



Transportation Improvement Board
June 23-24, 2011 – Spokane, Washington

Meeting Location: WSDOT Building
2714 N. Mayfair St., Spokane 99207
(509) 324-6003

Lodging Location: Downtown Oxford Suites
115 W. North River Dr., Spokane 99201
(509) 353-9000

June 23, 2011
WORK SESSION AGENDA

WORK SESSION		Page
	<i>Increase Request</i>	
2:00 p.m. A.	City of Sedro Woolley: Moore Street	Greg Armstrong 32
	<i>Scope Change and Increase Request</i>	
2:30 p.m. B.	City of Sultan: Sultan Basin Road	Greg Armstrong 35
	<i>Project & Program Issues</i>	
3:00 p.m. C.	Financial Report	Theresa Anderson
3:20 p.m. D.	Supplemental Call for Projects	Steve Gorcester 38
	<i>General Matters</i>	
4:00 p.m. E.	Visioning Report & Discussion	Chair Partch 47
5:30 p.m. F.	SCPP & CHAP Status Report	Steve Gorcester 52
5:50 p.m. G.	Adjournment	Chair Partch

Dinner on your own



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June 24, 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 March 25, 2011 Minutes	Chair Partch 1
	B. Communications	Steve Gorcester
	1. Senate OKs road tax on electric vehicles – <i>The Olympian</i>	7
	2. WSDOT’s bridge program scores high nationally – <i>Lake Stevens Journal</i>	9
	3. Lincoln Ave. underpass project to be delayed until fall – <i>Yakima Herald Republic</i>	10
	4. Renton may condemn land for Rainier Avenue project – <i>Renton Reporter</i>	12
	5. Buckley addressing tricky junction – <i>The Enumclaw Courier-Herald</i>	14
	6. Marine Drive slated for improvements – <i>The Northern Light</i>	15
	7. South Park fetes bridge groundbreaking, Cinco de Mayo – <i>Seattle Times</i>	16
	8. The stubborn gas tax: it’s hard to increase, hard to reduce - <i>Stateline</i>	18
	9. Street work in Tukwila could wrap up early – <i>PNWLocalNews.com</i>	22
9:15 a.m.	3. LOCAL PRESENTATIONS	Gloria Bennett
9:45 a.m.	4. NON-ACTION ITEMS	
	A. Chair’s Report to the Board	Chair Partch
	B. Executive Director’s Report	Steve Gorcester
	C. Delayed Projects Report	Steve Gorcester 24
	D. Project Activity Report (3/1/11-5/31/11)	Gloria Bennett 26
10:30 a.m.	5. ACTION ITEMS	
	A. City of Sedro Woolley: Moore St. Increase Request	Steve Gorcester 32
	B. City of Sultan: Sultan Basin Rd. Scope Change & Increase Request	Steve Gorcester 35
	C. Supplemental Call for Projects	Steve Gorcester 38
	D. Election of Chair and Vice Chair	Chair Partch 45
	E. 2012 Meeting Schedule	Steve Gorcester 46
11:00 a.m.	6. FUTURE MEETINGS	Steve Gorcester
	September 22-23 – Pasco (TRAC Center)	
	November 17-18 Tukwila (Tukwila Community Center)	
11:05 a.m.	7. ADJOURNMENT	Chair Partch

**Transportation Improvement Board
March 25, 2011
Skagit County Public Utilities District
Mount Vernon, Washington**

MINUTES

TIB BOARD MEMBERS PRESENT

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

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

TIB STAFF

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

TIB BOARD MEMBERS NOT PRESENT

Mayor James Irish, Vice Chair
Mr. Paul Ingiosi
Mr. Jay Weber

CALL TO ORDER

Chair Partch called the meeting to order at 9:00 a.m.

GENERAL MATTERS

A. Approval of January 28, 2011 Minutes

MOTION: It was moved by Commissioner Wilson with a second from Councilmember Burbidge to approve the minutes of the January 28, 2011 board meeting as presented. Motion carried unanimously.

B. Approval of March 3, 2011 Minutes

MOTION: It was moved by Mr. Thomsen with a second from Commissioner Wilson to approve the minutes of the March 3, 2011 special board meeting as presented. Motion carried unanimously.

C. Communications – Tom Ballard referred the Board to the articles in the packet. He specifically noted an article about the future of transportation funding in *The News Tribune*, “Little traction behind transportation funding.”

LOCAL PRESENTATIONS

The following presentations were made from nearby agencies:

- Esco Bell, City of Mt. Vernon Public Works Director, gave a brief overview TIB funded projects. Highlighted projects included Old 99 Bridge, Riverside Dr./College Way, Freeway Dr., East College Way Sidewalk, and Laventure/Anderson Rd. Extension.
- Chal Martin, City of Burlington Public Works Director pointed out how essential partnerships are to complete projects. He noted the success of the roundabouts on Burlington Blvd. and what a difference that has made to the community.
- Eric Shjarback, Assistant Engineer for City of Anacortes, briefed the Board about TIB funded projects including the roundabout that serves as a gateway to the city. This project was completed in 30 days by shutting down traffic altogether, which ultimately saves the city time and money. He also mentioned the Guemes Channel Trail, which is not an eligible TIB project, but is a wonderful facility for non-motorized traffic that connects to the town.

NON-ACTION ITEMS

- A. Chair's Report** – Chair Partch gave a brief recap of the past eight months and thanked the selection committee for their time and commitment during the executive director search. He also thanked the staff for their patience during this process.

Chair Partch presented Tom Ballard with a plaque thanking him for the excellent work he did as the Interim Executive Director.

Mr. Ballard had identified a number of issues that Mr. Gorcester will continue to evaluate. Both will work hand-in-hand for a brief time to ensure the visioning process laid out for TIB remains seamless.

- B. Executive Director's Report** – Tom Ballard reported on the following:

Board Vacancies and Size

- There are currently three board vacancies – a county planner, a special needs representative, and a transit representative. The Secretary is aware of these vacancies, but with a board size reduction on the horizon, board appointments are currently on hold until the size of the board is finalized.

County Eligibility and Outreach

- A list of county agencies was included in the board packet and brought to the board's attention. There were several that are not eligible for TIB funds; however, outreach efforts will be made to those county agencies that do not submit applications and are eligible.

Status of 2012 Grant Awards

- In the Small City Preservation Program (SCPP), 97% of the projects are underway for bids. Many of the large urban projects are almost ready to go out for bids, with two projects already under construction. There are only seventeen agencies that have not yet returned their fuel tax agreements.

Legislative Update

- SSB 5797 – combining the UATA and TIA accounts is currently on the floor in the House and staff are optimistic that it will pass.
- HB 1028 – correctional populations is currently on the floor in the Senate. The companion bill, SSB 5133 did not make it out of the Senate.

City of Puyallup 9th Street

- The city is committed to correcting the errors that were made and are concerned about their relationship with TIB. The city is working within the designated timeline. During the Thursday, March 24 work session, Ralph Dannenberg, City Manager for Puyallup, assured the Board that the project is moving forward and plan to have it completed by September.

Projects At-Risk List

- This list was shared with Steve Gorcester who will monitor it closely.

Recent TIB Ribbon Cutting Events

- City of Milton – Milton Way

- C. Financial Report**

Theresa Anderson reported that there is a combined fund balance of \$43 million, with accounts payable at about \$2 million. The revenue average is \$8.2 million per month and average expenditures are \$4.8 million per month. The revenue forecast continues to decrease.

The 2011-13 proposed budget shows an appropriation of \$177 million, down from the \$202 million originally requested. Additionally, the budget does not allow enough spending authority. Theresa is working with OFM to correct this, and is confident that this will be fixed before the budget is finalized.

Mr. Wessels suggested that if it does not get corrected and becomes a bigger issue, the Board can discuss taking action to help remedy this error.

D. Project Activity Report

Greg Armstrong reported that 99 projects had activity in this reporting period, with the majority of those in design. Notable changes included a \$433,630 surplus from Bainbridge Island (Winslow Way) and a \$230,000 project withdrawal from Sedro Woolley (Moore Street sidewalk) totaling \$663,630.

During this reporting period, there was a total decrease in TIB obligations of \$721,721.

ACTION ITEMS

Scope Change Requests

- A. City of Vancouver: NE 137th/NE 183th Avenue** – The city requests a scope change to construct two 14-foot lanes, two 6-foot bicycle lanes, and construct an additional roundabout at NE 32nd Circle. This scope reduction has been thoroughly vetted by WSDOT and H & LP. The reduction from four lanes to two lanes with an additional roundabout makes this a more workable design for that particular location. Widening the lanes from 11 feet to 14 feet offers emergency vehicles more space to negotiate turns.

MOTION: It was moved by Ms. Davis with a second from Mr. Thomsen to approve a scope change to construct two 14-foot lanes, two 6-foot bicycle lanes, and the addition of a roundabout at NE 32nd Circle. Motion carried unanimously.

- B. City of Sedro Woolley: Moore Street** – The city requests a scope change to extend the project limits to the west 320 feet. When the application was submitted for this project, the city believed the BNSF bridge would have to be completely replaced to address the vertical clearance and sidewalk gap issue. The bridge replacement would cost approximately \$6.7 million; however, the city found a way to extend the sidewalk for slightly over \$460,000.

It was recently discovered that the railroad was granted use of city right-of-way for the bridge crossing and that there was a provision that required the railroad to replace the structure at anytime. The structure was replaced in 1954 using that provision. Recently, the city reviewed the original bridge plans and discovered there was a provision for 6-foot sidewalks to be constructed on the outside of the main span. The sidewalks were never constructed, but a slight modification now would allow them to be constructed. The city has also done some preliminary analysis on the vertical alignment and has determined they can lower the profile of the road to achieve a 16-foot vertical clearance. This would allow all known oversize loads to use the route.

With this additional work, the bridge will not have to be replaced saving the state and city approximately \$6 million in future costs.

The city would like to have bids out by June. There is a possibility that the city may need additional funds; however, they are not asking for an increase at this time. With the favorable bid climate, an increase may not be necessary. If more funds are needed, the city might return to the Board for an increase request at that time.

MOTION: It was moved by Councilmember Gothmann with a second from Commissioner Wilson to approve a scope change on the Moore Street project as a bid alternate to extend the project limits to the west 320 feet, with no increase at this time. Motion carried with one abstention from Mr. Freiberger.

- C. City of Buckley: SR-410, SR-165, Ryan Road, & 112th** – This scope change request is due to miscommunication with TIB staff. The city has acted in good faith on this project. In 2009, Buckley was awarded a TIB grant for this project, and over time, had some fiscal concerns. The city was advised by TIB staff to split the project into two phases, which would alleviate the funding issue. Due to personnel changes at TIB, there was a lack in follow-up and clear communication to the city on this phase split, and the city thought they were to reapply. Phase 1 of the project was underway when the Board awarded Phase 2 of the project in November 2010.

Phase 1 is ready for bid award and there are right-of-way issues on Phase 2. Consequently, the two phases cannot be consolidated.

At this point, the most prudent course of action is to reduce the scope of work in the original project while retaining the full TIB funding of the project. To avoid any delays, which would be costly, TIB staff is recommending a reduction in scope on Phase 1 and leaving Phase 2 intact.

MOTION: It was moved by Ms. Philpot with a second from Mr. Freiburger to approve a scope change to reduce the project scope to work shown as Phase 1 improvements with no reduction in TIB funds. Motion carried unanimously.

It was noted that this project is fully funded as a result of this motion.

- D. FY 2012-13 Schedule and preliminary Program Call Size** – Tom Ballard presented the preliminary program size and schedule for the November 2011 project awards. Based on cash flow projections and the revenue forecast, staff recommended offering a call for all TIB programs.

Mr. Wessels asked about the Bremerton Tunnel project and if this call size reflects any recovery of those funds. The Bremerton Tunnel funding issue is still being monitored and is not included in this call size.

Mr. Thomsen asked if this was an average call size. Steve Gorcester noted that this is an optimal amount. The goal is to continue offering manageable-sized programs and maintain sustainability of the programs. It was agreed that this could be part of the visioning discussion.

The following is only a guideline constituting a call for projects, with the actual size approved at the November meeting with the adoption of the project selection.

