



Transportation Improvement Board
March 24-25, 2011 – Mt. Vernon, Washington
Meeting Location: Skagit County Public Utilities District
1415 Freeway Dr., Mt. Vernon 98273
(360) 424-7104
Lodging Location: Best Western Cotton Tree Inn
2300 Market St., Mt. Vernon 98273
(360) 428-5678

March 24, 2011
WORK SESSION AGENDA

WORK SESSION	Page
1:30 p.m. A. Call to Order and Introductions	Chair Partch
1:32 p.m. B. Welcoming Remarks	
1. City of Mount Vernon	Mayor Bud Norris
2. Skagit County	Commissioner Wesen
3. City of Sedro Woolley	Mayor Mike Anderson
1:45 p.m. C. City of Puyallup 9 th Street SW: Lessons Learned	Tom Ballard 31
<i>Scope Change Requests</i>	
2:10 p.m. D. City of Vancouver: NE 137 th /NE 138 th Avenue	Greg Armstrong 36
2:25 pm E. City of Sedro Woolley: Moore Street	Clint Ritter 38
3:00 p.m. F. City of Buckley: SR-410, SR-165, Ryan Rd, & 112 th St Realignment	Greg Armstrong 41
<i>Project & Program Issues</i>	
3:25 p.m. G. FY 2012-13 Project Selection Process Changes	Tom Ballard 45
3:45 p.m. H. FY 2012-13 Schedule and Preliminary Program Call Size	Tom Ballard 46
4:05 p.m. BREAK	
<i>General Matters</i>	
4:15 p.m. I. TIB's Future Vision and Ad Hoc Committee Appointment	Chair Partch 48
4:30 p.m. J. JTC Efficiency Study Recommendations Follow-Up	Tom Ballard 50
5:00 p.m. K. EXECUTIVE SESSION	Chair Partch
Performance Review of Interim Exec Dir (<i>As allowed under RCW 42.30.110(1)(g)</i>)	
5:30 p.m. L. Follow-up Discussion from Executive Session	Chair Partch
6:00 p.m. M. Adjournment	Chair Partch

Dinner on your own



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March 25, 2011 – 9:00 am
 BOARD AGENDA

		Page
9:00 a.m.	1. CALL TO ORDER	Chair Partch
9:05 a.m.	2. GENERAL MATTERS	
	A. Approval of January 28, 2011 Minutes	Chair Partch 1
	B. Approval of March 3, 2011 Minutes	Chair Partch 4
	C. Communications	Tom Ballard
	1. Eight Palouse towns granted TIB funds – <i>Whitman Co. Gazette</i>	5
	2. Puyallup must add to road project or lose cash – <i>The News Tribune</i>	6
	3. Population bill would let Connell not include inmates – <i>Tri-City Herald</i>	8
	4. Long-awaited Winslow Way project to start in mid-March – <i>Kitsap Sun</i>	9
	5. Sec. of Transp. Hammond applauds federal transp. initiatives– <i>Lk Stevens Journal</i>	11
	6. Little traction behind transportation funding – <i>The News Tribune</i>	12
	7. Land deal likely means Puyallup can keep \$3.27M – <i>The News Tribune</i>	14
	8. Roundabouts receive engineering industry award – <i>The Woodinville Weekly</i>	15
	9. Puyallup finds extra \$1.6 million, will pay off shortfalls – <i>The News Tribune</i>	16
	10. Lowest bid at \$96 million for South Park Bridge replacement – <i>Seattle PI</i>	17
	11. Approval expected for Carpenter Road project – <i>The Olympian</i>	18
9:10 a.m.	3. LOCAL PRESENTATIONS	Greg Armstrong
9:30 a.m.	4. NON-ACTION ITEMS	
	A. Chair's Report to the Board	Chair Partch
	B. Executive Director's Report	Steve Gorcester/Tom Ballard 20
	C. Financial Report	Theresa Anderson
	D. Project Activity Report (1/1/11-2/28/11)	Greg Armstrong 25
10:30 a.m.	5. ACTION ITEMS	
	A. City of Vancouver: NE 137 th /NE 138 th Ave Scope Change	Greg Armstrong 36
	B. City of Sedro Woolley: Moore Street	Greg Armstrong 38
	C. City of Buckley: SR-410, SR-165, Ryan Rd, & 112 th Scope Change	Greg Armstrong 41
	D. FY 2012-13 Schedule and Preliminary Program Call Size	Tom Ballard 46
	E. TIB's Future Vision – Ad Hoc Committee Appointment	Chair Partch 48
11:15 a.m.	6. FUTURE MEETINGS	Chair Partch
	June 23-24 – Spokane (WSDOT Building)	
	September 22-23 – Pasco (TRAC Center)	
	November 17-18 Tukwila (Tukwila Community Center)	
11:20 a.m.	7. ADJOURNMENT	Chair Partch

**Transportation Improvement Board
January 28, 2011
Lacey Community Center
Lacey, Washington**

MINUTES

TIB BOARD MEMBERS PRESENT

Commissioner Greg Partch, Chair
Mayor James Irish, Vice Chair
Councilmember Jeanne Burbidge
Mr. Todd Coleman
Councilmember Sam Crawford
Mr. Mark Freiberger
Councilmember Bill Gothmann
Secretary Paula Hammond

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

TIB STAFF

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

TIB BOARD MEMBERS NOT PRESENT

Ms. Kathleen Davis
Mr. Jay Weber

CALL TO ORDER

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

GENERAL MATTERS

A. Approval of November 19, 2010 Minutes

MOTION: It was moved by Councilmember Crawford with a second from Councilmember Gothmann to approve the minutes of the November 19, 2010 board meeting as presented. Motion carried with Mayor Irish abstaining.

B. Communications – Tom Ballard referred the Board to the articles in the packet. He specifically noted the article regarding Secretary Hammond’s election as Chair of the National Rail Coalition, the update on former board member Bill Ganley in *The Columbian*, and the article in *The News Tribune* regarding the Puyallup 9th Street project.

LEGISLATIVE OVERVIEW

Senator Haugen and Representative Clibborn were invited to the meeting to provide a brief overview of this session’s transportation issues. They provided the following information:

- The JTC Efficiency Study has helped provided credibility to the transportation agencies and will be used as an educational tool for the newer members.
- The state needs to succeed at obtaining new revenue in the next one to two biennia to go toward maintenance and preservation of the road system statewide.
- The complete streets concept is excellent and should be encouraged.
- TIB should focus their funds on corridor completion, supporting rural growth, and maintenance and preservation of the smaller cities’ street system.
- Both chambers are working together for best ideas on new revenue.
- Other topics touched on included:
 - Future of the Ferry System
 - HOT lanes on I-405
 - Tolling on SR-520 and I-90
 - The Columbian crossing
 - Storm water costs
 - Electric vehicle tax

Mr. Coleman noted that the Board plans to follow through on the recommendations in the JTC Efficiency Study and will provide an update on the progress in one year.

