations, outreach can be a stretch. It tough to extend programming to the entire population, to recruit new members or wage campaigns in distant or dispersed communities. With the help of a **\$12,500 Advocacy Advance** grant from the Alliance for Biking & Walking last spring, the **Bicycle Alliance of Washington** is finding ways to navigate this difficult terrain with its Hub & Spoke program.

"It can be challenging to maintain a statewide presence in a state that is over 70,000 square miles and is divided by a mountain range," says Louise McGrody, the BAW's outreach and communications staffer. "The Hub & Spoke tour has been an excellent vehicle for regional outreach. The events are social by design, held at pubs and restaurants, so attendees have an opportunity to network with each other and with us."



Each gathering is part discussion, part presentation. And timing is key. Hub & Spoke events coincide with meetings of the **Transportation Improvement Board**, an independent state agency that distributes and manages street construction and maintenance grants to 320 cities and urban counties throughout Washington State. So the goal isn't just to recruit new members. Hub & Spoke aims to galvanize residents to draw down some of those TIB state dollars to benefit cyclists and pedestrians in their local communities.

"We spend time reviewing our legislative and program priorities, feature a couple of local efforts, and explain the purpose of the Transportation Improvement Board and highlight what funding this entity has for biking and walking projects," Louise says of the events. "Every Hub & Spoke event has also been attended by a state Department of Transportation staffer. The floor is then opened to attendees ask questions and tell us what's on their minds."

The two-pronged approach is hitting the mark. In 2010, Hub & Spoke visited Wenatchee, Vancouver, Walla Walla and Everett and averaged 35 attendees per event. Cyclists seem to appreciate the Alliance's willingness to court potential members on their home turf and enjoy getting educated on the issues in a laid-back setting.

"Feedback to Hub & Spoke has been extremely positive," Louise says. "Attendees are appreciative that the Bicycle Alliance is visiting various communities around Washington State and they have found the discussions informative and helpful."

Next stop in 2011? The Hub & Spoke tour will travel to Olympia on January 27. Stay tuned to the **BAW blog** for more updates.

Tags: statewide organizations, hub & spoke, bicycle alliance of washington, advocacy advance

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B.G. city councilor to have cancer surgery

Bill Ganley had tumor removed a year ago

By Marissa Harshman

Friday, January 14, 2011



Bill Ganley

Battle Ground City Councilman and longtime high school teacher Bill Ganley is beginning 2011 much like he began 2010: with surgery to remove a cancerous tumor.

About this time last year, Ganley underwent a nine-hour surgery to remove a 12-inch, six-pound carcinoid tumor from his kidney.

Today, the 51-year-old will go under the knife again. This time he faces a six-hour surgery to remove three or four, possibly more, carcinoid tumors on his liver.

Despite the need for another surgery, Ganley remains upbeat.

"I'm positive. It's something you just live with," he said. "You look at life differently."

Just days after Christmas in 2009, Ganley and his now-wife Brenda Alling announced their engagement. Before heading to Cannon Beach, Ore., to celebrate, Ganley visited the urgent care clinic to get checked out for pain in his back. Initially, doctors thought Ganley had kidney stones but needed a CT scan to be sure.

The scan revealed a 12-inch tubular tumor in Ganley's abdomen. The tumor was on Ganley's kidney and attached to a vein leading to the right atrium of his heart.

Doctors suspected renal cancer but additional tests revealed Ganley had a rare form of cancer. With carcinoid cancer, the related tumors are typically small and slow-growing.

The large tumor in Ganley's abdomen had likely been growing for years, possibly decades, he said. Doctors discovered the cancer had metastasized and spread to his bone and liver.

Ganley has tumors on his skull, shoulder, spine and hip. He'll live with those tumors unless they grow and cause discomfort, then doctors can use radiation to get rid of them, he said.

The surgery today will remove the tumors from his liver, the most dangerous place for carcinoid tumors to grow, Ganley said.

While the tumors are removable, the cancer is not.

"I'll never be cancer-free," Ganley said.

To manage and prevent the growth of the tumors, Ganley receives a hormone shot every 28 days. He will continue to receive the shots for the rest of his life.