The recommended program schedule is listed below, with amended areas bolded and italicized:

Date	Milestone
March 24, 2011	Preliminary program call size presented to Board
March 25, 2011	Board authorizes call for projects
May 16, 2011	Call for projects formally announced
May 25, 2011	Applications are available to agencies
June 1-30, 2011	Funding workshops scheduled across the state
June 23, 2011	Target program <i>allocation</i> call size presented to Board
<i>June 24, 2011</i>	<i>Board adopts target program allocation call size</i>
August 31, 2011	Applications due
September - October 2011	Application evaluation and field reviews
November 17, 2011	Final program call size presented to Board; Priority Array presented to Board
November 18, 2011	Board adopts final program call size, <i>if changed from June call size</i> ; Board adopts Priority Array and authorizes Exec Director to award selected projects

The recommended preliminary FY 2012-13 call size is:

Program	Amount
Urban Corridor Program	\$40 million
Urban Arterial Program	\$30 million
*Small City Arterial Program	\$10 million
Sidewalk Program	\$2 million
Small City Preservation Program	\$1.4 million
City Hardship Assistance Program	\$1 million
**TOTAL CALL	\$84.4 million

* In accordance with WAC 479-12-215 the Board may allocate up to 10% of the small city arterial program for federal match projects.

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

MOTION: It was moved by Councilmember Crawford with a second from Mr. Wessels to approve the amended program schedule and the preliminary FY 2012-13 call size, with authority to adjust call size based on future revenue forecasts. Motion carried unanimously.

E. TIB's Future Vision – Ad Hoc Committee Appointment – Chair Partch discussed appointing an ad hoc committee to work on a vision for TIB and direction for the future. The committee would be comprised of the Chair, Vice Chair, Executive Director, and board members who are also state and local agency stakeholders. Kathleen Davis, Laura Philpot, and Steve Thomsen were mentioned as possible committee members. The committee would draft the topical issues and bring back to the full board for discussion and development. *(Note: After the meeting, Todd Coleman's name was added to the list of committee members.)*

Part of this discussion also centered around the JTC study recommendations. The JTC recommendations can be used as a springboard for the TIB visioning process and direction TIB wants to go in the future. It was the consensus of the board that responding to the JTC study recommendations is the top priority. The Board will have a final report on the implementation of the recommendations to the JTC by December 1, 2011.

MOTION: It was moved by Councilmember Crawford with a second from Commissioner Wilson to approve the following:

1. The Chair establish an Ad Hoc Committee for Agency Visioning consisting of the Executive Director and appointed Board members; and,
2. The committee will convene in late April via conference call or face-to-face meetings, thereafter on a monthly or an as needed basis; and,
3. The committee will provide to the full Board a progress report and critical discussion items at future Board meetings; and,
4. The committee is charged to develop recommendations for Board discussion, and ultimate adoption at the November 2011 regular meeting, to address the following topics:
 - a. Review and develop implementation strategies to respond to the JTC Efficiency Study recommendations and prepare a status report to the JTC for presentation in December 2011.
 - b. Recommendation on the downsizing and make-up of the Board stakeholder representation.
 - c. Review and confirm or recommend revisions and new approaches to funding programs, program intent, structure of program accounts, associated project selection criteria, regional distribution of program funding, project eligibility, matching ratio for agency participation, application processes, and project delivery expectations and administrative requirements.

- d. Recommendation on changes to RCW's to reflect above recommended changes to TIB and the funding programs.
- e. Development of potential changes to associated TIB WACs and Agency By-Laws.

AMDENDMENT TO THE MOTION: Councilmember Crawford requested the following amendment to the motion:

Add "Subject to review by legal counsel for open public meetings compliance. . ." at the beginning of Item 2 above so it reads, "Subject to review by legal counsel for open public meetings compliance, the committee will convene in late April via conference call or face-to-face meetings, thereafter on a monthly or an as needed basis; and, . . .

Amended motion carried unanimously.

OTHER BUSINESS

Tom Ballard and Steve Gorcester presented an idea for a pilot urban preservation program. If the bill to consolidate the UATA and TIA passes, TIB would have the flexibility to do such a program. The pilot program would be the Urban Arterial Preservation Program (UAPP) and provide funding to be used toward urban agencies maintenance needs. The funding for the UAPP would be determined by a sliding scale of fiscal capacity. For example, a small urban agency could get 80% of maintenance costs, while a large urban agency would receive a lesser percentage. As a preservation program, this pilot UAPP would help lower the high cash balance that currently exists. Additionally, it lays the groundwork for future discussions on new law revenue and responds to the recommendations in the JTC study.

Secretary Hammond suggested reviewing statutes and interim directives to know what already exists. Additionally, she recommended that cities and counties be polled to determine if they would prefer a direct allocation or a state grant for preservation and maintenance programs.

Mr. Freiburger supports the pilot program and suggests that city councils and county commissioners be encouraged to leverage the limited funds local agencies currently have.

Mr. Wessels asked that more detail be brought back to the Board, such as different options available, any issues that might arise from this type of program, the magnitude of the program, and the impetus behind it. Mr. Freiburger noted that data for this is likely available through Public Works Departments.

FUTURE MEETINGS

The next meeting is scheduled for June 23-24, 2011 in Spokane. Meeting notices will be sent out on June 3, 2011.

ADJOURNMENT

The meeting adjourned at 11:30 a.m.

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Published March 30, 2011

Senate OKs road tax on electric vehicles

KATIE SCHMIDT; Staff writer

Electric vehicle owners might have to start paying a \$100 registration fee every year under a bill that passed the state Senate on Tuesday.

Senate Bill 5251 moved forward in a 36-11 vote, with supporters saying it would ensure that all drivers pay something to maintain state roads but opponents arguing a flat fee for all battery-powered cars was a simplistic approach.

The drive for the legislation was fueled by the growing unreliability of state gas tax revenues, which are used to maintain and build roads, bridges and ferries. Because owners of all-electric vehicles don't pay the tax, the bill's supporters said, Washington must find other ways to bring in transportation money.

"They're going to drive on our highways, and this is a way for them to pay their fair share," said Sen. Mary Margaret Haugen, D-Camano Island, the bill's primary sponsor.

About 1,316 plug-in vehicles were registered in Washington in 2010, according to the state Office of Financial Management, and that number is expected to increase to about 17,202 vehicles by 2020.

Under the Senate transportation budget, which assumes the electric-vehicle tax bill would pass, the state would spend about \$4.87 billion on highway-related projects in the 2011-13 biennium.

The state's gas tax brings in about \$1.2 billion per year, but that has not increased since 2008, and gas consumption in Washington has stayed flat since 2000.

The bill, which still must pass the House and be approved by the governor, would bring in about \$468,000 over the next two years. By 2015, as the number of electric cars in the state grows, it could generate about \$1.7 million every two years.

Electric car advocates say that under this bill the state would miss an opportunity to adapt its transportation revenue system into something more compatible with modern, alternative fuels.

Dan Davids, president of electric car advocacy group Plug-In America, said he would like to see fees for all vehicle owners based on their odometer readings. Owners would report them when they renew their vehicle registrations.

He said fees or taxes to pay for roads should be based on how much drivers actually use them.

“We’re totally on-board with fairness,” Davids said, “but we think to just do a Band-Aid for electric vehicles for now doesn’t solve the problem.”

Seattle Electric Vehicle Association President Steven Lough said he would like to see a fee based on miles traveled, vehicle weight, battery-pack size or some combination of those. That way, people with very small cars who do not use the highways on a regular basis wouldn’t pay disproportionately.

When the bill was in committee, legislators added a provision exempting electric cars that cannot travel more than 35 miles per hour. But Haugen said the state did not have a good method for taking that into consideration.

Tonia Buell of the Washington State Department of Transportation said the state is working on projects, such as the West Coast Green Highway Initiative, to set up charging stations 40 to 60 miles apart along the Interstate 5 corridor.

“We’re really trying to become a magnet state for electric vehicle manufacturers to send their cars out here,” Buell said.

Lough, however, said he’s concerned that a fee on electric cars could be a disincentive for prospective buyers, even though \$100 is small compared with the cost of an electric car such as the \$33,000 Nissan Leaf.

“It may be a very small disincentive, but it’s a psychological disincentive all the same,” he said.

Haugen said that even with the fee proposed in her bill, electric car owners would pay less in taxes and fees than most car owners in the state.

According to 2008 data from WSDOT, a driver who travels 12,000 miles per year pays on average about \$204 annually in state gas taxes. Also, people who buy electric cars do not have to pay state sales tax on their purchase, and they can get about \$7,500 in federal tax credits.

Rep. Judy Clibborn, a Mercer Island Democrat and chairwoman of the House Transportation Committee, said she supports the bill, which will likely come to her committee next.

Katie Schmidt: 360-786-1826 katie.schmidt@thenewstribune.com

Lake Stevens JOURNAL



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WSDOT's bridge program scores high nationally

Published on Wed, Mar 30, 2011 by Alice Fiman, WSDOT Communications

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OLYMPIA – Washington state's bridge maintenance and preservation program ranked high in a report released today by Transportation for America, a broad coalition of organizations promoting national transportation reform.

Washington is fifth highest in the overall condition of the state's bridges, ranked 46 out of 51 when compared to the 50 states and District of Columbia.

"In contrast to most states, Washington has committed to structurally sound bridges and ensured that funds intended for maintenance are not siphoned off for new projects," noted Transportation for America's report, "The Fix We're In For: The State of our Bridges."

"I'm proud of our bridge program and the smart investment decisions we've made to keep these critical economic and travel corridors open," said Paula Hammond, Washington transportation secretary. "But like other states, we're struggling to fund our backlog of preservation needs. We need continued federal funding so we don't lose momentum and risk these lifeline bridges becoming unavailable for commerce or during emergencies."

Close to 70 million drivers travel Washington's 7,700 bridges each day and the Washington State Department of Transportation (WSDOT) is responsible for nearly 3,250 of these critical transportation links.

The Transportation for America report notes only 5.1 percent of bridges statewide are rated "structurally deficient" according to 2010 government standards, compared to 11.5 percent nationwide. Structurally deficient bridges require significant maintenance, rehabilitation or replacement.

As these structures continue to age, their preservation needs continue to increase.

"We need close to \$1 billion over the next 10 years to preserve Washington's bridge system," said Jugesh Kapur, WSDOT state bridge engineer. "When we delay these preservation and maintenance projects, more of our bridges will fall below federal standards and could be at risk. Delay also means the structures deteriorate quicker and the fixes become significantly more expensive."

WSDOT inspects its bridges every two years, with a few exceptions. Some bridges with structural issues and older bridges are inspected more frequently. For example, the Alaskan Way Viaduct is inspected four times a year, including in-depth inspections every six months.

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From the Yakima Herald-Republic Online News.

Posted on Saturday, April 09, 2011

Lincoln Ave. underpass project to be delayed until fall
by Chris Bristol
Yakima Herald-Republic

YAKIMA, Wash. -- A delay of several weeks caused by technical problems has substantially pushed back the completion date of the Lincoln Avenue underpass.

The underpass was originally scheduled for completion in the early summer, but that date has been pushed back to late fall, Interim Assistant City Manager Michael Morales said.

The delay was caused when soil testing raised questions about the plan to use what's called permeation grouting to form the bottom seal, or foundation, of the underpass. When done, the underpass will allow traffic to flow unimpeded beneath the Burlington Northern Santa Fe railroad tracks.

Morales and other city officials have likened the underpass design to a big bathtub with a road through it. The goal is to keep water out of the underpass, which also must be sturdy enough for huge freight trains to pass over.

The soil testing revealed problems with the mixture of concrete and grout that was to be injected in hundreds of small shafts to form the bottom seal.

As a result, engineers decided to switch to another method known as secant piles, which are formed by constructing intersecting reinforced concrete piles.

"The grouting wasn't working," Morales said, adding, "There was several weeks there where nothing was going on."

Now that construction has resumed, Morales said the support walls are up and most of the secant piles are finished on each end of the underpass.

The center piece of the bottom seal is the next major step. Because it's under the rail bridge, the bottom seal will be more challenging and time-consuming.

Construction on the Lincoln Avenue underpass began last June, requiring the rerouting of Lincoln traffic onto Martin Luther King Jr. Boulevard.

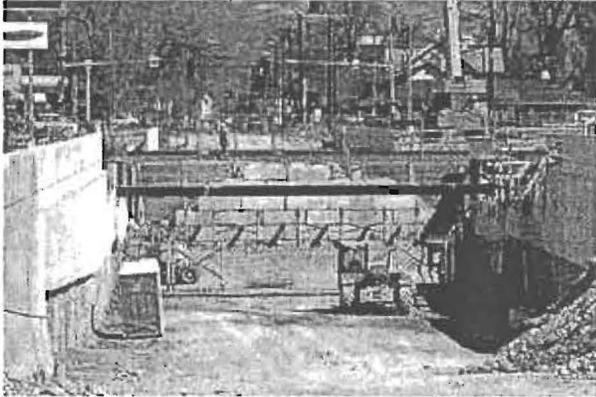
Once the Lincoln underpass is done, construction will then shift to MLK, where a twin underpass is anticipated.

If there is an upside on the delay, it is that engineers now know that secant piles are the right method for the MLK underpass Morales said.