Chair Partch thanked Senator Haugen and Representative Clibborn for taking time to attend the TIB meeting and provide the members with valuable information and insights.

NON-ACTION ITEMS

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

- The executive director search resumed in January after the JTC Efficiency Study was finalized. Due to a freeze on Personal Services Agreements, TIB is unable to contract with an Executive Search company at this time.
- Moving forward with a “Visioning” initiative for future board agendas to include:
 - New or revised criteria and impact on project selection
 - Implementing recommendations in the JTC Efficiency Study with a report back to the JTC in one year
 - Where TIB would like to be in 20 years
- Continuing the discussion on the USDOT Bicycle Policy at the March meeting

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

Legislative Update

- Tom presented at the Senate and House Transportation Committees at their request, educating new members about the funding programs TIB offers. Several one-on-one meetings are scheduled with new members.
- There are several transportation bills this session, but currently none that are impacting TIB.
- Two bills may be introduced regarding TIB: 1) combining the UATA and TIA funding accounts to one account; 2) reducing the board size. If and when those bills are introduced, they will be brought to the board's attention and closely monitored.

Project Management

- TIB engineers are asking agencies for final billings to help determine cash flow.
- TIB engineers are requesting updated schedules from customers to help establish an accurate call size scenario model.

Funded Projects and Fuel Tax Agreements

- Nearly half of the agencies with recently selected projects have returned their signed fuel tax agreements, with some agencies already out to bid. Staff will monitor those agencies that have not yet returned their agreement, with an update provided at the March meeting.

C. Financial Report

Theresa Anderson reported that the remaining TIB commitment is at \$255 million, which includes the nearly \$100 million granted in November. There are currently 297 active projects in the inventory.

The declining revenue forecast shows a decrease over the next four years of about \$15 million. The account balances had steady increases through 2010. The combined TIA and UATA accounts have a current balance of \$36.8 million. That will decrease once construction season begins and bills are paid out.

Councilmember Gothmann asked if the high fund balance could be used to pay down some of the bond debt. The bonds are locked in with the rest of the state and are paid down at a fixed rate, currently \$1 million per month.

D. Project Activity Report

Greg Armstrong reported that 53 projects had activity in this reporting period, with the majority of those in design. Notable changes included Richland with a \$94,500 increase and surpluses from Marysville (State Ave.) and Tukwila (Klickitat Dr./Southcenter Pkwy) totaling \$1.6 million.

During this reporting period, there was a total decrease in TIB obligations of \$1,546,580.

ACTION ITEMS

A. City of Puyallup: 9th Street – On December 21, 2010, TIB sent a letter to the City of Puyallup stating that the city was in gross violation of the terms of the Fuel Tax Distribution Agreement for the 9th Street project and that they had 30 days to take correction action. One day prior to the 30-day deadline, the city requested an extension based on new information from the property owners.

The consensus among Board members was either to ensure that the project was corrected or to dissociate from the project by having all TIB funds returned. After some discussion on the precedent this might set, the unsafe design of the current project, and legal concerns and options, the Board took the following motion:

MOTION: It was moved by Councilmember Crawford with a second from Mr. Wessels that: The Board has determined that the City of Puyallup has misused grant funds on the Puyallup 9th Street SW project, TIB Project #8-1-129(016)-1. In the event the Executive Director has not received written commitment from the Puyallup City Council by March 1, 2011 stating that the City will reconstruct and complete the project by December 1, 2011 as proposed in the original construction plans, the Executive Director is directed to take the following steps:

1. Initiate termination of the project for cause as provided for in Section 7 of the Fuel Tax Distribution Agreement; and,
2. Submit to the City a request of repayment of all TIB funds previously paid to the City relative to the 9th Street SW project.

Motion carried unanimously.

B. Federal Match Projects – The Board reinstated federal match funding in June 2010. Since that date, three cities have submitted applications to receive the match, which is limited to 13.5 percent of the project costs. The three requests are:

Agency	Project Title	TIB Funds	Federal Funds	Project Total
Castle Rock	Cowlitz St West (Reconstruction)	\$118,457	\$759,000	\$877,457
Deer Park	S Main Street (Reconstruction)	\$293,943	\$1,742,857	\$2,177,353
Waitsburg	W 7th Street (Design only)	\$10,125	\$64,875	\$75,000
	TOTAL	\$422,525	\$2,566,732	\$3,129,810

The federal match is limited to 10 percent of the annual allocation of the Small City Arterial Program. The total amount requested falls within that limit and TIB currently has the fiscal capacity for this request.

MOTION: It was moved by Mr. Freiburger with a second from Mayor Irish to approve the small city federal matching funds to Castle Rock, Deer Park, and Waitsburg as presented. Motion carried unanimously.

FUTURE MEETINGS

The next meeting is scheduled for March 24-25 in Mt. Vernon. Meeting notices will be sent out on March 4, 2011.

ADJOURNMENT

The meeting adjourned at 11:10 a.m.

**Transportation Improvement Board
Special Meeting via Conference Call
March 3, 2011
Olympia, Washington**

MINUTES

TIB BOARD MEMBERS IN ATTENDANCE

Commissioner Greg Partch, Chair
Mayor James Irish, Vice Chair
Mr. Todd Coleman
Councilmember Sam Crawford
Ms. Kathleen Davis
Mr. Mark Freiberger
Councilmember Bill Gothmann
Mr. Paul Ingiosi

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

TIB STAFF

Tom Ballard
John Dorffeld
Vaughn Nelson
Andrea Weston-Smart
Gregg Plummer
Eileen Bushman/recorder

TIB BOARD MEMBERS NOT PRESENT

Councilmember Jeanne Burbidge
Secretary Paula Hammond

CALL TO ORDER

Chair Partch called the meeting to order at 11:05 a.m. Attendance was taken with the following members listed above as present.

Chair Partch announced that this is an open, public meeting and is being held for the purpose of updating the Board on the Executive Director search and recommendation for a plan of action. Since it is a special meeting, only the purpose stated can be addressed.

SELECTION COMMITTEE RECOMMENDATION

Speaking on behalf of the selection committee, Chair Partch recommended offering the permanent Executive Director position to Mr. Stevan Gorcester. Mr. Gorcester submitted a letter of interest to the committee on February 7, 2011, which Chair Partch read to the Board. *(Copy will be included in the permanent minutes file for the record.)*

A key reason for this recommendation is that Mr. Gorcester has the experience and vision to implement the recommendations that came out of the JTC Efficiencies Study. Mr. Gorcester also has the background needed to accomplish the Board's expectations for TIB's future.