"You've gotta live with it," Ganley said. "And at some time, it's going to beat the medicine."

If the shots become ineffective, Ganley said there are other medicines. Those, however, come with side effects, which Ganley has avoided with the current treatment.

Ganley goes to the gym and is running up to 5 miles. He feels healthy, isn't losing his hair and doesn't look sick. Because of his active lifestyle and appearance, people are often confused when they learn Ganley has cancer.

"You tell people you have cancer, and they look at you different," he said.

After surgery, Ganley will spend a day or two in the intensive care unit at Oregon Health & Science University in Portland. He'll then spend a few more days in the hospital before returning to his Battle Ground home.

Ganley will take six weeks off from his social studies teaching job at Summit View High School and his various public service positions. Ganley taught and coached track at Battle Ground High School for 28 years before moving to Summit View this fall.

Ganley serves on the Battle Ground City Council, a position he's held since 1993. He was mayor for four years from 1997-2001. Ganley also represents the city on the countywide C-Tran Board and Southwest Washington Regional Transportation Council.

Once he's recovered, Ganley plans to continue his community service.

"I enjoy working on city council and trying to make Battle Ground a better place to live," he said.



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Road money given, taken away

Construction: State board allocates \$1.9 million for Eatonville project, takes back \$976,000 from Puyallup

SARA SCHILLING; STAFF WRITER

Last updated: January 17th, 2011 02:02 AM (PST)

It's a tale of two communities – and how to pay for the expensive roads that run through them.

At a time when local governments are cutting back, one East Pierce County town has received good news from a state board that helps pay for roadwork. But East Pierce's largest city got some surprise bad news from the same board.

Eatonville plans to use \$1.9 million allocated by the state Transportation Improvement Board to overhaul a main thoroughfare, which town leaders say will boost safety and economic development.

Puyallup, meanwhile, could lose about \$976,000 in funding for street improvements because of changes it made in the project design.

The transportation board provides money for street maintenance and construction using three cents per gallon of the state gas tax.

In November, it announced that 114 towns, cities and counties – including Eatonville – would share in about \$100 million in the latest round of grants.

The town of 2,500 people in the Mount Rainier foothills plans to improve a 2 1/2-block stretch of Mashell Avenue. The improvements will stretch roughly from Lynch Creek Road to Center Street, possibly a little farther, said Mayor Ray Harper.

The project will help level the street. New handicap-accessible sidewalks and streetlights also are planned.

"It's really exciting to have it all come together," said Doug Beagle, the town administrator.

Puyallup, on the other hand, may never see a large part of the \$3.27 million grant it was awarded by the transportation board about five years ago.

The grant was intended to help widen and improve Ninth Street Southwest near 39th Avenue Southwest. Construction started in 2009, according to a transportation board timeline. The work is done except for some striping and asphalt overlay to be completed this spring.

But a Dec. 21 letter to the city from the interim executive director of the transportation board says \$976,000 now is in question because the city changed the design without the board's OK. The city wouldn't be reimbursed for that amount, said Tom Ballard, the interim director.

City Manager Ralph Dannenberg said Puyallup was unsuccessful negotiating with landowners for some property in the area. That meant the city couldn't build part of a sidewalk and had to make some other slight modifications, he said.

Dannenberg said the city talked to staff from the transportation board and believed approval was given. City staff members are reviewing the matter and will present some options to the City Council, he said.

Ballard's letter leaves room for the city to take "corrective action," which could include putting in the missing section of sidewalk.

Eatonville leaders plan to start construction on their project in April. The design phase is wrapping up now.

The project area includes mostly businesses as well as the new \$800,000 town square, which has a grassy commons, parking, a visitor center and public restrooms. The town square, dedicated last summer, was paid for with a mix of money including federal stimulus and town funds.

Harper said the town square and the road project are part of an effort to revitalize downtown Eatonville. Town leaders hope to entice more travelers heading to and from Mount Rainier to stop and explore – and spend money in restaurants and shops.

"The idea is for this to show what we have to offer," Harper said.

Like other local governments, Eatonville has seen resources shrink in recent years. In 2010, budget cuts led to a couple of layoffs. This year's \$3.5 million general fund is down about \$170,000 over last year but doesn't include layoffs.