As for cost overruns, Morales said the focus for now is getting the project back on track. The entire project, counting both underpasses, has been estimated at \$36 million.

"We know we're going to have to resolve a lot of issues down the road," he said.

**Chris Bristol can be reached at 509-577-7748 or at cbristol@yakimaherald.com.*



ANDY SAWYER/Yakima Herald-Republ

Work on the Lincoln Ave. underpass in Yakima, Wash., Friday, April 8, 2011.

Renton may condemn land for Rainier Avenue project



The northeast corner of South Third Street would receive new landscaping and a trellis, an example of some of the beautification planned for the Rainier corridor.
City of Renton

By **DEAN RADFORD**

Renton Reporter Editor

Apr 14 2011, 11:00 AM · **UPDATED**

The City of Renton may condemn some property on Rainier Avenue so it can proceed with a multimillion-dollar project to make the highway safer and more efficient.

This is the second phase of a roughly \$42 million project stretching from Grady Way to Second Avenue South that already has replaced three railroad overpasses with wider ones to accommodate the Rainier Avenue improvements.

This second phase will cost about \$24 million, including about \$5 million for right of way acquisition.

Of the \$5 million, about \$3.1 million will go toward buying the land. The other roughly \$2 million will pay for other expenses, such as appraisals, title searches, negotiations and attorney work.

The City Council was briefed on the condemnation process Monday evening before it went into an executive session to discuss purchasing strips of land that are needed for project right of way, permanent easements or for use during construction.

Condemnation is a strict process that requires public notification and letters to all affected property owners – about

RELATED STORIES

Renton Reporter

- [Renton may condemn land for Rainier Avenue project](#)
- [Renton sets open house for Dec. 2 on Rainier improvements](#)
- [Renton City Council to get update on Rainier Avenue widening project](#)
- [Rainier Symphony presents concert](#)
- [Renton to receive \\$2 million in federal stimulus money for Rainier Avenue improvements](#)

South King County

- None at this time.

185. The ordinance detailing the process is being published in the Renton Reporter as a legal notice today and again next Friday.

The City Council is expected to adopt the ordinance on May 2. The council's Transportation Committee reviewed the ordinance Thursday.

The Rainier project will affect 48 properties along Rainier Avenue. Eleven of those properties have what's called a "substantial agreement" with the city.

"We haven't had anybody say they are against the project," Rich Perteet, the city's deputy public works administrator, told the council.

The project's environmental review is nearly done; experts must still determine whether there are any Native American habitats on the route. Perteet said because of the location away from Lake Washington, the investigators aren't expected to find any artifacts.

The project design work is almost done, too.

There are five properties that Gregg Zimmerman, the city's public works administrator, described in an interview Tuesday as "problematic" because the city isn't making "much progress" in negotiations. However, the next day he said at least one of the owners is talking with the city.

Because of ongoing negotiations, city officials can't disclose which properties are involved, as allowed under state law.

For the rest of the properties, the city is in various stages of negotiations with the owners for outright purchase of the land or for a possession and use agreement. In some cases the city may still need to take legal action to settle on a price to use of the land.

Condemnation is rarely used, usually when strips of land are needed for transportation projects. However, the City Hall property on Grady Way was condemned years ago so that the City of Renton could acquire it and the building.

The city must show condemnation is being done for the public good.

Property acquisition is holding up when the city can advertise for construction bids. In the best-case scenario, the city could seek bids starting in late May, a four-week process. Construction could begin in August.

Already the bidding process is five or six weeks behind the original timeline.

More likely, the city will advertise for bids in September, with construction beginning in last November. However, the city probably would opt not to start construction then because of bad weather and it's also the beginning of the Christmas shopping season.

"We are trying to do this project in a way that accommodates the businesses," Zimmerman said.

Rainier will remain open during construction, with driveways to all businesses he said.

The project will add a new northbound and southbound business access transit lane for buses. Sound Transit is contributing about \$15 million for the work.

To improve safety, left-hand turns will be eliminated, except at intersections, which will have U-turn options at a signal. There will be wide sidewalks, set back from the street, with new landscaping and street lighting.

Work is expected to take 18 to 24 months.

Renton Reporter Editor Dean Radford can be reached at editor@rentonreporter.com or 425-255-3484, ext. 5050.



Buckley addressing tricky junction

By **JOHN LEGGETT**

Enumclaw Courier Herald Reporter

April 26, 2011

After nearly a decade of trying to come up with the funding to make the notorious “Dysfunction Junction” a bit less dysfunctional, the city of Buckley is poised to advertise for a general contractor to bid on the estimated \$2.5 million project.

The council unanimously gave the green light recently to authorize the search for a contractor to initiate Phase One of the project, which will be comprised of completing the connection and realignment of Ryan Road to 112th Street East with reconfiguration of the intersection at State Route 165.

Construction will include relocation of the trail at the road crossing, new roadway construction, wetland mitigation and stormwater improvements.

The city will come up with \$370,000 out of its street fund and storm capital accounts, but the lion’s share of the funding will come from three separate sources, the foremost of which is a Transportation Improvement Board grant from the state of Washington for \$837,000.

The balance of the expenditures will be covered through a \$500,000 Puget Sound Regional Council-Rural Corridor grant and a sizable Federal Highway Administration grant.

Buckley City Administrator, David Schmidt, said the only hurdle before advertising the project for bid is a final OK from the Department of Transportation.

Schmidt said the city is hoping to put the project up for bid May 18.

Enumclaw Courier Herald reporter John Leggett can be reached at jleggett@courierherald.com or 360-802-8207.



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Marine Drive slated for improvements

Published on Thu, May 5, 2011 by Tara Nelson



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Visitors to Marine Drive will have a smoother railroad crossing and better pedestrian access next year following the approval of a joint project between the city of Blaine and the Port of Bellingham.

In their regular meeting Monday, April 25, Blaine City Council members approved a \$45,450 contract with Reichhardt & Ebe Engineering for engineering and design services for improvements and reconstruction of a small section of Marine Drive.

Blaine public works director Steve Banham said the \$572,000 project is funded primarily with a \$520,000 Washington State Transportation Improvement Board grant, which is funded through state gas tax revenue. The remaining \$52,000, or 10 percent, will be split between the city of Blaine and the Port of Bellingham, he said.

The project will widen and resurface a section of roadway between the new roundabouts at D Street and Peace Portal Drive and the railroad crossing on Marine Drive, as well as add sidewalks and bike lines on both sides of the railroad tracks. "It's a pretty good deal for the city of Blaine," Banham said.

Blaine city manager Gary Tomsic said the project is part of an ongoing effort to beautify and develop facilities along Marine Drive and will fill "a missing link" – a 90-foot section of Marine Drive where Washington State Department of Transportation (DOT) crews left off last year.

The department had originally planned to make improvements there until Blaine business owner Tom Bridge filed a lawsuit claiming the project was 200 feet from Cain Creek, which constitutes a shoreline area and thus is subject to a State Environmental Policy Act (SEPA) review.

DOT officials argued Bridge's claim was invalid based on the volume of the creek being less than 20 cubic feet per second, but decided to abandon that segment of the project rather than dispute it in court.

"The Marine Drive Gateway Project is a critical element in the vision shared by the Port of Bellingham and the city of Blaine," Tomsic said. "When the project is completed, it will say to visitors and residents, 'You are entering a special area.'"

Banham said engineering and design work will begin soon and construction work will begin in the spring of 2012.



SEATTLE TIMES - MAY 5, 2011

South Park fetes bridge groundbreaking, Cinco de Mayo

People who live, work and operate businesses in Seattle's South Park neighborhood reveled in Thursday's groundbreaking for a replacement bridge that will reconnect them to the city.



The Mariachi Band Ayutla performs Thursday after the groundbreaking for the new South Park Bridge. Officials of all levels of government — federal, state, county, cities, Port of Seattle, and Boeing representatives — took part in the event that included feting Cinco de Mayo.

People who live, work and operate businesses in Seattle's South Park neighborhood reveled in Thursday's groundbreaking for the replacement bridge that will reconnect them to the city.

Yet behind all their pleasure and gratitude, there's concern — particularly among some businesses along the commercial corridor — about whether they can survive the two years it will take for the new bridge to be completed.

A who's who of political leaders from all levels of government — federal, state, county, cities, the Port of Seattle, and representatives of Boeing — took part in Thursday's event, which combined Cinco de Mayo celebrations with the official launch of pre-construction work on the new span.

As if on cue to prove the point, Seattle Mayor Mike McGinn's arrival was delayed by a backup on the First Avenue Bridge — one of the few remaining points of access into the neighborhood.

Last June, King County closed the 79-year-old span because of severe deterioration and failure of government agencies to prioritize money for a replacement.

At the time, some 20,000 vehicles a day crossed the bridge, Its closing left the neighborhood dazed — the hardship felt by those who live and work there and by businesses that depended on the traffic to survive.

King County Executive Dow Constantine reminded residents of his pledge a year ago when the closing was announced to do all he could to secure funding needed to replace it.

On Thursday, he praised the stubborn dedication of South Park residents and others who kept his feet to the fire and "wouldn't let me forget that promise."

"Leaving this community without a bridge was just not acceptable," Constantine said.

About 100 people will find direct employment on the project once construction begins this summer.

The main attraction of Thursday's groundbreaking was a 26-foot-long, 7-foot-tall piñata, a miniature model of the new bridge. Ropes attached to five trap doors on the wooden contraption were pulled to release mountains of treats.

Jose Vasquez, president of Video Mar, which operates a cybercafe and provides computer services in South Park, recalls being a 7-year-old riding his bike on neighborhood streets.

The bridge closing made him worry about his business, he said, but it also gave him and others new energy.

"With this new bridge, we are creating a new vision for South Park," he said.

Bill Owens, owner of D.O.G. Dogs Outdoor Gear, a pet-supply business, said that despite all that's been done for the neighborhood, more could still be done to help businesses survive the next two years. For example, proper signage along the freeway would not only help people find their way to South Park but let them know there's gasoline and food available there.

"Don't get me wrong, we are grateful to them for being able to pull the funds together and moving to get this done as fast as they can," said Owens, who lives in the neighborhood.

"But we've already lost one business as a direct result of the bridge. I'm not sure we can survive."

Construction of the new bridge was ensured last October when Sen. Patty Murray, D-Wash, announced that King County would receive \$34 million in federal TIGER II stimulus money, adding to funds that had been committed by a variety of local sources to finance the bridge replacement.

The bid for replacing the bridge came in lower than engineers' estimates. A joint venture of Omaha-based Kiewit Construction and Kansas City's Massman Construction bid \$96.1 million, \$11 million under the estimate.

In all, the project is expected to cost \$167 million, which includes design of the new bridge and demolition of the old one. Of that amount, \$80 million will come from the federal government and \$87 million from local sources, including the city of Seattle.

TOP STORY ▄▄▄

TUESDAY, MAY 10, 2011

The stubborn gasoline tax: It's hard to increase, hard to reduce

By Josh Goodman, Stateline Staff Writer

Despite substantial electoral risk, Connecticut's legislature agreed last week to a budget that raises the sales tax, the personal income tax and taxes on alcohol, tobacco and hotels. But there was one increase that legislators deemed too great a risk. They rejected Governor Dan Malloy's plan to increase the gasoline tax by three cents a gallon.



Thinkstock

Sensitivity to raising gas taxes may come as no surprise. But cutting them can be

problematic as well. Not far from Connecticut, the New Hampshire House voted last month to suspend five cents of its gas tax for two months. The bill now seems to be dead. Both Democratic Governor John Lynch and senators in the Republican majority said it would divert too much money from the state's roads.

The situations in Connecticut and New Hampshire are a reasonable synopsis of where the politics of the gas tax stand today. There's increasing pressure to cut gas taxes because gas prices are rising. At the same time, there's increasing pressure to raise gas taxes because its revenues are stagnating as cars become more fuel-efficient. In most places, what that means is that lawmakers won't do anything at all.

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In many states, this inertia has existed for years. In New Hampshire, for example, the tax has stood at 13 cents per gallon for the last 20 years. Those 13 cents are worth far less in real dollars than they were back then. At some point, something has to give. More states are starting to explore new ways to fund transportation that don't count on the gas tax. What they're finding, though, is that every possible solution comes with perils of its own.

A stationary tax

New Hampshire isn't the only state that's talked about cutting its gas tax this year. Lawmakers in Indiana and North Carolina have, too. Even when adjusted for inflation, gas prices this April were at their highest point ever except for a brief period in 2008. If prices at the pump continue to rise over the summer, the subject is likely to come up in more places.

So far, though, action appears a good bet only in Maine, where lawmakers may end the indexing law that automatically raises the gas tax in line with the rate of inflation.