MOTION: It was moved by Mayor Irish with a second from Commissioner Mike Wilson to authorize Chair Partch to offer Mr. Stevan Gorcester the position of TIB Executive Director and to negotiate the terms of employment including salary and annual leave accrual. Motion carried with one abstention from Paul Ingiosi.*

* Mr. Coleman and Mr. Wessels joined the call late and were not included in the vote. To ensure both members were kept apprised of the action, Chair Partch reviewed what had transpired and both Mr. Coleman and Mr. Wessels acknowledged this decision.

NEXT STEPS

Chair Partch outlined the next steps which included extending the offer to Mr. Gorcester and putting out an announcement of the Board's decision.

FINAL NOTES

Chair Partch thanked everyone for all of their time and assistance with this effort. The Board is looking forward to new opportunities and working with Mr. Gorcester once again.

Councilmember Crawford thanked Chair Partch for his leadership during this search.

ADJOURNMENT

The meeting adjourned at 11:20 a.m.

County:

Eight Palouse towns granted TIB funds

BY JOE SMILLIE
Gazette Reporter

Washington State's Transportation Improvement Board (TIB) has granted eight Whitman County towns a total of \$2.4 million for street improvement projects in 2011.

The board met Nov. 18 and 19 to decide how to allot its funding for next year.

"It really helps out these small communities that can't pay for these themselves," said Whitman County Commissioner Greg Partch, who also serves as chair of the 21-member Transportation Improvement Board.

"It's one of the few programs that gets it right to the local level."

Every town in Whitman County has received funds for projects from the Transportation Improvement Board over the years. Malden was added to the list this year with a pair of grants that topped \$750,000.

No grants were made by the TIB last year when it focused its efforts on paying off bonds issued earlier this decade.

But the grant came back this year with a \$99-million splash into the state's construction sector.

The state board approved \$1,780,150 worth of large road construction projects in Colfax, Malden and Tekoa.

Malden was granted \$643,000 for a complete reconstruction of Broadway, between Main and Dove streets.

In Colfax, the board granted \$675,000 to complete the south half of the Mill Street reconstruction. New pavement and sidewalks will be built between Island Street, where the north half of the project was completed two years ago, south to the Canyon Street intersection.

The rebuild will install a crown in the center of the road which will allow stormwater to drain off the surface. New swales on either side of the roadway will also be built to collect runoff. The project also includes construction of an asphalt pathway on one side of the street.

Tekoa will rebuild Henkle Street between Crosby (Highway 27) and Lindsey Streets with a \$462,150 TIB grant. New pavement will replace the currently cracked and graveled roadway and provide parking on both sides of the street. The project will also create sidewalks with wheelchair ramps.

Tekoa also received another \$77,425 grant to install a sidewalk. The new sidewalk will run north from the top of the downtown hill and follow along Highway 27 east.

Oakesdale was granted \$116,300 to replace its cracked sidewalk along First Street, also known as Highway 27.

In addition, Garfield, Malden, Palouse, Rosalia and St. John received a combined total of \$422,632 from the board to pay for pavement preservation projects, seal coating or asphalt overlays.



PUYALLUP

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Puyallup must add to road project or lose cash

Conflict: Board insists on sidewalks, other changes

SARA SCHILLING; STAFF WRITER
LAST UPDATED: FEBRUARY 1ST, 2011 06:43 AM (PST)

The City of Puyallup stands to lose \$3.27 million in state money if it doesn't put in a missing stretch of sidewalk and make other changes to a road project near the South Hill Mall that's been under construction for 11/2 years and is nearly finished.

Last week's decision by the state Transportation Improvement Board extends the time the city has to fix the problem. It also means the entire grant – not just the \$976,000 the state hasn't yet paid — is at stake.

If the city decides to make the changes, it will have to go back to the bargaining table with homeowners in the project area. They say Puyallup officials acted in bad faith by breaking off negotiations for their land, which the city needs to meet the state's conditions.

"This is tax money, we all pay for this," said longtime homeowner Helga Cancil. "This could have been very easily avoided."

The sidewalk, they say, is needed to improve safety on Ninth Street Southwest. They say the street has seen increased traffic since the project expanded it from two to four lanes.

Puyallup City Manager Ralph Dannenberg said Monday that he's aware of the board's decision, and that it'll be discussed in a closed-door session at tonight's City Council meeting.

He's said the city believed it was authorized to make the changes.

Dannenberg declined Monday to comment on the negotiations with neighbors.

The transportation board made the decision at a meeting Friday in Lacey. It was unanimous, with a few members absent and a few of its 21 positions vacant, said Tom Ballard, interim executive director.

It's not the only decision in the last month or so that could cost Puyallup money.

In late December, a Pierce County Superior Court judge found in favor of Mike Stanzel, who battled the city in court for three years over water service to his family recreation business in north Puyallup. The city provides water in the unincorporated area but demanded that Stanzel not oppose being annexed into the city.

A hearing is scheduled Friday; one of the items to be considered is awarding Stanzel attorney fees, his attorney said.

The Transportation Improvement Board disperses money for road projects using three cents per gallon of the state gas tax. About five years ago, it awarded Puyallup \$3.27 million to help widen and improve Ninth Street between 39th Avenue Southwest and 43rd Avenue Southwest.

Construction started in 2009, according to a timeline from the board. The work is mostly finished, with some striping and asphalt overlay to be completed in the spring, the city has said.

In a Dec. 21 letter to the city, Ballard wrote that about \$976,000 of the grant was in question because the city made changes to the project without board approval. The changes included leaving out bicycle lanes and part of the sidewalk that runs in front of some homes on Ninth Street, the letter said.

Dannenberg told The News Tribune in January that modifications were needed because the city was unsuccessful in negotiating with homeowners in the area.

Some homeowners said Monday that they have a different view.

Cancil said she and her neighbors – a total of five households – were willing to negotiate and even agreed

to let work begin on their property while compensation was being determined.

Combined, they were seeking about \$390,000.

The city cleared about 12 feet of Cancil's landscaped front yard, removing grass, trees, flowers and hedges, she said.

Neighbor Mary Lee Doran said she lost a cherished, decades-old dogwood tree.

They weren't looking to make money, but wanted to be paid for the land they'd lose, changes to their driveways, and for the hit on their property values, Cancil said.

"It was never about keeping the land," Doran said. "We just wanted fair compensation."




The city said last year it didn't need the land and moved ahead with the project, said the neighbors' attorney, Jeffrey Helsdon.

The city did pay the five neighbors about \$210,000 for the work it did on the land, plus attorney and professional fees.