Sara Schilling: 253-552-7058 sara.schilling@thenewstribune.com

City of Cle Elum

119 West First Street
Cle Elum, Washington 98922



Telephone: 509 674-2262
Fax: 509 674-4097

December 7, 2011

DEC 16 2010

Washington State Transportation Improvement Board
Thomas G. Ballard, Interim Executive Director
P.O. Box 40901
Olympia, WA 98504-0901

Dear Mr. Ballard & Board Members,

I wanted to write to thank you on behalf of the Council and Citizens of Upper Kittitas County for the recent award to complete our transportation improvement project (No. 6-E-930(004)1).

Cle Elum has endeavored to act as a community leader in advocating for the planning, design and construction of mutually and regionally beneficial transportation improvements. Thank you for sharing our vision of coordinated; well planned and practical infrastructure that aims to serve the broadest possible segment of users. As always, I assure you we will be good stewards of the awarded project funds and the completed improvements.

Very Truly Yours,

A handwritten signature in dark ink, appearing to read 'Charles J. Glondo'.

Charles J. Glondo

Mayor of Cle Elum

Dear TIB Board,

We just found out that
the City of Sultan has
been approved to receive
\$100,000 for sidewalk
construction.

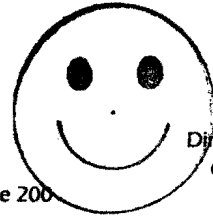
We are all so happy &
grateful for this news.
This grant means a lot
to our city & most im-
portantly, the citizens.

Thank you very, very
much.

Donna Murphy



City of Sultan



Donna Murphy
Grants & Economic
Development Coordinator

319 Main Street, Suite 200
PO Box 1199
Sultan, Washington 98294

Direct Line: 360.793.1811
City Hall: 360.793.2231
Cell: 425.346.7077
Fax: 360.793.3344
donna.murphy@ci.sultan.wa.us



Washington State Transportation Improvement Board

Project Activity Report

Reporting Period
From 11/01/2010 to 12/31/2010

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
SCAP Program							
6-E-921(002)-1	ASOTIN	2nd Street	Design	DE	33,148	0	Director
6-P-808(011)-1	BUCKLEY	SR 165	Design	DE	45,000	0	Director
6-P-801(005)-1	CARNATION	Stossel Avenue	Audit	FV AD	832,526	0	Director
6-P-801(006)-1	CARNATION	Entwistle Street	Construction	CN	497,244	0	Director
6-E-926(005)-1	CONNELL	W Adams Street	Design	DE	76,500	0	Director
6-E-878(104)-1	COULEE DAM	River Drive (SR 155) Sidewalk	Audit	CC AD	21,935	-1,957	Director
6-E-918(003)-1	DARRINGTON	Sauk Avenue	Design	DE	39,984	0	Director
6-E-934(109)-1	DEER PARK	Crawford Ave - Phase V	Audit	CC FV AD	24,632	-1,573	Director
6-E-955(009)-1	ELMA	Eaton Street	Audit	CC FV AD	290,819	26,934	Director
6-E-938(003)-1	EVERSON	Mission Road	Design	DE	72,000	0	Director
6-E-920(005)-1	GRANITE FALLS	South Granite Avenue	Design	DE	62,550	0	Director
6-E-934(005)-1	LA CONNER	S Second Street	Design	DE	0	0	Director
6-E-942(002)-1	MABTON	7th Avenue	Design	DE	52,393	0	Director

**Project Activity Report**

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
6-E-947(009)-1	ZILLAH	First Avenue	Design	DE	40,000	0	Board
6-E-947(108)-1	ZILLAH	First Ave Improvements	Bid Award	BA	60,034	22,733	Director
Total SCAP Change						62,223	