There are several reasons why it's so hard to find states taking action. One is that their ongoing budget problems mean that any tax cut adds to the existing shortfall. Then there's the question of what a reduced gas tax really accomplishes. Lawmakers — and economists — often question the extent to which drivers actually receive the benefits of lower gas taxes as opposed to businesses keeping the difference for themselves, although one study of gas tax moratoriums in Illinois and Indiana a decade ago did show that most of the price reduction was passed on to consumers.

The biggest reason for the reluctance to cut gas taxes, though, is that while gas prices are at record levels, gas taxes are not. They don't work like most other taxes. If the price of a pair of designer jeans goes from \$50 to \$100, the sales tax on it will double. If someone's income goes from \$50,000 to \$100,000 in a state with a flat personal income tax, the state's haul will double.

But gas taxes are typically applied on a per-gallon basis rather than as a percentage of the price. If gas goes from \$2 a gallon to \$4 a gallon, states don't bring in any more money, except in the minority of states that index their gas tax to inflation or that apply a general sales tax to gas purchases.

Meanwhile, cars are becoming more fuel-efficient and high gas prices are helping limit how much people drive. The end result is dwindling receipts for a tax that is most states' key source of transportation funding.

Transportation funds run dry

Last year, when New Jersey Governor Chris Christie abandoned a plan to build a new train tunnel to Manhattan, it made national news. Only months later did it become fully clear why the governor made the decision. Christie's plan was to use the savings to bolster the state's transportation trust fund, which is dependent on gas taxes, unchanged since 1988 — and which was set to run out of money for anything but debt service this year.

The problem will only get worse, in New Jersey and elsewhere. For example, a study in Washington State forecast that in 2025, drivers there would pay around 40 percent less in gas taxes, adjusted for inflation, than they did in 2009.

That kind of research steps up the volume of suggestions that the gas tax needs to be raised, not lowered. Usually, though, the suggestions don't get further than the talking stage. The politics are hard, especially when gas prices are at record highs. "There is one tax the business community universally supports — the gas tax," Maryland Governor Martin O'Malley recently told the *Baltimore Sun*. "There is one tax the general public universally opposes — the gas tax."

At the federal level, the normally tax-averse U.S. Chamber of Commerce supports a gas tax increase. Yet the federal tax hasn't been raised since 1993.

In Connecticut, legislative Democrats rejected Governor Malloy's gas tax increase even though the tax was cut by 14 cents a gallon in the late 1990s and early 2000s and even though the state's transportation fund has struggled with deficits in recent years. The state does have a second tax on gas that is indexed for inflation, but money from it often has been used to boost the general fund, not pay for transportation projects.

Lawmakers said they didn't want to raise a tax that hits the poor the hardest. They also likely were concerned about the electoral implications of increasing a tax that just about everyone has to pay. "I think it was just a political reality," says Oz Griebel, CEO of the MetroHartford Alliance, a regional economic development organization.

False starts

This reality isn't new. Nor is the realization that states must either raise their gas taxes or find alternative ways to pay for transportation. Griebel chaired a Connecticut board that called for a gas tax increase in 2003. "Even then," he says, "you didn't need to be a genius to see that as slowly as the nation may be moving to more fuel-efficient vehicles, they are more fuel-efficient."

The trouble is that many of the alternatives have themselves been false starts. Toll roads are controversial in their own right, especially if the tolls are used to pay for ongoing transportation costs, rather than for merely building a road. Connecticut removed its tolls in the 1980s after a fatal accident at a tollbooth. The state has debated bringing them back just about ever since, but still hasn't done so.

Several years ago, Oregon conducted a much-watched pilot project to track drivers' mileage and charge them by the amount they drove. Four years later, that idea is still far from a reality largely because of the difficulty of attaching mileage-tracking devices to every car on the road. Federal action would likely be necessary to make a miles-traveled tax work.

Given such setbacks, states are turning to options that may not be sustainable. They're using their general funds to pay more for transportation, even though general funds face other substantial pressures. In Utah, where the gas tax was last raised in 1997, lawmakers voted last week to dedicate 30 percent of growth in sales tax revenue to transportation, overriding Governor Gary Herbert's veto.

Some states are still trying to find new answers that will work for the long-term. Washington State is considering a \$100 annual fee on electric cars — less than most drivers of conventional vehicles pay in gas taxes today, but enough so that all drivers are paying something for the roads on which they drive. It wouldn't bring in much money right away, but if electric cars become more popular it could eventually become a solid supplement to the gas tax.

Yet that idea has sparked a fight in the legislature. Electric car advocates wonder why they should have to pay when the technology is still in its infancy and when the cars will help the state achieve its environmental goals.

Washington's experience underscores the fact that there's no politically easy way to pay for

transportation. Mary Margaret Haugen, the Washington Senate's Transportation Committee chair who's sponsoring the fee, says she wishes the state had moved on the idea before this year. "You need to get the way you pay for things on the books," Haugen says, "before [the opponents] hire a lobbyist."

— Contact Josh Goodman at jgoodman@pewtrusts.org

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Street work in Tukwila near Southcenter Mall could wrap up early



Road work along Southcenter Parkway could wrap up in September rather than November after the Tukwila City Council approved incentives for Atkinson Construction to finish the project early. Charles Cortes, Tukwila Reporter

By **STEVE HUNTER**
Tukwila Reporter Reporter
May 19 2011, 4:33 PM

It is possible street construction near the Westfield Southcenter Mall could be done as soon as Sept. 1 rather than mid-November.

The Tukwila City Council last month approved a change order with project contractor Atkinson Construction to pay the company as much as \$493,000 if it finishes the work by Sept. 1 along Southcenter Parkway, Strander Boulevard and Klickitat Drive, just west of the mall.

"They started working longer days and six days a week," said Bob Gilberson, city public works director.

Crews began the project March 28 with a 40-hour work week. Now crews work 10-hour days, six days per week.

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- [Tukwila businesses, drivers need to prepare for Southcenter road closures](#)
- [Metropark to close Southcenter Mall store](#)

South King County

- None at this time.

Business owners in the area complained to the city about the impact of the traffic congestion and wanted the project accelerated.

"We've heard that business is down 20 to 30 percent along Southcenter Parkway from Minkler Boulevard to South 180th," said Gilberson, who added several businesses east of the mall have seen more customers because detour routes send traffic to their area.

City officials checked with Atkinson Construction, based in Colorado with a Renton office, about how much it would cost to accelerate the project. The city agreed to pay the company \$11,000 per day up to 43 days to finish work by Sept. 1.

"They could hit Sept. 1 if all falls into place," said Gilberson, who added delivery of materials can sometimes be delayed. "They are not guaranteeing Sept. 1 will happen and say Sept 13 is a more likely date. But they have strong incentive to do so because it will be about another \$110,000 if they hit the first rather than the 13th."

The city will pay for the acceleration bonus through a small increase in the Local Improvement District formed to charge property owners to help pay for the street project.

Business owners supported the bonus plan at the April 4 Council meeting.

Jeff Jones, a representative of the Outback Steakhouse at 16501 Southcenter Parkway, told the Council the economic downturn has hurt business for three years, according to minutes from the meeting. He said the change of order will cost the company about \$2,000 (per year) but that they are losing that much on a daily basis since construction began. He wants to see the project completed as quickly as possible.

The \$17.3 million project is aimed to improve traffic flow and reduce congestion along Southcenter Parkway, Strander Boulevard and Klickitat Drive near the mall.

Crews will dramatically change the look of Southcenter Parkway north of Strander Boulevard, according to city reports. The most visible change will be when crews lower the southbound lanes of Southcenter Parkway approximately 20 feet.

A new bridge structure will be built across the lowered southbound lanes to connect Klickitat Drive to the northbound lanes of Southcenter Parkway. Crews will build a series of retaining walls within the project area as well as install new traffic signals.

During the next month, crews will finish the new entrance into the Doubletree Hotel and begin work on removing the old entrance, according to city reports. Crews will also begin work on the road in front of McDonalds, continue building the new walls along Southcenter Parkway (north of Strander Boulevard), and continue road and utility construction activities on the north end of the project.

Tukwila Reporter Reporter Steve Hunter can be reached at shunter@tukwilareporter.com or 253-872-6600, ext. 5052.

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Delayed Projects Report

June 24, 2011

BACKGROUND

TIB staff reports to the Board on all projects that missed the performance standard for reaching bid award. The standard includes Urban Corridor Program (UCP) projects not reaching bid award in 5½ years, Urban Arterial Program (UAP) projects not reaching bid award in 4½ years, projects in all other programs not reaching bid award in 2½ years, and all “construction only” projects not reaching bid award in 1 year.

When project delays are the result of environmental issues, right-of-way issues, changes in funding partnerships, funding shortfalls, or the public involvement process, TIB staff attempt to aid the agency in advancing the project. Since the implementation of the delayed project process in 2002, the number of delayed projects reported to the Board has decreased from 67 to 14 (see attached list).

Of the 13 delayed projects this year:

- 3 projects provided a schedule to the Board in September 2010
- 10 projects are being reported to the Board for the first time and will receive a letter from the Executive Director

Agencies that may need to appear before the Board have been involved in a three-year delayed project process as outlined in WAC 479-05-250. Agencies with Stage 2 delay are required to submit an implementation plan that includes an anticipated bid award date. By the next reporting period, any agency that has not made progress toward construction is required to appear before the Board for consideration of any further extension of the project.

STATUS

The following summarizes the status of three projects that have missed their scheduled date:

- Bothell - Crossroad (SR-522) project has permitting issues. The city is working with Department of Fish and Wildlife, Army Corps of Engineers and the Muckleshoot Tribe to resolve fish passage issues. The city currently expects to advertise spring 2012.
- Benton County – I-82 Intertie Completion Project has resolved issues with the railroad and must wait until irrigation shutdown occurs in fall 2011. The county currently expects to advertise spring 2012.
- Walla Walla - Rose Street project has resolved railroad issues and filled the funding shortfall. The city currently expects to advertise summer 2011.

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

RECOMMENDATION

No Board action is required at this time.

Delayed Projects

Agency	Project Number	Funding Year	Current Phase	Project Name	Delay Stage	Total TIB Remaining Total
Edgewood	8-1-201(002)-1	2008	Design	Jovita Blvd/Emerald St/28th Ave - Milton Way to 1000' E of Jovita Boulevard	1	4,092,000 3,730,825 4,729,916
Everett	9-P-138(013)-1	2007	Design	112th Street SE – Silver Lake Rd to SR-527	1	2,943,588 2,684,898 4,905,930
Kent	8-1-106(029)-1	2008	Design	SE 256th Street – Kent Kangley Rd (SR 516) to 116th Ave SE	1	2,000,000 1,936,537 3,850,400
Kettle Falls	P-E-903(P05)-1	2010	Design	SR-395 (North Side) – Juniper St to East C/L	1	192,945 140,789 203,100
Lewis County	9-W-021(003)-1	2007	Design	Airport Road Extension – Chamber Wy to Mellen St	1	3,000,000 2,973,113 9,201,733
Milton	P-P-132(P02)-1	2009	Design	Milton Way – 11th Ave to 15th Ave	1	189,221 189,221 270,316
Renton	9-P-102(011)-1	2008	Design	Rainier Avenue – South Grady Way to S 2 nd St	1	6,939,700 5,827,656 17,532,000
Richland	9-P-171(003)-3	2007	Design	Center Pkwy (Phase 3)– 6 th Gage Blvd to Tapteal Dr	1	644,320 644,320 2,598,086
Springdale	2-E-906(001)-1	2010	Design	N 1st St - Shaffer (SR 231) to Morton St	1	100,000 100,000 100,000
Vancouver	9-W-184(015)-1	2007	Design	NE 138th/NE 137th Avenue – NE 28th St to NE 49th St	1	4,500,000 4,274,715 15,994,000
Benton County	8-4-003(003)-2	2007	Design	I-82 Intertie Completion – SR 397 to Bowles Road	2	1,935,862 1,764,703 3,259,538
Bothell	9-P-114(005)-1	2010	Pending	SR 522 – Hall Rd to 102 nd Street NE	2	4,000,000 4,000,000 21,930,949
Walla Walla	P-E-176(P02)-1	2009	Design	Rose Street – Woodland Ave to 11th St	2	175,859 145,359 251,228