Ballard said that if the city doesn't make the changes, it must reimburse the roughly \$2.2 million it's already received from the state board and won't get the remainder of the grant.

He said the city has until March to commit to taking corrective action and must complete the work by December.

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

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Wednesday, Feb. 02, 2011

1 Comment

Population bill would let Connell not include inmates

By Kristi Pihl, Herald staff writer

Connell will be considered a big city this summer if the state Legislature doesn't help the small town out.

As the Coyote Ridge Corrections Center nears capacity, the additional inmates will push Connell over the 5,000 population mark that separates small cities from big.

By law, that would mean the city would need to add two city council members to its current five and would have to compete with larger cities, including Seattle, for state grants.

That's why Sen. Mark Schoesler, R-Ritzville, and Rep. Joe Schmick, R-Colfax, have each sponsored a bill that would give Connell the ability to take inmates out of the equation.

"It's common sense to allow the city to choose if they want to count the inmate population," Schmick said.

Senate Bill 5133 was passed Tuesday by the Senate Committee on Government Operations and Tribal Relations & Elections and is waiting for a vote by the full Senate.

The House Local Government committee already passed House Bill 1028 on Jan. 14. The bill also is waiting to be voted on.

Without inmates, Connell's population would be about 2,700 people, said Steve Taylor, Connell city administrator. As of this week, inmates added another 2,360 to the population. That puts Connell at about 5,060.

And once the prison is full, with 2,648 inmates, Taylor said there is no doubt the population will be over the 5,000 mark.

The state had been moving inmates to Coyote Ridge from other prisons, including some from out of state, to save money.

Schoesler said the city would be adding council members not because of an increase in city voters, but because of inmates.

"Inmate populations don't vote," he said. "They don't pay taxes."

And Taylor noted that Connell already has a hard enough time finding candidates for the current five council seats and mayor position.

It's not clear how much it would cost to add two more council members, he said. But the council chambers would need to be remodeled and election costs would go up, because the city is charged for the number of offices on the ballot.

Connell also would get bumped out of the small city category for state grants, Taylor said.

And that means the town would be competing for money against cities with more city staff and be held to a higher standard, Schmick said.

It means grants like the one the city recently received to upgrade West Adam Street would be harder to get, Taylor said.

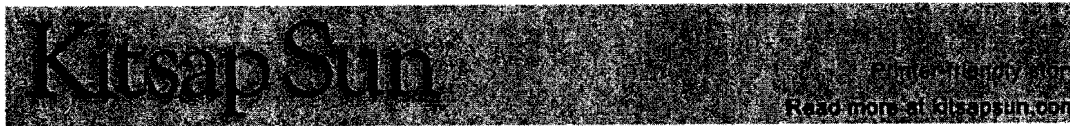
Connell received a \$895,500 grant from the 2012 Small City Arterial Program to rebuild the two-lane road from Columbia to Sixth avenues. The street is the primary route to and from Olds Junior High and Connell High.

The bill also would apply to Airway Heights, Taylor said. Airway Heights, which is about six miles west of Spokane, has Airway Heights Corrections Center, a medium security and long-term minimum security prison. The city's population was 5,600 people in 2010, including inmates.

It's the second time Connell has tried to get the state to allow it to exclude inmates from their population count.

Schmick said the bill passed out of the House unanimously last year. The only reason it didn't become law was that it didn't get through the Senate process during the short session.

Schoesler said the bill isn't controversial. It just gives cities the flexibility to exclude inmates from official population counts.



Long-awaited Winslow Way project to start in mid-March

By Tristan Baurick

Thursday, February 3, 2011

BAINBRIDGE ISLAND — That big Winslow Way project that's been talked about for decades is actually going to happen.

No, really.

And it's less than six weeks away.

"There's going to be a giant hole in the middle of the street soon," said Chris Wierzbicki, the city's deputy planning director and the manager of the Winslow Way reconstruction project, which is aimed at replacing underground utilities and resurfacing the street.

Wierzbicki plans to break ground during the second week of March. Work on utility poles will begin a few weeks earlier, possibly on Feb. 14.

Tacoma-based Tucci & Sons has submitted the lowest bid for the construction portion of the project.

At \$4.3 million, the bid is well under the city's expected \$4.6 million budget, and is expected to receive final approval from the City Council on Wednesday.

Tucci & Sons, which specializes in utilities and road surface work, has done projects for several cities, including Tacoma, University Place and Gig Harbor, as well as King, Pierce and Thurston counties.

The project will be divided into two segments. The first segment, between Madison and Ericksen avenues, is expected to be completed before July 4. The second segment, from Ericksen to Highway 305, should conclude by October, Wierzbicki said.

The project is focused on replacing failing sewer lines and upgrading water lines. It will also give the street its first significant stormwater treatment amenities, including porous pavement and rain gardens, which will treat street runoff before it flows into Eagle Harbor.

Above ground, the revamped Winslow Way will have wider sidewalks, a new bike lane, more trees, new streetlights, bike racks and benches. The street will also have basic infrastructure in place for electric car recharging stations.

The project had a setback this week when the Bainbridge Island Chamber of Commerce and the Bainbridge Island Downtown Association pulled out of a partnership in which the two organizations would have helped manage the project's public- and business-relations needs.

Wierzbicki said the two organizations lack the staffing needed to carry out what would have been a \$40,000 contract. Budget cuts recently forced BIDA to cut its executive director position.

The city plans to re-advertise the contract later this week, and possibly handle more of the public relations in-house.

The project is expected to have a significant impact on downtown businesses. The city is planning temporary parking areas and signs, banners, meetings and a website to remind people that Winslow is still open for business, despite the mess.

"That's one big thing we're dealing with," Wierzbicki said. "How do we keep the business community vibrant?"



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Lake Stevens

JOURNAL

Secretary of Transportation Hammond applauds federal transportation initiatives

Published on Tue, Feb 8, 2011 by **Steve Pierce, WSDOT Communications**

OLYMPIA – Washington Secretary of Transportation Paula Hammond today applauded Vice President Joe Biden’s announcement and the Obama administration’s broad vision for investing in the nation’s transportation system, including \$53 billion over six years for high-speed rail. Hammond attended the Biden event in Philadelphia representing the States for Passenger Rail Coalition, which she chairs.

“We look forward to the commitments made in the president’s State of the Union address and recognition of an integrated transportation system that includes infrastructure investment, not only for rail, but for highways, bridges, ferries and runways,” said Hammond.

“An integrated system that supports transit and rail gives people transportation options. Just as important is federal funding for projects of national significance in Washington state such as the new I-5 Columbia River bridge, the I-90 Snoqualmie Pass corridor, and I-405 improvements – and the jobs they create.”

“Washington’s future economic competitiveness is threatened by increased highway congestion and declining roadway conditions,” she said. “A recovered economy will depend on an integrated transportation system that works for everyone.”