SCPP Program

2-P-800(002)-1	BLACK DIAMOND	FY 2012 Overlay Project	Construction	DE CN	101,149	0	Director
2-P-808(003)-1	BUCKLEY	FY 2012 Overlay Project	Construction	DE CN	107,723	0	Director
18(001)-1	DARRINGTON	FY 2012 Crack Seal Project	Construction	DE CN	46,786	0	Director
35(001)-1	GOLDENDALE	FY 2012 Overlay Project	Construction	DE CN	100,276	0	Director
356(002)-1	MCCLEARY	FY 2009 Sidewalk Maintenance Project	Audit	CC FV AD	92,037	0	Director
372(003)-1	SOUTH BEND	FY 2012 Overlay Project	Construction	DE CN	61,175	0	Director
325(002)-1	STARBUCK	FY 2012 Overlay Project	Construction	DE CN	100,483	0	Director
841(003)-1	SUMAS	FY 2012 Seal Coat Project	Construction	DE CN	31,413	0	Director

**Project Activity Report**Reporting Period
From 11/01/2010 to 12/31/2010

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
P-P-207(P02)-1	SAMMAMISH	244th Avenue NE	Design	DE	8,509	0	Director
P-W-972(P01)-1	SOUTH BEND	Memorial Drive	Design	DE	10,044	0	Director
						Total SP Change	0

UAP Program

8-2-154(014)-1	ANACORTES	South Fidalgo Bay Road	Design	DE	0	0	Director
8-1-134(014)-1	FIFE	70th Avenue E	Design	DE	0	0	Director
39(007)-1	LYNDEN	Kok Road	Construction	DE CN	539,567	0	Director
27(062)-2	PACIFIC	Stewart Road (Pacific)	Contract Completion	CC	186,156	-16,752	Director
17(005)-1	PACIFIC	Stewart Road (8th St E)	Design	DE	461,000	0	Director
71(008)-2	RICHLAND	Leslie Road	Bid Award	CN BA	724,500	94,500	Director
21(005)-1	SEATAC	S 154th Street	Construction	CN	2,371,800	0	Director
165(082)-1	SPOKANE	Riverside Drive	Bid Award	BA	1,950,000	0	Director
8-4-039(024)-1	YAKIMA COUNTY	Beaudry Road	Design	DE	225,000	0	Director



Project Activity Report

Reporting Period
From 11/01/2010 to 12/31/2010

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
9-P-202(004)-1	SHORELINE	Aurora Avenue N (SR-99)	Bid Award	BA	5,500,000	0	Director
9-P-116(012)-1	TUKWILA	Klickitat Drive & Southcenter Parkway	Bid Award	BA	3,398,716	-1,601,284	Director
						Total UCP Change	-1,686,551
						Total Change	-1,546,580

- Pending	CC - Contract Completion
Pre-design	FV - Final Voucher
Design	AD - Audit
Construction	WD - Withdrawn
Bid Award	



Washington State Transportation Improvement Board

TIB Members

Commissioner Greg Parich
Chair, Whitman County

Mayor James Irish
Vice Chair, City of La Center

Councilmember Jeanne Burbidge
City of Federal Way

Todd Coleman, P.E.
Port of Vancouver

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Whatcom County

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WSDOT

Mark Freiburger, P.E.
City of Sedro-Woolley

Councilmember William Goltmann, P.E.
City of Spokane Valley

Secretary Paula Hammond, P.E.
WSDOT

Paul Ingiosi
Office of Financial Management

Laura Philpot
City of Sammamish

Heidi Stamm
HS Public Affairs

Harold Taniguchi
King County Metro Transit

Steve Thomsen, P.E.
Snohomish County

John Vodopich
City of Bonney Lake

Jay Weber
County Road Administration Board

Ralph Wessels, P.E.
Bicycle Alliance of Washington

Commissioner Mike Wilson
Grays Harbor County

Thomas G. Ballard, P.E.
Interim Executive Director

P.O. Box 40901
Olympia, WA 98504-0901
Phone: 360-586-1140
Fax: 360-586-1165
www.tib.wa.gov

December 21, 2010

The Honorable Kathy Turner, Mayor
City of Puyallup
333 S. Meridian
Puyallup, Washington 98371

Re: 9th Street SW – 39th Ave SW to 450ft South of 43rd Ave SW

Dear Mayor Turner:

As a result of a discussion with the Transportation Improvement Board (TIB) members on Thursday, November 18, 2010, I am writing to formally inform the City of Puyallup that, after preliminary discussions with city staff and field review of the above referenced project site, it appears the City of Puyallup is in gross violation of the terms of our Washington State Transportation Improvement Board Fuel Tax Distribution Agreement for Project Number 8-1-129(016)-1 relative to the above referenced project and certain city actions have jeopardized the associated \$3,278,001 grant funding.