Indicates contingency project



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
RTP Program							
7-5-188(010)-1	KELSO	Kelso Drive Overlay	Construction	DE CN	350,000	0	Director
						Total RTP Change	0
SCAP Program							
6-E-921(002)-1	ASOTIN	2nd Street	Bid Award	CN BA	571,548	20,475	Director
6-W-837(110)-1	BLAINE	H Street Revitalization	Design	DE	9,450	0	Director
6-W-851(102)-1	BRIDGEPORT	Foster Creek Avenue	Audit	CC FV AD	60,098	-14,502	Director
808(010)-1	BUCKLEY	SR-410, SR-165, Ryan Rd and 112th	Bid Award	CN BA	822,168	-15,717	Director
801(006)-1	CARNATION	Entwistle Street	Bid Award	BA	497,244	0	Director
847(005)-1	CASHMERE	Sunset Highway	Construction	CN	547,663	0	Director
-952(102)-1	CASTLE ROCK	Cowitz St West Reconstruction	Bid Award	BA	118,456	0	Director
6-W-979(006)-1	CATHLAMET	Third Street	Design	DE	43,740	0	Director
6-E-986(006)-1	COLFAX	Mill Street	Design	DE	15,000	0	Director
6-E-924(005)-1	DAYTON	South Second St - Phase 2	Audit	CC FV AD	640,433	48,751	Director
6-P-811(007)-1	EATONVILLE	Mashell Avenue	Bid Award	CN BA	981,481	-286,428	Director
6-P-811(008)-1	EATONVILLE	Mashell Avenue	Bid Award	CN BA	493,931	-133,471	Director
6-E-879(003)-1	ELMER CITY	3rd Avenue	Audit	CC FV AD	480,147	29,288	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
6-E-940(004)-1	GRANGER	Bailey Avenue	Bid Award	CN	615,546	0	Director
6-E-890(001)-1	METALINE	Housing Drive & Metaline Avenue	Construction	CN	243,350	0	Director
6-E-166(101)-1	MILLWOOD	Argonne Road	Audit	CC FV AD	171,775	-5,885	Director
6-W-961(003)-1	MORTON	7th Street	Design	DE	59,508	0	Director
6-E-944(007)-1	NACHES	Naches Avenue	Bid Award	CN BA	354,551	-98,849	Director
6-P-804(007)-1	NORTH BEND	Downing Avenue Extension	Audit	CC FV AD	345,850	-34,937	Director
359(006)-1	OCEAN SHORES	Minard Avenue	Withdrawn	WD	0	-584,190	Director
181(107)-1	OKANOGAN	Sixth Ave N/Orchard Grade	Audit	CC FV AD	76,284	1,371	Director
174(003)-2	SPRAGUE	First Street	Audit	CC FV AD	438,092	10,155	Director
324(107)-1	SULTAN	Sultan Basin Road and US 2 Phase III	Construction	CN	333,257	-60,907	Director
6-E-919(004)-1	TEKOA	Henkle Street	Construction	DE	462,150	0	Director
6-W-960(002)-1	WESTPORT	Westhaven Drive	Audit	CC FV AD	924,049	125,000	Director
6-W-960(003)-1	WESTPORT	N Nyhus Street	Bid Award	CN BA	866,500	115,000	Director
6-W-954(003)-1	WOODLAND	Schurman Way	Bid Award	CN BA	500,000	0	Director
6-E-947(009)-1	ZILLAH	First Avenue	Construction	CN	834,345	0	Director
Total SCAP Change						-884,845	



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
SCPP Program							
2-P-800(002)-1	BLACK DIAMOND	FY 2012 Overlay Project	Bid Award	BA	96,924	-4,225	Director
2-E-903(001)-1	KETTLE FALLS	2011 WSDOT Chip Seal Project	Bid Award	BA	70,455	15,827	Director
2-E-872(002)-1	ODESSA	2011 WSDOT Seal Coat Project	Bid Award	BA	65,170	14,607	Director
2-E-916(003)-1	PALOUSE	FY 2012 Seal Coat Project	Construction	DE CN	28,128	0	Director
2-W-950(001)-1	RIDGEFIELD	FY 2012 Overlay Project	Construction	DE CN	104,350	0	Director
2-E-874(002)-1	SPRAGUE	FY 2010 Sidewalk Maintenance Project	Audit	CC FV AD	31,165	3,243	Director

Total SCPP Change 29,452

SP Program

P-W-156(P04)-1	BELLINGHAM	Meador Avenue Pedestrian Bridge	Bid Award	BA	175,000	0	Director
P-P-800(P03)-1	BLACK DIAMOND	Morgan Street	Audit	CC FV AD	121,949	4,069	Director
P-W-837(P06)-1	BLAINE	Peace Portal Drive (SR 548)	Design	DE	25,000	0	Director
P-P-802(P01)-1	DUVALL	NE Cherry Valley Road	Construction	CN	228,000	0	Director
P-E-013(P01)-1	GRANT COUNTY	Valley Road	Construction	CN	62,295	0	Director
P-P-111(P02)-1	KIRKLAND	12th Avenue	Bid Award	BA	197,000	-3,000	Director
P-E-931(P01)-1	KITTITAS	Main Street/Patrick Avenue	Construction	CN	286,550	0	Director
P-P-104(P01)-1	MERCER ISLAND	Island Crest Way	Bid Award	CN BA	241,587	0	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
P-W-155(P04)-1	MOUNT VERNON	College Way (SR 538)	Design	DE	0	0	Director
P-W-959(P04)-1	OCEAN SHORES	Ocean Shores Boulevard	Withdrawn	WD	0	-350,934	Director
P-E-174(P03)-1	PASCO	Argent Road and Road 84	Audit	CC FV AD	200,000	0	Director
P-P-027(P03)-1	PIERCE COUNTY	128th Street E	Design	DE	12,600	0	Director
P-E-919(P05)-1	TEKOA	Poplar Street (SR 27)/Crosby Street (SR 27)	Design	DE	5,890	0	Director
P-E-176(P04)-1	WALLA WALLA	Myra Road	Audit	CC FV AD	131,524	-200,476	Director
Total SP Change						-550,341	

UAP Program

8-1-103(027)-1	BELLEVUE	120th Avenue NE	Design	DE	0	0	Director
8-2-156(036)-1	BELLINGHAM	Northwest Avenue	Audit	CC FV AD	322,774	22,774	Director
8-2-152(025)-1	BREMERTON	Lower Wheaton Way	Design	DE	95,272	0	Director
8-1-125(002)-1	BURIEN	1st Avenue South	Construction	CN	4,269,458	0	Director
8-3-902(005)-1	COLVILLE	Third Avenue	Design	DE	157,000	0	Director
8-1-204(004)-1	COVINGTON	272nd Street SE (SR 516)	Audit	CC FV AD	1,483,680	0	Director
8-3-009(005)-1	DOUGLAS COUNTY	North Baker Ave	Audit	CC FV AD	738,701	-7,367	Director
8-4-175(016)-1	ELLENSBURG	Dolarway Rd	Bid Award	CN BA	2,660,134	260,134	Director
8-1-124(004)-1	ENUMCLAW	Garrett Street & Battersby Avenue	Bid Award	CN BA	1,609,738	-359,762	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-4-173(028)-1	KENNEWICK	Edison Street	Design	DE	298,200	0	Director
8-2-155(016)-1	MOUNT VERNON	Freeway Drive	Bid Award	DE CN	390,588	0	Director
8-1-027(063)-1	PIERCE COUNTY	112th Street E	Bid Award	CN BA	4,641,000	0	Director
8-1-027(065)-1	PIERCE COUNTY	94th Avenue E	Audit	CC FV AD	4,081,793	-53,388	Director
8-3-165(086)-1	SPOKANE	Francis Avenue	Construction	DE	641,600	0	Director
8-4-179(008)-1	SUNNYSIDE	South 1st Street	Audit	CC FV AD	1,133,035	133,035	Director
8-4-116(009)-1	TUKWILA	International Blvd (SR-99)	Audit	CC FV AD	3,381,759	-133,479	Director
8-4-196(015)-1	TUMWATER	Littlerock Road	Audit	CC FV AD	2,702,269	204,910	Director
8-4-196(017)-1	TUMWATER	Trosper Road	Design	DE	41,600	0	Director
8-4-184(036)-2	VANCOUVER	NE 18th Street	Withdrawn	WD	0	-1,776,000	Director
8-4-176(022)-1	WALLA WALLA	13th Avenue	Design	DE	74,392	0	Director
8-5-186(007)-1	WASHOUGAL	E Street	Bid Award	BA	2,345,589	-450,150	Director
8-4-180(021)-1	YAKIMA	Washington Avenue	Bid Award	CN BA	880,290	-202,710	Director
Total UAP Change						-2,362,003	

UCP Program

9-W-006(025)-1	CLARK COUNTY	NE 88th Street	Audit	CC FV AD	3,000,010	87,874	Director
9-P-206(003)-1	KENMORE	Bothell Way (SR 522)	Audit	CC	4,047,000	0	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
9-P-017(023)-1	KING COUNTY	South Park Bridge	Bid Award	BA	10,000,000	0	Director
9-W-197(006)-1	LACEY	Carpenter Road SE	Audit	CC FV AD	861,256	-458,744	Director
9-W-197(008)-1	LACEY	Carpenter Road SE	Bid Award	BA	4,445,000	445,000	Director
9-E-171(004)-2	RICHLAND	Keene Road	Construction	CN	1,495,200	490,620	Director
9-E-208(002)-1	SPOKANE VALLEY	Indiana Avenue	Bid Award	BA	1,138,880	-427,970	Director
Total UCP Change						136,780	
Total Change						-3,630,957	

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

Project Increase Request Staff Review
City of Sedro Woolley
Urban Arterial Program (UAP)
June 24, 2011 Board Meeting

REGION	Northwest	FUNDING YEAR	FY 2012
LEAD AGENCY	City of Sedro Woolley	PROPOSED BID AWARD	7/1/2011
PROJECT NUMBER	8-2-126(008)-1	PROJECT LENGTH	0.54 miles
PROJECT NAME	Moore St (SR-20) Metcalfe St to Township St (SR-9)	AAADT	21,000
CURRENT PHASE	Design Phase approved on January 18, 2011	FUNCT CLASS	Minor
		VE STUDY	

Phase	TIB Funds	Local Funds	Total Cost
DESIGN	Funds to be approved for Design	0	135,000
	Funds to be approved for Right of Way	0	0
CONSTRUCTION	Funds estimated for Construction	1,331,071	102,000
	TOTAL	1,331,071	237,000
NONELIGIBLE COST	0	TIB REIMBURSEMENT RATIO	84.9%

LOCAL MATCH SEDRO WOOLLEY \$217,000; WSDOT \$20,000 for a total of \$237,000

EXISTING FACILITIES Within the project limits, Moore Street (SR-20) carries 21,000 vehicles per day and has very poor access control, which leads to safety concerns. There are also several sections of the sidewalk that terminate abruptly, leaving pedestrians to walk on the narrow shoulder.



PROJECT BENEFITS Improves safety
 Improves mobility and circulation in the central business district
 Completes gaps in non-motorized

DISCUSSION On March 25, 2011, the Board approved a scope change request to extend the project limits to the west 320' to connect with the 2008 improvements and complete the gap between this project and the roundabout. The scope of work includes extending the sidewalk to meet the roundabout, and lowering the roadway under the existing BNSF bridge to meet minimum vertical clearance standards. The total project cost increase due to the scope change at that time based on a preliminary Engineer's Estimate was \$460,561. The increase in TIB funds was \$391,477.

Since the March Board meeting, the City has worked to complete the PS&E and obtain all necessary approvals to bid the project and open bids on June 22, 2011 in order to have that information available at the June Board meeting.

The increase request below is based on the final Engineer's Estimate, which is the most current information available at the time of this staff review. The project has increased in cost due not only to the scope change, but the original project as well. At time of advertisement, the original project has increased in cost by a total of \$217,562 due primarily to refining the quantities and unit bid prices. The project scope change has also increased since the previous staff review given at the March Board meeting from \$460,561 to the current \$645,057. The City will be prepared to present the bid tabulations to the Board for a final decision.

Phase	TIB Funds	Local Funds	Total Cost
Project Selection	1,331,071 84.9%	237,000 15.1%	1,568,071
Original Scope Increase	184,927	32,635	217,562
Scope Change Cost	<u>547,315</u>	<u>97,742</u>	<u>645,057</u>
Total Project Cost	<u>2,063,313</u> 84.9%	<u>367,377</u> 15.1%	<u>2,430,690</u>
Total Cost Increase	732,242 55.0% Increase	130,377 55.0% Increase	862,619 55.0% Increase

PROJECT RATING Original Scope Rating **56** Revised Scope Rating **57**
 Revised Scope Rating within Priority Array Funding Level **Yes**

PROPOSED WORK This project widens Moore Street (SR-20) to provide a continuous left-turn lane, eight-foot sidewalks, six-foot bike lanes, illumination, and a signalized pedestrian crossing. This project will extend to meet the recent WSDOT roundabout improvements just west of the project limits.