GOVERNMENT / POLITICS

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Little traction behind transportation funding

Olympia: Lawmakers have yet to propose a package; most looking ahead to 2012

JORDAN SCHRADER; STAFF WRITER

LAST UPDATED: FEBRUARY 21ST, 2011 12:22 AM (PST)

This year's session of the Legislature began with talk about asking voters for more tax revenue to pay for transportation needs – from road repair to highway mega-projects to struggling bus agencies – but it hasn't gone beyond talk.

Transportation advocates have found little support among lawmakers for going to voters this year with a proposal to raise their gas taxes or tap more exotic sources of revenue.

Staff of the Senate Transportation Committee have been crunching numbers, but chairwoman Mary Margaret Haugen said no revenue package is being written. It's possible a proposal could emerge in the waning weeks of session, she said, but it would take a major change of heart.

"Right now I don't think there's a lot of support for anything. It's really discouraging, because there's a huge need," said Haugen, D-Camano Island.

The need is difficult to discern if you judged by the amount of construction happening now on Washington's highways. Money is still flowing from the 2009 federal stimulus and the 2003 and 2005 increases in the state gas tax that now stands at 37.5 cents. The current two-year transportation budget is bigger than any in history.

But money from the 5-cent and 9 1/2-cent increases in the gas tax is tied up in paying off debt on projects, and more than 80 percent of that work is either under construction or starts this month, deputy transportation secretary David Dye said.

High spending will continue into the next two-year period, but much of it is on expensive replacements of the Route 520 floating bridge and Alaskan Way Viaduct, plus work on Interstate 405 and carpool lanes on Interstate 5 through Pierce County.

"The rest of it, the projects get finished over the next year or so and then that's it. Basically we're in a position where there's no new starts," Dye said.

Or as Duke Schaub, a lobbyist for the Associated General Contractors of Washington, put it: "At the end of 2013, everything falls off a cliff. There is nothing left."

Officials figured before the recession that collections of gas taxes would keep climbing, but the economic downturn and the rise of more fuel-efficient vehicles scrambled those estimates. The state now expects to collect 19 percent less revenue over 16 years than it projected in 2007.

Which makes it hard for supporters of more revenue to decide what should be raised. The gas tax is becoming less lucrative for the state, but it still overshadows all other sources, like ferry fares, license fees, and taxes on vehicle sales and rental cars.

WAIT TILL 2012?

But the state has a more pressing shortfall to worry about. You may have heard about it: the \$4.6 billion gap in the state's operating budget, which does not include transportation spending but does include schools and social services.

That's the one House leaders want to focus on.

Democratic Senate Majority Leader Lisa Brown wants a transportation package, but while Speaker Frank Chopp and other Democrats in the House say they would take a look at whatever the Senate might send them, they are focused on the problem with the operating budget.

It's partly that lawmakers are sensitive to last November's rejection at the ballot box of taxes on high

earners and on soda pop and candy sales. Voters also passed a Tim Eyman-backed measure making it harder for lawmakers to raise taxes, the reason no one is talking about passing a transportation tax hike without a vote of the people.

Eyman said he suspects it's "inevitable" that lawmakers will ask voters for transportation funding in 2012, after making what could be painful cuts, but the initiative promoter was critical of any effort to try it in 2011.

"It's nuts to do it this year. It's just crazy," Eyman said. "How many different ways can the voters say 'no' over a period of a couple months for them to have a clue?"

Among those who are more bullish about voters' appetite for taxes, there is competition for ballot space.

Some House Democrats want to ask voters to close tax breaks to save health or education programs, complicating any push for a road measure.

Some think transportation revenue might have a better shot at meeting voters' approval next year anyway – if Democrats, who tend to be more friendly to taxes, turn out in droves to try to re-elect President Barack Obama.

"We've heard from more than one member of the Legislature who shall go unnamed," said Schaub, the contractors lobbyist, "we're not going to have a big package in 2011. It's going to have to wait to 2012."

NOT JUST ROADS

The contractors, eager for more road projects and the jobs they would bring, aren't giving up on this year's prospects. They're part of the Transportation Partnership, a large coalition advocating for more revenue. It touts support from labor, business and governments like the cities of Federal Way and Puyallup. The Tacoma-Pierce County Chamber and the Port of Tacoma are on board.

Pierce County interests want any revenue package to include money for extending state Route 167 from Puyallup to the port.

The coalition is seeking money for more than just state road projects. They want funding for city and county projects, and for projects that improve freight transport, reduce stormwater pollution and remove fish barriers.

Transit and ferries are also on the list, but supporters of those modes of travel are looking for ways to find funding sooner to deal with immediate crises.

Haugen has proposed a 25-cent surcharge on ferry fares that would pay for construction of new boats.

She also wants a \$100 annual fee on electric cars, whose owners aren't buying gas and paying the fuel tax. The fee would end if the state ever moved to a system of charging motorists based on the miles they drive.

Haugen supports a per-mile tax that would avoid the declines the gas tax is seeing. But she said no per-mile tax would be part of any revenue package put together this year.

Environmentalists' priority is mass transit. House Bill 1536, which has been approved by one House committee, would allow King, Snohomish and Pierce county transit agencies to charge drivers \$30 annually through 2013 without voter approval. There's another proposal in the works to provide longer-term funding contingent on local votes.

Pierce Transit isn't pushing those, but might look to them as an alternative to deeper cuts in the wake of voters' defeat this month of a proposed sales tax increase to preserve bus service.

But Haugen said she prefers to see mass-transit funding accomplished through a larger package that deals with all kinds of transportation.

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PUYALLUP

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Land deal likely means Puyallup can keep \$3.27M

Puyallup: Neighbors 'relieved' with agreement over improvements

STAFF WRITER

LAST UPDATED: FEBRUARY 24TH, 2011 03:44 AM (PST)

Puyallup has agreed to buy property from five neighbors along Ninth Street Southwest near the South Hill Mall – a move that should allow the city to keep a \$3.27 million state grant that's been in question since December.

The City Council voted unanimously Wednesday, with one councilman absent, to approve the agreement. The public vote came after a 2 1/2-hour closed-door session.

The city will pay about \$483,000 for the land as well as for damages incurred by the neighbors during the years-long process, said City Manager Ralph Dannenberg. The precise amount of land wasn't available Wednesday, but it's enough to put in a sidewalk along Ninth Street.

The city also will pay attorney fees and make property improvements, such as putting up fencing, Dannenberg said.

He said the agreement is good for the city and fair to the property owners.

"It's behind us now, and we can move forward," he said.