The proposed project which was subsequently approved by TIB was to construct four 11-foot through lanes with a 12-foot continuous center two-way left turn lane, two 4-foot bicycle lanes, curb/gutter, and two 6-foot sidewalks. This proposal resulted in a TIB Priority Array scoring of 68, placing the project just above the funding cut-off line during the original project grant selection process. The city, having redesigned the project without Board approval, constructed four 12-foot through lanes with an 11-foot continuous center two-way left turn lane, no bicycle lanes, curb/gutter and a sidewalk on only the east side of the roadway. The constructed project lacks the required sidewalk on the west side of the project and the two 4-foot bicycle lanes. Lack of the bicycle lanes alone would have caused this entire project to not be funded during the original selection process.

TIB has concluded, based on the information provided by city staff, that the city has unilaterally, and without the required Board approval, redesigned and constructed the southerly portion of the project in such a manner that has changed substantially the nature of the project to be constructed which was certified by the city on June 18, 2009, prior to construction approval by TIB. I have attached, for your information, an outline of key events leading to this conclusion. Also, for your convenience, I have attached a copy of the project modification and scope change policy under WAC 479-05-052; and the sidewalk deviation policy prescribed under WAC 479-12-500.

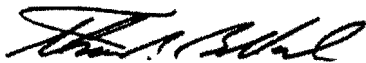
Mayor Kathy Turner

December 21, 2010

Page 2

The city is hereby advised that the southerly 650 feet of the project does not meet the approved project requirements and its construction is in violation of the terms of the above referenced agreement. As a result, unless the city takes corrective action within the next 30 days, the Transportation Improvement Board will begin the process of closing out this project and terminating our Washington State Transportation Improvement Board Fuel Tax Distribution Agreement for Project Number 8-1-129(016)-1 pursuant to Section 7.3 of the agreement. Be advised that the TIB grant funding has been reduced by \$976,748.25 resulting in a total of \$2,301,252.75 funding availability from TIB for the project. The reduction of funding is based on the premise that the southerly 44% of the project construction and its related expenditures does not meet the approved project requirements and therefore are non-eligible for reimbursement. At this time our records indicate TIB has reimbursed the City of Puyallup a total of \$2,253,351.45. As a result of the reduction in TIB funding for this project, any additional reimbursements to the City of Puyallup on this project will be processed by TIB at the time of final project close-out.

Sincerely,



Thomas G. Ballard, P.E.
Interim Executive Director

Enclosures

cc: TIB Members
Ralph Dannenberg, Puyallup, City Manager
James F. Morrow, P.E., Puyallup, Public Works Director
Project File

Outline of Key Events
9th Street SW
39th Ave SW to 450th South of 43rd Ave SW
City of Puyallup
Project Number 8-1-129(016)-1

On or about May 13, 2010, it was brought to the attention of TIB staff by Mr. Morrow of the City that he was attempting to vacate certain possession and use agreements made between the City and several private property owners along the west side of the southerly portion of the project. Mr. Morrow further explained that he knew that without the possession and use agreements the City would need to reduce the roadway cross section width including eliminating sidewalk on one side of the road. At this time TIB staff, by way of reminder, informed Mr. Morrow that a sidewalk waiver requires Board approval and that if the City makes scope changes and eliminates a sidewalk without Board approval the City is putting the \$3.3 million of TIB funding at risk.

In a letter dated June 7, 2010 from Mr. James Morrow to Mr. Stevan Gorcester, then Executive Director of TIB, Mr. Morrow outlines the status of the right of way negotiations between the City and several private property owners together with a brief summary of the issue at hand. Mr. Morrow concludes his letter by stating, "The project has been redesigned. The only change to the original scope is the postponement of 465 lineal feet of sidewalk installation. All other aspects of the project: curb, gutter, drainage, and sidewalks on the east and west side, two travel lanes in each direction, and a center, left-hand turn lane have been accommodated." Mr. Morrow further indicates a reduction of the sidewalk length related to the "postponement" and concludes with, "The City will make every endeavor to complete the installation of the remaining sidewalk."