DISCUSSION

Justification for the increase in TIB funds is detailed below:

- Completes gap in non-motorized facilities to the west
- Provides adequate vertical clearance under the existing BNSF bridge
- Cost savings by completing all work under one contract
- Cost savings by eliminating need to replace the existing BNSF bridge
- Improves mobility along Moore Street (SR-20)

**STAFF
RECOMMENDATION**

Bid results were not available at the time of staff review preparation. Fiscal capacity exists to support an increase in the range of the Engineer's Estimate, provided the project is awarded for construction soon.

Scope Change and Increase Request Staff Review Small City TEA-21 Match Program (SCAP/TEA-21)

Board Meeting Date: June 24, 2011

REGION	Puget Sound	FUNDING YEAR	FY 2010
LEAD AGENCY	City of Sultan	PROPOSED BID AWARD	5/13/2011
PROJECT NUMBER	6-P-824(I07)-1	PROJECT LENGTH	0.20 miles
PROJECT NAME	Sultan Basin Road and US 2 Phase III US 2 to Cascade View Drive	AADT	24,000
CURRENT PHASE	Construction Phase approved on April 07, 2011	FUNCT CLASS	Minor
		VE_STUDY	Not Required

Phase	TIB Funds	Local Funds	Total Cost
DESIGN Funds approved for Design	76,950	565,042	641,992
Funds approved for Right of Way	51,332	328,903	380,235
CONSTRUCTION Funds to be approved for Construction	204,975	1,241,368	1,446,343
TOTAL	333,257	2,135,313	2,468,570

NONELIGIBLE COST	0	TIB REIMBURSEMENT RATIO	13.5%
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LOCAL MATCH	SULTAN \$0; WSDOT \$0; Federal \$2,207,306 for a total of \$2,207,306																
EXISTING FACILITIES	The fourth leg of Sultan Basin Road does not currently exist. Traffic entering the industrial site must take a circuitous route, and the existing intersection with SR 2 is extremely skewed.																
PROJECT BENEFITS	<ul style="list-style-type: none"> • Improves Safety • Enhances connection to Industrial Site 																
DISCUSSION	<p>The city requests a scope change to extend Sultan Basin Road from Cascade View Drive to SR 2. The scope change results in an increase of \$240,000 in SCAP Funds as shown in the table below.</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 20%;">Phase</th> <th style="width: 15%;">TIB Funds</th> <th style="width: 15%;">Local Funds</th> <th style="width: 50%;">Total Cost</th> </tr> </thead> <tbody> <tr> <td>Project Selection</td> <td style="text-align: right;">333,257 13.5%</td> <td style="text-align: right;">2,135,313 86.5%</td> <td style="text-align: right;">2,468,570</td> </tr> <tr> <td>Scope Change</td> <td style="text-align: right; border-bottom: 1px solid black;">573,257 20.9%</td> <td style="text-align: right; border-bottom: 1px solid black;">2,169,894 79.1%</td> <td style="text-align: right; border-bottom: 1px solid black;">2,743,151</td> </tr> <tr> <td>Change</td> <td style="text-align: right;">240,000 72.0% Increase</td> <td style="text-align: right;">34,581 1.6% Increase</td> <td style="text-align: right;">274,581 11.1% Increase</td> </tr> </tbody> </table>	Phase	TIB Funds	Local Funds	Total Cost	Project Selection	333,257 13.5%	2,135,313 86.5%	2,468,570	Scope Change	573,257 20.9%	2,169,894 79.1%	2,743,151	Change	240,000 72.0% Increase	34,581 1.6% Increase	274,581 11.1% Increase
Phase	TIB Funds	Local Funds	Total Cost														
Project Selection	333,257 13.5%	2,135,313 86.5%	2,468,570														
Scope Change	573,257 20.9%	2,169,894 79.1%	2,743,151														
Change	240,000 72.0% Increase	34,581 1.6% Increase	274,581 11.1% Increase														
PROPOSED WORK	<p>This is the 3rd and final phase of the Sultan Basin Road and US 2 realignment project. The improvements will provide controlled access onto US 2 from the south and provide safe left turns by semi-trucks leaving Sultan Scenic Industrial Park. Improvements will consist of adding the final leg of the Sultan Basin Road realignment to US 2, grading and fill, asphalt, curb, gutter, sidewalks, storm drainage and treatment, retaining walls, traffic signals, lighting. This project includes the design and right of way acquisition for the entire project, but only construction funding for the south portion of the project from Cascade View Drive to the Railroad crossing 400 feet south (phase 1).</p> <p>The city will bid phase 2 the connection of Sultan Basin Road between</p>																

Cascade View Drive and SR 2 as an additive alternate, in anticipation that the bids will come in low enough to construct both phases.

DISCUSSION

Justification for the change in project scope is detailed below:

- The city has opened bids and needs to fill a \$274,581 shortfall to award the base bid and the additive alternative.
- This work completes the connection to SR-2.
- The cost of constructing phase 2 at a later date will be significantly higher.
- City did not receive \$1,000,000 federal earmark for the project.
- City requested additional federal funds through Snohomish County ICC (PSRC), but no funds were available.
- If only phase 1 was awarded, the city would be required to return \$800,000 in federal funds to PSRC and need to compete to receive funds for the project.
- The city has approval from WSDOT Highways and Local Programs, City Attorney and the contractor to extend award.

**STAFF
RECOMMENDATION**

Staff recommends approval of the scope change as presented and an increase of \$240,000 in TIB funds.

Armstrong, Greg (TIB)

From: Richard, Sam [SRichard@whpacific.com]
Sent: Tuesday, June 14, 2011 11:59 AM
To: Armstrong, Greg (TIB)
Cc: Mick Matheson; Deborah Knight; Donna Murphy; Servizi, Marc; Schuyler, Sam
Subject: City of Sultan Funding request for Sultan Basin Road
Attachments: City Federal Budget 6-13-11.xls

Greg:

Per our discussions, the City of Sultan is seeking \$240,000 from the TIB in order to have sufficient funding to complete the entire Sultan Basin Road Phase III project.

There is currently approximately \$1.3M available for award.

If we do not receive this funding then the project will be built in two stages. Stage I of the project rebuilds the profile of the existing road and it would be built this coming summer, 2011. The bid amount is approximately \$500,000.

If fully funded, Stage II would build the new road connection. Stage II bid is approximately \$1.1M, for a combined construction cost of \$1.6M. However, if Stage II is delayed, there are no assurances as to if or when Stage II could actually be constructed to complete the project. Further, if not able to construct the entire project, the City would most likely be required return over \$800,000 of unspent federal dollars, putting completion of the entire project in jeopardy.

Since bid opening in April, The City of Sultan has met with and discussed the project's dilemma with Snohomish County Public Works (Steve Thomsen and Doug McCormick) and Snohomish County ICC (PSRC). Neither of these agencies have any available funding.

Additionally, The City has contacted WSDOT for further funding but they also do not have funds available for commitment.

Attached, please find funding breakdown and bid results.
Thank you for cooperation and effort in this manner.

Sam Richard
Sr. Project Manager

WHPacific

12100 NE 195th St, Ste 300 | Bothell, WA 98011
D 425.951.4828 | M 206.963.3270 | F 425.951.4808

Enhancing communities through creative, exceptional service



Supplemental Call for Projects

June 23, 2011

BACKGROUND

The TIB did not hold a call for projects in 2009 in any program and in 2010 no call was made in the Urban Corridor Program due to decreasing revenue forecasts. Correspondingly, the number of projects under construction in the urban programs has dropped significantly. It is important to maintain a stable, positive account balance while not accumulating too much cash. Ideally, the TIB urban fund balance would fluctuate between \$10 million and \$20 million, more or less depending upon time of year.

STATUS

TIB currently has \$48.5 million on deposit in the urban accounts. The fund balance would grow to about \$80 million by the end of FY 2012 with no increase in construction activity. Issuing a larger call for normal life-cycle projects, as occurred in November 2010, helps build inventory for the future, but makes little difference to demand for funds in the first biennium after selection.

Current Scenario (\$m)			
	July-2012	July-2013	July-2014
Beginning Cash	49	81	103
Revenue	92	92	92
Payments	-60	-70	-80
Year End Balance	81	103	115

Rapid Action Initiatives

Staff has developed a rapid action financial plan to increase demand for funds within the 2011-2013 biennium without placing excessive burden on future obligations. The Executive Director has already taken administrative actions to identify project investments with short-term demand for funds, including increases, faster project closeouts and accelerate reimbursement schedules on some larger active construction projects (see appendix A). In addition to these administrative actions, staff recommends considering some Board increases for projects that will use the money quickly and supplementing the 2012 call for projects with additional funding for construction-ready and small city paving projects.

Construction-Ready Projects. Construction-ready projects would have design completed, right-of-way acquired or not necessary, permits, approvals, and match funding in-hand at time of application. Advertisement for bids should be planned within six months of grant award and projects would lapse to the contingency list in 12 months. The 12-month rule is consistent with TIB's current delayed project policy for construction-ready projects. Projects may be awarded outside of the normal criteria-driven selection process. However, all projects must have a solid

transportation reason to be completed; readiness alone is not sufficient to qualify for the rapid action initiative.

Small City Paving Expansion. The proposed increased spending on small city preservation includes three project categories: 1) additional funding for regular SCPP projects, 2) a new Red Towns Initiative, and 3) an extension of paving eligibility to arterial streets in 30 additional cities with low assessed valuation.

Alternative Scenario (\$m)			
	July-2011	July-2012	July-2013
Beginning Cash	49	21	28
Revenue	92	92	92
Payments	-60	-60	-80
Administrative Actions			
Increases	-2.5		
Closeouts	-15		
Accelerations	-20		
Board Rapid Action			
Board Increases	-2.5		
Construction Ready (\$35M)	-14	-21	
Preservation Expansion	-6	-4	
Year End Balance	21	28	40

The highly successful Red Towns Initiative increases TIB support to 10 cities with average pavement condition rating (PCR) below 50 PCR. With the upcoming construction in Malden, all Red Towns have been restored to at least 50 PCR. The staff and Board Visioning Committee recommend continuing the effort to raise the condition of the cities with the worst pavement condition by setting a new objective emphasizing the 14 cities with pavement condition below 60 PCR.

Agency	Average Weighted PCR Score
MALDEN	49.0
TWISP	50.7
SOAP LAKE	51.0
SPRAGUE	52.6
CONCRETE	53.0
HAMILTON	53.9
SPRINGDALE	54.3
MATTAWA	56.4
NEWPORT	56.6
LEAVENWORTH	57.0
MORTON	57.8
SPANGLE	58.8
CASHMERE	59.4
WAPATO	59.7

As part of the small city paving initiative, the Board might consider implementing the JTC Efficiency Study recommendation #3, "Agency boards and staff should use flexibility within existing programs to focus on maintenance and preservation needs." Specifically, staff and the Board Visioning Committee recommend using cash balance to conduct a 2011-2013 demonstration program extending the eligibility for paving grants to cities with less than \$1 billion assessed property value. One hundred seventy-four cities are eligible for the Small City Preservation Program based on population (<5,000). Extending paving grants to cities with low assessed valuation (AV) adds 30 cities. The demonstration program would provide funding for asphalt paving and concrete rehabilitation on functionally classified arterial streets.

Urban cities under \$1 billion AV

Agency	Valuation (millions)	Population
City of Toppenish	\$262.88	9,080
City of Clarkston	\$368.61	7,265
City of Colville	\$380.12	5,045
City of Grandview	\$407.17	9,290
City of Prosser	\$411.14	5,140
City of Ephrata	\$416.76	7,080
City of Hoquiam	\$434.95	8,770
City of Othello	\$437.04	6,800
City of Cheney	\$507.47	10,680
City of College Place	\$520.81	9,165
City of Union Gap	\$528.13	5,850
City of Selah	\$530.30	7,180
City of Orting	\$539.53	6,245
City of Pacific	\$600.84	6,305
City of Sunnyside	\$602.61	15,410
City of Chehalis	\$628.44	7,185
City of Yelm	\$689.91	5,900
City of Fircrest	\$694.58	6,345
City of Kelso	\$728.20	11,780
City of Milton	\$731.01	6,540
City of West Richland	\$746.66	12,130
Town of Steilacoom	\$747.05	6,300
City of Shelton	\$747.49	8,975
City of Stanwood	\$775.78	5,705
City of Duvall	\$816.27	5,990
City of North Bend	\$840.58	5,665
City of Brier	\$840.60	6,490
City of Sedro Woolley	\$848.75	10,040
City of Sequim	\$882.92	5,830
City of Aberdeen	\$952.38	16,450

RECOMMENDATION

Staff recommend the following:

1. Issue a supplemental call for projects for construction-ready projects (up to \$35 million).
2. Issue a supplemental call for arterial street paving and related concrete rehabilitation for cities with less than \$1 billion assessed property value.
3. Endorse a new Red Towns objective emphasizing preservation projects in cities with average pavement condition ratings below 60 PCR.