The state Transportation Improvement Board awarded Puyallup the grant about five years ago to widen and improve a section of Ninth Street near 39th Avenue Southwest. Construction started in 2009 and is nearly done, with some striping and asphalt overlay to be completed in the spring.

But in December, the board's interim executive director told the city that part of the grant money was in question because of unapproved changes the city made in the project design. The changes included leaving out a portion of a sidewalk in front of the neighbors' homes.

Last month, the board said the entire grant was in jeopardy unless the city completed the project as originally certified.

Dannenberg has said the city believed it was authorized to make the changes, which he said were necessary because of unsuccessful dealings with neighbors to buy their land.

The neighbors, however, said they were willing to negotiate and that the city acted in bad faith by breaking off negotiations with them.

Combined, they were seeking \$390,000.

Neighbor Helga Cancil said Wednesday that she and the others are happy with the settlement.

"We're all very relieved," she said. "We were just hoping and praying that common sense would prevail."

She praised Dannenberg for his work in helping reach the agreement.

Dannenberg said the city will immediately notify the transportation board about the agreement. He said he plans for the work to be complete by the state's December deadline.

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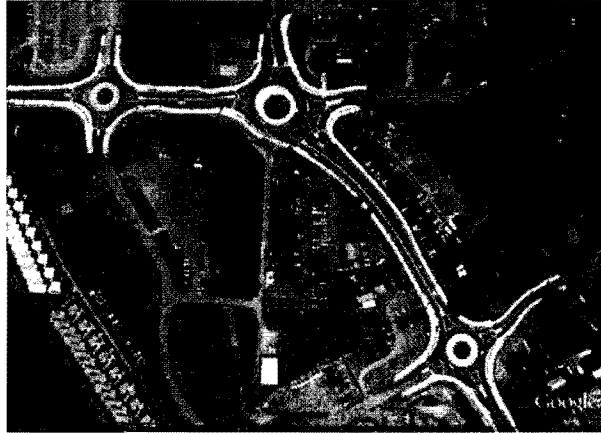
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The Woodinville Weekly

Roundabouts receive engineering industry award

WRITTEN BY CITY OF WOODINVILLE

MONDAY, 14 FEBRUARY 2011 10:26



Woodinville's Tourist District Roundabout Transportation Improvement Project received an engineering excellence award from the Washington State Chapter of the American Council of Engineering Companies (ACEC). The award was presented to the Woodinville City Council on February 8.

The roundabout project won a gold award in the category of exceeding client/owner needs. The award was jointly presented to project consulting engineer David Evans and Associates and the city of Woodinville for delivering the project within its estimated budget and meeting project timelines. ACEC annually recognizes award-winning projects at its annual conference

A number of other national professional engineering groups have also recognized Woodinville's project for its innovative use of three roundabouts.

The national Transportation and Research Board (TRB) selected Woodinville's project as one of six roundabout projects nationwide for special recognition at its recent workshop in Washington, D.C. Finally, the project will be featured at the International Roundabout Conference in May of this year. "We had no idea how much this project was going to improve the flow of traffic through the Tourist area. This recognition statewide and nationally speaks to the project that we've put in here," commented Mayor Chuck Price.

For more information on this award, visit the American Council of Engineering Companies of Washington's website at <http://acec-wa.org>.



GOVERNMENT / POLITICS

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Puyallup finds extra \$1.6 million, will pay off shortfalls

General Fund: Legal settlement, road work to also get help

SARA SCHILLING; STAFF WRITER
 LAST UPDATED: MARCH 5TH, 2011 12:19 AM (PST)

The City of Puyallup ended 2010 with about \$1.6 million more in the general fund than anticipated, and officials plan to reallocate the money to help pay off some cash shortfalls.

It's part of a financial plan approved by the City Council in a 5-1 vote this week that frees up \$500,000 for street maintenance. It also allows for a one-time payment to reduce what ratepayers will have to shoulder for a roughly \$2 million legal settlement.

Councilman John Knutsen was the sole no vote Tuesday. He said city staffers don't always provide a clear financial picture and that he was troubled that the money surfaced after the council – in a split vote earlier this year – approved raising a city fee to help cover the legal settlement.

Councilman Don Malloy said the plan will help keep the city financially solvent.

The \$1.6 million was the result of greater cost-savings than expected throughout the year and from a fourth-quarter bump in revenue, said Cliff Craig, Puyallup's finance director. It put the general fund above the council's target of having at least 8 percent in reserves.

Used in combination with internal loans, it will pay off \$2.9 million in cash deficits in various funds, accrued over the last couple of years, he said.

The plan also calls for restructuring an internal loan to the street fund, which will free up \$500,000 for street maintenance and allow the city to pay for land and other costs to finish a high-profile road project.

The project to widen and improve part of Ninth Street Southwest was in danger of losing its state funding after the city made changes to the design, but they're being addressed, and the \$3.27 million state transportation grant appears safe.

Tuesday's plan also uses this year's liquor profits and taxes – estimated to be between \$400,000 and \$500,000 – to reduce what residents must pay through a landfill fee increase for a legal settlement. The settlement stemmed from a lawsuit brought by property owners who said a former city landfill contaminated their site.

The council in January approved raising city landfill fees to pay down debt from bonds issued to cover the cost. The payment means the fees can decrease sooner, Craig said.



He said it only recently became clear that the city would have the \$1.6 million, but that he still believes it was right to issue bonds because utilities should pay their own expenses, and it's better to have cash in the city for unexpected costs.

The general fund covers daily expenses. This year, it's roughly \$36 million.

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http://www.seattlepi.com/transportation/436759_bridge8.html

Lowest bid at \$96 million for South Park Bridge replacement

Construction could begin in May

*Tuesday, March 8, 2011
Last updated 3:14 p.m. PT*

By SCOTT GUTIERREZ
SEATTLEPI.COM STAFF

The lowest bid to build a new South Park Bridge came in at \$96 million, less than original estimates between \$98 and \$108 million, King County officials announced Tuesday.

The bid was made by a joint venture of Kiewit Infrastructure West Co., a subsidiary of Nebraska-based Kiewit Corp., and Massman Construction Co., headquartered in Kansas City, Mo. County officials will review the winning bid to conform the contractor's qualifications and cost estimate before entering into a formal contract with Kiewit-Massman.

County Executive Dow Constantine said the low bid marked the end of a "decade of frustration and uncertainty."

"We now move forward knowing this project will preserve a vital South King County transportation corridor as it generates scores of good-paying construction-related jobs," he said in a news release. "Once complete, the new bridge will reconnect our historic industrial heartland and the vital, affordable family neighborhoods of the Duwamish valley, supporting thousands of good jobs for decades to come."

Officials expect construction to begin in May on a replacement for the old bridge, which was closed in June for safety reasons. Work would finish by August 2013.