In a response e-mail dated June 14, 2010 from Mr. Gorcester to Mr. Morrow, Mr. Gorcester indicated, "In the meantime, while the sidewalk requirement remains, the City is not required to complete the west sidewalk at the same time as the rest of the project if doing so would force unreasonably high costs." He further indicated, "I will informally notify the Board of this issue at our June 25, 2010 meeting. Any permanent elimination of the sidewalk on the west side of the project would require a sidewalk deviation by the Board under WAC 479-12-500."

On October 18, 2010, TIB staff field reviewed the project and found that construction of the roadway was nearly complete and in a manner inconsistent with the assurances outlined by Mr. Morrow in his June 7, 2010 letter. As a result, staff contacted Mr. Morrow and in follow-up with a e-mail to Mr. Morrow dated October 22, 2010 wherein Mr. Thomas Ballard, Interim Executive Director of TIB accepted his offer to TIB staff to meet in person while requesting materials to review prior to that meeting which subsequently was scheduled for November 1, 2010.

As a result of TIB request, drawings provided by City staff indicated the area of the project that was redesigned consists of approximately the southerly 650 feet of 9th Street SW. The drawings clearly illustrate changes to all the roadway cross section features referred to by Mr. Morrow in his June 7, 2010 letter; namely the curb, gutter, drainage, sidewalks on the west side, two travel lanes in each direction, and a center, left-hand turn lane. Despite Mr. Morrow's claim, none of the roadway elements have been accommodated by the City's redesign in a manner suitable to meet the requirements of the approved project scope and original design.

Mr. Ballard met with Mr. Morrow and two of his staff on November 1, 2010. During that discussion Mr. Ballard summarized to Mr. Morrow that the City's actions violated the scope of the approved project and that, since (as was discovered during the meeting) there is no intent by the City to construct the westerly sidewalk, that a sidewalk deviation from the Board would be required. In conclusion to the meeting Mr. Ballard requested that Mr. Morrow determine what corrective action the City wishes to pursue relative to the City's unilateral redesign and construction of the project, and the elimination of the sidewalk on the west side of the road, and then share his proposal for resolution with TIB for the purposes of developing a strategy by which both parties could approach the Board with this issue.

Prior to the November 18, 2010 Board meeting TIB staff contacted Mr. Morrow to gain a status report relative to the TIB request. In response Mr. Morrow indicated that he was waiting for a cost breakdown from TIB for the percentage of the project that would be eligible/non-eligible if the project were to remain as it is today. Mr. Ballard does not believe he indicated during the conversation with Mr. Morrow that TIB neither planned on providing any such information nor was the City's required response to Mr. Ballard's request conditioned on providing such information.

WAC 479-05-052 - Project modification and scope change

The executive director may approve scope changes except the following which require the board's approval:

- (1) A change in the project limits with a request for an increase in funding beyond the executive director's administrative authority in WAC 479-01-060;
- (2) Adding or decreasing through lanes;
- (3) Adding or eliminating grade separations;
- (4) Reducing limits greater than one hundred lineal feet;
- (5) Inclusion or exclusion of major project element that may be considered a scope change by the executive director; or
- (6) Changes to project components that were used to rate the project.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-05-052, 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.]



FY 2012 Small City Federal Matching Funds

January 28, 2011

BACKGROUND

To match federally funded transportation projects, local agencies must secure state or local funds or private donations.

Small cities often lack the resources to provide the required local match for federal projects. TIB offers the small city federal matching program to those cities that do not have adequate local funding to accept a federal transportation grant.

At the June 2010 meeting, the board reinstated the small city federal matching program.

STATUS

Since reinstatement of the matching program, several cities submitted applications to receive matching funds for their projects. All three cities and projects meet the threshold criteria to qualify for small city matching funds.

Agency	Project Title	TIB Funds
Castle Rock	Cowlitz St West Reconstruction	\$118,456
Deer Park	S Main Street	\$293,943
Waitsburg	W 7th Street Design	\$10,125
TOTAL		<hr/> \$422,524

RECOMMENDATION

Approve small city matching funds in the amounts shown for the projects listed above.