Appendix A
Administrative Actions

Increases		Closeouts		Accelerations	
Project	Dollars	Projects	Dollars	Projects	Dollars
Westport - Westhaven	0.13	Northeast	9.7	Yakima-Lincoln Ave	1.1
Westport - Nyhus	0.12	Southwest	1.8	King County -South Park Bridge	9.2
Ellensburg – Dolarway	0.26	Northwest	4.5	Renton - Rainier	5.8
Sunnyside - 1st	0.13	Southeast	0.5	Shoreline - Aurora Ave	4.4
Tumwater - Littlerock	0.20				
Washougal - E St	0.50				
Lacey - Carpenter	0.45				
Richland - Keene	0.49				
Total	2.27	Total	16.5	Total	20.5

Appendix B
 Urban Cities Under \$2 Billion Assessed Valuation
(Includes proposed eligible cities)

Agency	Valuation	Population
City of Toppenish	262.88	9,080
City of Airway Heights	292.46	5,600
City of Clarkston	368.61	7,265
City of Colville	380.12	5,045
City of Grandview	407.17	9,290
City of Prosser	411.14	5,140
City of Ephrata	416.76	7,080
City of Hoquiam	434.95	8,770
City of Othello	437.04	6,800
City of Cheney	507.47	10,680
City of College Place	520.81	9,165
City of Union Gap	528.13	5,850
City of Selah	530.30	7,180
City of Orting	539.53	6,245
City of Pacific	600.84	6,305
City of Sunnyside	602.61	15,410
City of Chehalis	628.44	7,185
City of Yelm	689.91	5,900
City of Fircrest	694.58	6,345
City of Kelso	728.20	11,780
City of Milton	731.01	6,540
City of West Richland	746.66	12,130
Town of Steilacoom	747.05	6,300
City of Shelton	747.49	8,975
City of Stanwood	775.78	5,705
City of Duvall	816.27	5,990
City of North Bend	840.58	5,665
City of Brier	840.60	6,490
City of Sedro Woolley	848.75	10,040
City of Sequim	882.92	5,830
City of Aberdeen	952.38	16,450
City of Quincy	1,039.45	6,220
City of Enumclaw	1,048.07	11,490
City of Centralia	1,072.14	15,570
City of Ferndale	1,094.03	11,210
City of East Wenatchee	1,129.71	11,870
City of Normandy Park	1,152.52	6,540
City of Port Orchard	1,165.04	10,910

Agency	Valuation	Population
City of Liberty Lake	1,166.38	7,620
City of Woodland	1,179.85	5,250
City of Ellensburg	1,235.79	17,326
City of Snohomish	1,254.03	9,320
City of Edgewood	1,270.42	9,625
City of Burlington	1,276.47	8,985
City of Dupont	1,295.12	7,930
City of Lynden	1,308.13	11,850
City of Poulsbo	1,310.03	8,920
City of Pullman	1,314.04	27,920
City of Battle Ground	1,360.44	17,400
City of Washougal	1,386.37	14,050
City of Port Townsend	1,455.14	8,945
City of Port Angeles	1,757.28	19,380
City of Covington	1,815.50	17,640
City of Oak Harbor	1,832.17	23,420
City of Lake Stevens	1,843.01	26,670
City of Snoqualmie	1,858.56	9,850
City of Newcastle	1,895.02	9,955
City of Monroe	1,895.06	16,680
City of Walla Walla	1,941.47	31,770



ELECTION OF CHAIR AND VICE CHAIR
Two Year Term: July 1, 2011 – June 30, 2013
June 24, 2011

BACKGROUND

The Chair and Vice Chair of the TIB are elected every two years by the members of the Board. Both are selected from among the six elected officials serving on the Board (TIB Bylaws, Article II, Sections 1(a) and 1(b)). One is to be a county official and one a city official (TIB Bylaws, Article II, Section 1(c)). The Chair traditionally alternates between a county and city representative.

Whitman County Commissioner Greg Partch is completing a two-year term as Chair. La Center Mayor Jim Irish is completing a two-year term as Vice Chair.

The current elected CITY officials serving on the Board (in alphabetical order) are:

- Councilmember Jeanne Burbidge, Federal Way: Term ends June 30, 2014
- Councilmember Bill Gothmann, Spokane Valley: Term ends June 30, 2012; eligible for reappointment
- Jim Irish, La Center: Term runs through June 30, 2012; eligible for reappointment

The current elected COUNTY officials serving on the Board (in alphabetical order) are:

- Councilmember Sam Crawford, Whatcom County: Term runs through June 2012; eligible for reappointment
- Commissioner Greg Partch, Whitman County: Term ends June 30, 2014
- Mike Wilson, Grays Harbor County: Term runs through June 2012; eligible for reappointment

BOARD ACTION

Friday, June 24 Board Meeting:

- Nominations and election of Chair (city)
- Nominations and election of Vice Chair (county)



TIB 2012 Proposed Meeting Schedule

June 24, 2011

DATE	CITY
January 26-27	Olympia/Lacey/Tumwater
March 22-23	Wenatchee
June 21-22	Vancouver <i>(in conjunction with AWC)</i>
September 27-28	Walla Walla
November 15-16*	Bellingham

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



Visioning Report and Discussion

June 23, 2011

BACKGROUND

At the March 25, 2011 board meeting, an ad hoc committee was appointed to review and discuss core values, program changes, distribution and funding, criteria, balanced scorecard, and project delivery. The committee would also review and develop implementation strategies to respond to the JTC Efficiency Study. Committee members appointed included Chair Partch, Vice Chair Irish, Ms. Davis, Ms. Philpot, Mr. Thomsen, and Mr. Coleman. The visioning committee met on June 2 and on June 14.

STATUS

The summaries of the June 2 and June 14 meeting are attached. The "Key Points for Full Board" on page 51 are the significant changes and main points resulting from the meetings and are presented for full board consideration.

RECOMMENDATION

This is for information and discussion. No action is required at this time.

Summary of June 2, 2011 Visioning Committee (Meeting #1)

TIB Office – Olympia

Committee Members

In addition to Steve Gorcester, visioning committee board members included Chair Partch, Vice Chair Irish, Mr. Coleman, Ms. Davis, Ms. Philpot, and Mr. Thomsen. All were present during the June 2 meeting.

Objectives of Meetings

This was the first of several meetings. Listed below are the three main objectives for all meetings.

1. Research and discuss changes to programs, distribution, criteria, and project selection and take back to the full board for review and further discussion at the June board meeting. Any changes will be recommended at the September meeting.
2. Discuss recommendations from the JTC study and begin draft report due to the JTC in December. Report will be discussed and finalized by the full board.
3. Develop a model for the future that allows TIB to remain solvent, effective, and efficient.

Within these objectives, Mr. Coleman suggested that there were four areas that needed to be addressed:

1. Sustainability for TIB – this can be accomplished through marketing and established funding sources.
2. Administering programs differently – look at doing urban preservation as a short term program, for example.
3. Board direction for the executive director – develop objective and accurate performance measures that tie into the balanced scorecard and reflect the organization as a whole.
4. Prevention of TIB collapse – this can be accomplished through a succession plan for the executive director or through staff retention incentives.

Deliverables

There were three topics under consideration for deliverables.

1. Legislative recommendations – At this time, no legislative changes to any of the programs were anticipated. It was suggested that a better outcome would be to making changes that do not require any statutory revisions. The TIB charter falls in line with state transportation policy goals and TIB's programs currently adhere to these goals.
2. Program changes – Take this opportunity to look at the programs from a different perspective. Due to the high fund balance, perhaps look at some short term changes to the programs, such as an expansion of the preservation program based on assessed valuation. The end message from this topic is that TIB needs to be ready for opportunities as they come along.
3. Criteria changes – these will be discussed at the June 14 meeting.

Core Values

Changes to the core values were discussed. It was the consensus of the committee to keep the four basic core values: Dollars in the ground, not in the bank; Be a catalyst for project completion; Manage projects to ribbon cutting; and, Improve and innovate.

However the following expansions were made within each value:

- Dollars in the ground, not in the bank needs to relate more to outcome measures
- Catalyst for project completion needs to provide clarity on types of projects
- Improve and innovate needs to add an education segment and offer customer focused innovations

Program Changes, Funding Innovations, and Brainstorming

The following program expansion ideas were suggested, with some requiring statutory revisions:

- Convertible loan – obtain funding for design as a loan, with caveat that if the project makes it to completion, the TIB portion of the design cost converts to a grant.
- Match loan – if local agency cannot secure the match, the state would offer it as a loan to help leverage funding to complete the project.
- Focus on intersections or “spot improvements,” providing high value to the street system at modest cost.
- Work on another round of “red towns.”
- Use “banding” for the criteria – i.e., select projects that rate highest in the “Safety Band,” “Economic Development Band,” etc., instead of averaging scores across all categories.
- Sustainability and Constructability criteria would apply to every project.
- Determine whether TIB wants to offer larger grants to fewer agencies, or offer smaller grants to more agencies.
- Urban sidewalk program could focus on transition to ADA compliance.
- Offer more funding for urban sidewalks in order to support implementation of ADA transition plans.
- Fold the urban sidewalk program into the urban arterial program and rate the projects using the “banding” concept.
- Network with colleges to get student interns to gather data needed for urban sidewalk program.
- Offer a program that funds short span bridges (bridges under 20 feet).
- Use Assessed Valuation (AV) as a threshold for preservation projects, rather than using population as the threshold.
- Determine if the Board wants funding to go toward maintenance and preservation or into new projects.
- Do a pilot program using AV data, providing street restoration to an entire needy region.
- Offer TIB as a laboratory for best practices in sustainable street preservation.
- Allow the board to approve “outlier projects,” i.e., bridges.

Conclusion

The committee will continue their discussions at the June 14 meeting and will bring all ideas back to the full board for discussion. It was agreed that TIB needs to form partnerships and work collaboratively with WSDOT, AWC, and others whenever possible.

Summary of June 14, 2011 Visioning Committee (Meeting #2)

TIB Office – Olympia

Committee Members

In addition to Steve Gorcester, visioning committee board members included Chair Partch, Vice Chair Irish, Mr. Coleman, Ms. Davis, Ms. Philpot, and Mr. Thomsen. All were present during the June 14 meeting.

Distribution and Funding

The discussion centered around the question of distributing funds in a more focused effort (i.e., fund fewer, larger projects) or widespread distribution (i.e., fund more, smaller projects). After an extensive exchange of ideas, the committee agreed on the following:

1. Provide for larger funding contributions for large corridor projects, but maintain a portion of the funding for small scale projects that offer high value. The corridor projects would take a higher percentage of available funding, but the small scale projects would be widely dispersed.
2. Provide higher levels of funding for larger scale urban sidewalk projects to increase mobility and safety benefits.
3. Address the ADA transition plans, where required, and consider making them mandatory in our program within five years.
4. Change the delayed projects process to shorten timeframes and establish more decisive action. Stage 1 – agency notification; Stage 2 – delayed project would be moved to a contingency list, requiring a board hearing to restore funding; Stage 3 – delayed project would be dropped from the contingency list.
5. Recognize that “outlier” projects (e.g., short span bridges) may be funded by the board on a case-by-case basis.

The items above are consistent with the TIB core values.

Criteria

Banding - The committee discussed the concept of “banding,” which ranks projects within a specific band, such as Mobility, Safety, Economic Vitality, and Pavement Condition, rather than scoring projects across all categories and rating base on the average score. A Beta test was run using projects from 2010 and the results were shown to the committee. If the criteria need to be adjusted to fit with the banding, this would provide a more accurate method of project selection.

This method fits in with the TIB core values and the band categories follow the legislators’ State Transportation Policy Priorities.

Constructability – This concept would become part of the criteria and, like sustainability, would apply to all projects regardless of band. Adding constructability to the criteria would allow points to agencies that have or can achieve full funding and could possibly diminish delayed projects considerably.

It was agreed by the committee to develop the criteria banding concept and include constructability into the criteria.

USDOT Bike Policy – The committee discussed the question of the board adopting a policy that aligns with the USDOT Bike Policy and that influences transportation beyond funding. The committee agreed to continue TIB’s current practice of asking the applicant to confirm consistency of included bike facilities with their local plans, and to ask the applicant to document a justification when the project will NOT include bike facilities. The committee was satisfied with the current practice with sidewalks.

JTC Recommendations Discussion

The JTC recommendations were reviewed. The committee will work with staff to draft a report to the JTC and present to the full board at the September meeting. Most of the required responses are already in place or are being developed.

The committee agreed that any board reduction was up to the Legislature. Two options were presented, reducing to a 17-member board or a 15-member board, if the Legislature asks for a reduction plan. A recommendation from the board was not considered desirable.