Officials hoped for years to build a new bridge but were unable to do so because there was no money. The total cost is about \$137 million for the project, which includes engineering, environmental work, and removal of the old structure.

After getting elected, Constantine managed to acquire \$95 million in commitments from various public entities to build a new bridge. About \$30 million will come from King County; \$20 million from Washington state; \$15 million from Seattle; \$15 million from the Puget Sound Regional Council; \$10 million from the State Transportation Investment Board; and \$5 million from the Port of Seattle.

The final piece was a \$34 million federal grant awarded to King County in October under a program created by Sen. Patty Murray.

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Published March 10, 2011

Approval expected for Carpenter Road project

NATE HULINGS; Staff writer

LACEY - A stretch of Carpenter Road in Lacey that's traveled by an average of 17,000 vehicles daily - a number that's expected to nearly double by 2030 - is about to receive some long-planned upgrades.

The Lacey City Council is expected to award a \$7.46 million construction contract to Puyallup-based Active Construction Inc. during tonight's meeting to widen a one-mile section of Carpenter Road between Martin Way and Pacific Avenue. It's in desperate need of repair, city officials say.

City engineer Roger Schoessel described the two-lane section of road as a traditional "farm-to-market" route that, over the years, has evolved into a major north-south corridor.

Widening Carpenter Road required the city to acquire rights-of-way from 44 parcels, ranging from two to 25 feet per property and averaging about 2,500 square feet.

Schoessel said the city budgeted about \$2.2 million for acquisitions, a good portion of which came from grants.

Many of the property owners took the appraised offers, but two did not agree to terms with the city, according to Ken Ahlf, Lacey city attorney. As a result, the City Council approved an ordinance in April that allowed the city to move forward with potential condemnation of the properties.

Ahlf said that before either could get to trial, the city settled with Carpenter Crest Apartments near Martin Way in September and recently came to agreement another property owner in the 6200 block of Sixth Avenue Southeast.

The city plans to widen the road to four lanes (five near Martin and Pacific) and add sidewalks, lighting and underground utilities.

The construction area is in both Lacey and Thurston County, so the jurisdictions are kicking in equal amounts for the work.

Construction should begin next month and likely could start with retaining walls and trenches to place utilities underground. However, a construction schedule won't be released until the contract is awarded, and Active Construction can meet with the city. Work is expected to wrap up by early 2013.

Nonroad work planned as part of the project includes a new culvert at Lake Lois, a new stormwater treatment and infiltration system, a reclaimed-water main to Woodland Creek Park and a new sanitary lift station. An engineered wetland near Woodland Creek Park likely will be constructed this summer.

While the project has been a target for years, funding has been a roadblock.

The project has been in the Thurston Regional Planning Council's plan since 1975, and updates to the road have been deemed "immediate" since the city placed it on its transportation plan back in 1991, Schoessel said.

He said the city started requesting grant funding in the late 1990s and received a design grant from the state's Transportation Improvement Board in 2001. Another grant came in 2007 for right-of-way funding, and more than \$4 million came in last year to finalize funding for road construction.

Schoessel said the city would have had to put off construction if state money hadn't come through.

Utility upgrades, such as the new lift station and reclaimed-water line, will be paid for by city enterprise money, not grant funding.

Another major road project wrapped up in October with the opening of the \$2.8 million Mullen Drive connection between Ruddell Road and College Street.

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County Eligibility for TIB Programs

TIB Program Eligibility	Agency	Region	Urban Area Pop	Unincorporated County Pop	Comments
Not Eligible	Columbia County	Southeast	-	1,280	No federal urban area within county
	Ferry County	Northeast	-	6,855	
	Garfield County	Southeast	-	775	
	Klickitat County	Southeast	-	13,825	
	Lincoln County	Northeast	-	4,835	
	Okanogan County	Northeast	-	24,705	
	Pacific County	Southwest	-	14,645	
	Pend Oreille County	Northeast	-	9,990	
	San Juan County	Northwest	-	14,210	
	Skamania County	Southwest	-	8,550	
	Stevens County	Northeast	-	34,367	
	Wahkiakum County	Southwest	-	3,570	
Not Eligible Total			-	137,607	
UAP, UCP & USP	Adams County	Northeast	10	8,835	No or few urban routes
	Asotin County	Southeast	11,720	13,200	
	Benton County	Southeast	15,330	35,495	
	Chelan County	Northeast	5,650	31,540	
	Clallam County	Northwest	3,070	41,695	
	Clark County	Southwest	154,920	212,910	
	Cowlitz County	Southwest	13,865	42,295	
	Douglas County	Northeast	14,390	21,965	
	Franklin County	Southeast	4,245	14,300	
	Grant County	Northeast	7,470	41,485	
	Grays Harbor County	Southwest	2,820	28,445	
	Island County	Northwest	9,295	54,675	
	Jefferson County	Northwest	610	20,355	No or few urban routes
	King County	Puget Sound	268,525	343,340	
	Kitsap County	Northwest	116,715	168,900	
	Kittitas County	Southeast	170	18,532	No or few urban routes
	Lewis County	Southwest	4,940	45,910	
	Mason County	Southwest	360	48,125	No or few urban routes
	Pierce County	Puget Sound	334,960	380,050	
	Skagit County	Northwest	11,910	50,130	
	Snohomish County	Puget Sound	241,565	300,815	
	Spokane County	Northeast	72,205	137,712	
	Thurston County	Southwest	69,750	140,100	
Walla Walla County	Southeast	8,185	17,080		
Whatcom County	Northwest	25,405	85,246		
Whitman County	Northeast	-	6,246	No or few urban routes	
Yakima County	Southeast	25,405	89,300		
UAP, UCP & USP Total			1,423,490	2,398,681	