Balanced Scorecard

The current balanced scorecard is somewhat dated and focuses on financial recovery rather than connecting the core values to the programs. It was agreed that improvements and updates are needed, specifically incorporating performance measures and adding learning and growth which develops the strength of an organization. Once updated, measurements of the consistency and strength of the organization should be used for the executive director evaluation.

Key Points for Full Board

Listed below are the main points discussed at the June 2 and June 14 visioning meetings for full board consideration.

Core Values

1. Maintain core values, adding education to “Improve and Innovate”
2. Ensure program concepts are consistent with core values

Programs and Funding

1. Migrate the UAP to a small scope, high value program (spot improvements)
2. Continue to fund major corridors through larger UCP grants
3. Urban sidewalk funding should focus on larger, more meaningful projects
4. Support implementation of ADA transition plans
5. First-in funding addressed via convertible loan (*requires legislative change*)
6. Consider offering a larger scale hybrid loan-grant, with loan covering match (*requires legislative change*)
7. Continue to invest additional funds in next group of lowest PCR scoring towns (Red Towns II)
8. Offer a demo program extending preservation eligibility to additional cities with low assessed property value
9. Develop board policy that allows funding for occasional “outlier” projects, approved on a case-by-case basis

Criteria

1. Shift to the criteria banding concept to rank order selected projects
2. Add constructability as a criteria category

Other

1. Develop best practices for sustainable preservation (i.e., warm mix, recycling, etc.)
2. Revise application to include justification for not including bicycle facilities to a project
3. Update balanced scorecard and tie to executive director evaluation and have in place within a year
4. Shorten delayed projects process (*requires WAC revision*)
5. Review JTC draft report at the September meeting

Additional Comments

Chair Partch would like to see TIB take a more active role in the education aspect of being proactive on sidewalk and street maintenance. It was noted that this is already done through WSDOT and TIB should continue to collaborate using existing processes.

Next Meeting

The next meeting will be a face-to-face prior to the September meeting. A request will be sent out to committee members determine a common date.



**Small City Pavement Preservation (SCPP) and
City Hardship Assistance Program (CHAP) Status**
June 23, 2011

SUMMARY

The Small City Pavement Preservation (SCPP) Program has been successful over the last six years in improving the pavement condition of the 1,600 miles of total roadway system in the small cities in the state of Washington. At the September 2009 board meeting, staff presented the first SCPP progress report. Updated measures show the continued progress and effectiveness of the program.

- \$11.7 million has been awarded and \$8.8 million spent
- 98 miles of roadway have received maintenance
- The statewide average PCR Score has increased from 68 to 75
- 168 projects funded
- 104 cities served

BACKGROUND

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

Pavement condition rating (PCR) scores, economies of scale, and assessed valuation of cities are all considerations in the amount of funds provided. This is a non-competitive program and funds are not distributed regionally, rather, funding is targeted for road maintenance opportunities across the state.

Work Done

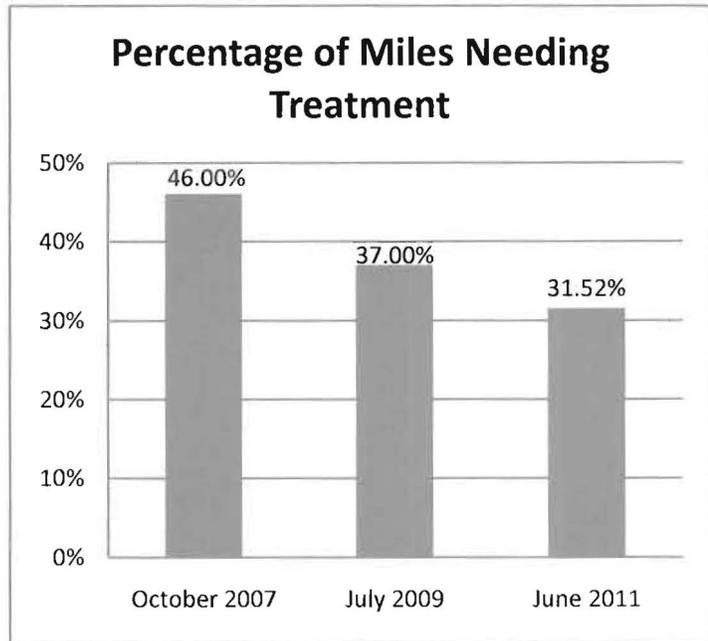
In October 2007, the TIB engineers finished rating all 1,600 miles of roads in the small cities (population less than 5,000) in Washington. The average Pavement Condition Rating (PCR) score was 67.98. Since then, 168 different SCPP projects have been funded representing over 98 miles of roadway bringing the current overall PCR score to 75. SCPP has also funded maintenance projects such as crack seal projects and spot work maintenance of sidewalks.

	Projects	Grant Dollars ¹	Miles ²
2007	38	\$ 1,552,902	26.89
2008	31	\$ 2,030,773	16.80
2009	49	\$ 3,504,612	27.92
2010	18	\$ 2,168,539	10.45
2011	1	\$ 59,693	0.22
2012	31	\$ 2,372,840	16.06
Total	168	\$ 11,689,361	98.33

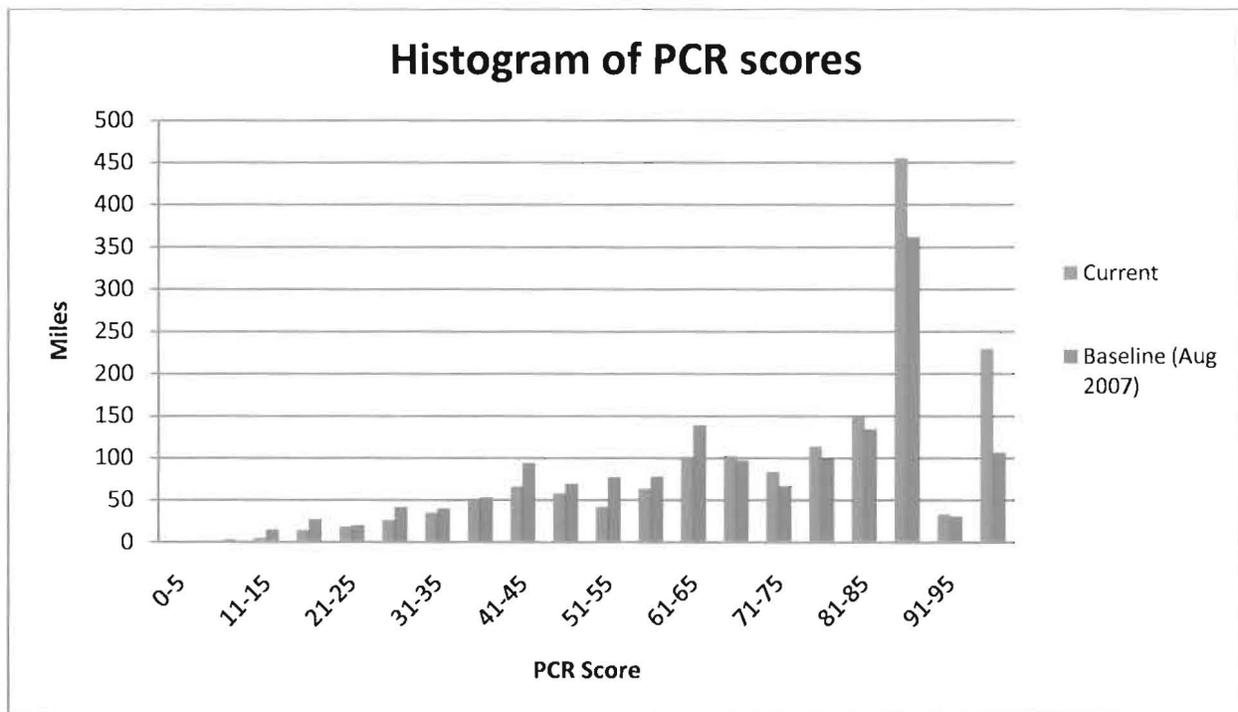
¹Adjusted for increases and withdrawals

²Only includes overlay and chip seal projects

Roads that have a PCR score between 30 and 70 are prime candidates for some sort of treatment, either chip seal or an overlay. Scores lower than 30 indicates the road needs to be reconstructed; scores higher than 70 indicates the road is still in good condition. Combining the 98 miles of improved roadway, funded by SSCP, with local maintenance and improvements through the Small City Arterial Program, has caused a dramatic decrease in roads needing maintenance. The percent of roads needing maintenance has dropped from 46% in October 2007 to 31.5% in June 2011.



The overall distribution of PCR scores has shifted higher since the inception of the SSCP program. In the histogram below you will see a before and after distribution comparison. The red bars, representing miles in a certain PCR range as of August 2007, show more miles in the lower ranges. While the blue bars, representing miles in a certain PCR range as of June 2011, show that road miles have shifted higher with significantly more miles above 90 PCR.



Red Towns

In 2007, after all the streets had been rated it was found that there were ten cities with an average PCR score under 50. These cities became known as “Red Towns” because they are coded with a red performance color on the TIB Performance Dashboard. Since 2007 over \$2.6 million in SCPP funds in 16 projects have been awarded to these towns. The Red Towns were also awarded six other projects from other programs, with funds totaling \$2.5 million. All ten of them are above 50 average PCR.

Original 10 Red Towns				
Agency	Region	System Miles	Starting PCR Score	Current PCR Score
MATTAWA	East	8.41	33.30	56.40
SPRINGDALE	East	1.48	38.50	54.30
CONCRETE	West	7.04	45.40	53.00
OAKVILLE	West	5.33	47.60	74.00
LATAH	East	1.51	46.00	73.30
TWISP	East	8.63	48.00	50.70
CASHMERE	East	13.09	48.80	59.40
SOAP LAKE	East	11.36	40.10	51.00
NEWPORT	East	11.55	42.70	56.60
NESPELEM	East	1.58	35.90	90.00
Total		69.98		

Many of the original ten Red Towns are still in need of maintenance work to bring them up to the statewide average. TIB staff will continue to monitor the towns with the lowest average PCR score. These are the towns with the greatest need.

New Red Towns			
Agency	Region	System Miles	Current PCR Score
MALDEN	East	2.12	49.0
TWISP	East	8.64	50.7
SOAP LAKE	East	12.45	51.0
SPRAGUE	East	5.37	52.6
CONCRETE	West	6.93	53.0
HAMILTON	West	4.82	53.9
SPRINGDALE	East	1.99	54.3
MATTAWA	East	11.39	56.4
NEWPORT	East	12.51	56.6
LEAVENWORTH	East	11.53	57.0
MORTON	West	8.9	57.8
SPANGLE	East	4.8	58.8
CASHMERE	East	14.2	59.4
WAPATO	East	15.1	59.7
Total		120.75	

CHAP ROUTES

Also funded out of the Small City Pavement and Sidewalk Account are City Hardship Assistance Program (CHAP) projects. To be eligible for a CHAP project an agency must be under 20,000 population, and the project must be on a route that has a net gain in cost responsibility due to jurisdictional transfers.

TIB staff rates each of the eligible routes with a PCR score. If a segment has a PCR score under 70, it is a good candidate for a CHAP project. Currently, there are 15 miles eligible for CHAP grants with 2.65 miles needing treatment.

Agency	Route	Average PCR Score	Length (Miles)	Miles Needing Treatment ¹
Sequim	Washington Street	93.50	3.40	0.00
Stanwood	Pioneer Highway	81.40	1.59	0.00
Levenworth	Chumstick Highway	100.00	0.12	0.00
Skykomish	5th Street	95.30	0.17	0.00
Milton	Milton Way	61.00	1.15	1.00
Milton	Porter Way	69.70	0.89	0.36
Napavine	Birch Avenue	86.00	0.11	0.00
Napavine	Washington Street	90.00	0.51	0.00
Winlock	Kerron Street	76.00	0.61	0.00
Toledo	Ash Street	86.00	0.12	0.00
Vader	West Side Highway	72.00	0.25	0.00
Kelso	Grade Street	90.00	0.23	0.00
Kelso	Holcomb Road	50.00	0.46	0.46
Kelso	Holly Street	59.00	0.08	0.08
Kelso	Kelso Drive	70.20	2.79	0.00
Kelso	Kinnear Street	68.00	0.02	0.02
Kelso	Minor Road	32.00	0.55	0.55
Kelso	N. Pacific Avenue	100.00	0.17	0.00
Kelso	N. Kelso Drive	77.00	0.62	0.00
Washougal	15th/17th Street	100.00	0.56	0.00
Toppenish	1st Avenue	77.00	0.27	0.00
Pomeroy	15th Street	76.20	0.36	0.18
Clarkston	15th Street	86.00	0.12	0.00
		Total	15.15	2.65

¹ miles with PCR score below 70

RECOMMENDATION

This is for information only. No action is required.