FY 2012 Funding Program Agencies Submitting No Applications

Urban Agencies **71** of 143 Eligible
Small Cities **59** of 166 Eligible

County	Agency	Program Eligibility
Adams	ADAMS COUNTY	UAP, UCP & Urban SP
	LIND	SCAP, SCPP & Small City SP
Asotin	ASOTIN COUNTY	UAP, UCP & Urban SP
	CLARKSTON	UAP, UCP & Urban SP
Benton	BENTON COUNTY	UAP, UCP & Urban SP
	PROSSER	UAP, UCP & Urban SP
Chelan	CHELAN COUNTY	UAP, UCP & Urban SP
Clallam	CLALLAM COUNTY	UAP, UCP & Urban SP
	PORT ANGELES	UAP, UCP & Urban SP
	SEQUIM	UAP, UCP & Urban SP
Clark	CAMAS	UAP, UCP & Urban SP
	VANCOUVER	UAP, UCP & Urban SP
	WASHOUGAL	UAP, UCP & Urban SP
Cowlitz	COWLITZ COUNTY	UAP, UCP & Urban SP
Cowlitz/Clark	WOODLAND	UAP, UCP & Urban SP
Douglas	ROCK ISLAND	UAP, SCAP, SCPP & Both SP
Franklin	FRANKLIN COUNTY	UAP, UCP & Urban SP
	PASCO	UAP, UCP & Urban SP
Grant	ELECTRIC CITY	SCAP, SCPP & Small City SP
	GRAND COULEE	SCAP, SCPP & Small City SP
	KRUPP	SCAP, SCPP & Small City SP
	MOSES LAKE	UAP, UCP & Urban SP
Grays Harbor	ABERDEEN	UAP, UCP & Urban SP
	GRAYS HARBOR COUNTY	UAP, UCP & Urban SP
	HOQUIAM	UAP, UCP & Urban SP
	MCCLEARY	SCAP, SCPP & Small City SP
	MONTESANO	SCAP, SCPP & Small City SP
	OCEAN SHORES	SCAP, SCPP & Small City SP
Island	COUPEVILLE	SCAP, SCPP & Small City SP
	ISLAND COUNTY	UAP, UCP & Urban SP
	LANGLEY	SCAP, SCPP & Small City SP
	OAK HARBOR	UAP, UCP & Urban SP

FY 2012 Funding Program
Agencies Submitting No Applications

Jefferson	JEFFERSON COUNTY	<i>UAP, UCP & Urban SP</i>
King	CARNATION	<i>SCAP, SCPP & Small City SP</i>
	COVINGTON	<i>UAP, UCP & Urban SP</i>
	ENUMCLAW	<i>UAP, UCP & Urban SP</i>
	HUNTS POINT	<i>UAP, SCAP, SCPP & Both SP</i>
	ISSAQUAH	<i>UAP, UCP & Urban SP</i>
	KING COUNTY	<i>UAP, UCP & Urban SP</i>
	MEDINA	<i>UAP, SCAP, SCPP & Both SP</i>
	NEWCASTLE	<i>UAP, UCP & Urban SP</i>
	NORMANDY PARK	<i>UAP, UCP & Urban SP</i>
	REDMOND	<i>UAP, UCP & Urban SP</i>
	SKYKOMISH	<i>SCAP, SCPP & Small City SP</i>
	TUKWILA	<i>UAP, UCP & Urban SP</i>
YARROW POINT	<i>UAP, SCAP, SCPP & Both SP</i>	
King/Snohomish	BOTHELL	<i>UAP, UCP & Urban SP</i>
Kitsap	BAINBRIDGE ISLAND	<i>UAP, UCP & Urban SP</i>
	KITSAP COUNTY	<i>UAP, UCP & Urban SP</i>
	PORT ORCHARD	<i>UAP, UCP & Urban SP</i>
	POULSBO	<i>UAP, UCP & Urban SP</i>
Kittitas	ELLENSBURG	<i>UAP, UCP & Urban SP</i>
	KITTITAS COUNTY	<i>UAP, UCP & Urban SP</i>
	ROSLYN	<i>SCAP, SCPP & Small City SP</i>
	SOUTH CLE ELUM	<i>SCAP, SCPP & Small City SP</i>
Klickitat	BINGEN	<i>SCAP, SCPP & Small City SP</i>
	WHITE SALMON	<i>SCAP, SCPP & Small City SP</i>
Lewis	CENTRALIA	<i>UAP, UCP & Urban SP</i>
	LEWIS COUNTY	<i>UAP, UCP & Urban SP</i>
	VADER	<i>SCAP, SCPP & Small City SP</i>
	WINLOCK	<i>SCAP, SCPP & Small City SP</i>
Lincoln	ODESSA	<i>SCAP, SCPP & Small City SP</i>
Mason	MASON COUNTY	<i>UAP, UCP & Urban SP</i>
	SHELTON	<i>UAP, UCP & Urban SP</i>
Okanogan	ELMER CITY	<i>SCAP, SCPP & Small City SP</i>
	NESPELEM	<i>SCAP, SCPP & Small City SP</i>

FY 2012 Funding Program
Agencies Submitting No Applications

Okanogan	OKANOGAN	SCAP, SCPP & Small City SP
	PATEROS	SCAP, SCPP & Small City SP
	TONASKET	SCAP, SCPP & Small City SP
	TWISP	SCAP, SCPP & Small City SP
	WINTHROP	SCAP, SCPP & Small City SP
Pacific	LONG BEACH	SCAP, SCPP & Small City SP
Pend Oreille	RAYMOND	SCAP, SCPP & Small City SP
	CUSICK	SCAP, SCPP & Small City SP
	METALINE	SCAP, SCPP & Small City SP
	METALINE FALLS	SCAP, SCPP & Small City SP
Pierce	NEWPORT	SCAP, SCPP & Small City SP
	DUPONT	UAP, UCP & Urban SP
	FIRCREST	UAP, UCP & Urban SP
	ORTING	UAP, UCP & Urban SP
	PUYALLUP	UAP, UCP & Urban SP
	ROY	SCAP, SCPP & Small City SP
	RUSTON	UAP, SCAP, SCPP & Both SP
	STEILACOOM	UAP, UCP & Urban SP
Skagit	UNIVERSITY PLACE	UAP, UCP & Urban SP
	HAMILTON	SCAP, SCPP & Small City SP
	LYMAN	SCAP, SCPP & Small City SP
Skamania	SKAGIT COUNTY	UAP, UCP & Urban SP
	NORTH BONNEVILLE	SCAP, SCPP & Small City SP
Snohomish	BRIER	UAP, UCP & Urban SP
	EDMONDS	UAP, UCP & Urban SP
	INDEX	SCAP, SCPP & Small City SP
	LAKE STEVENS	UAP, UCP & Urban SP
	MILL CREEK	UAP, UCP & Urban SP
	MONROE	UAP, UCP & Urban SP
	MUKILTEO	UAP, UCP & Urban SP
	SNOHOMISH	UAP, UCP & Urban SP
	STANWOOD	UAP, UCP & Urban SP
WOODWAY	UAP, SCAP, SCPP & Both SP	
Spokane	AIRWAY HEIGHTS	UAP, UCP & Urban SP

FY 2012 Funding Program
Agencies Submitting No Applications

Spokane	LATAH	SCAP, SCPP & Small City SP
	LIBERTY LAKE	UAP, UCP & Urban SP
	MILLWOOD	UAP, SCAP, SCPP & Both SP
	WAVERLY	SCAP, SCPP & Small City SP
Stevens	CHEWELAH	SCAP, SCPP & Small City SP
	MARCUS	SCAP, SCPP & Small City SP
	NORTHPORT	SCAP, SCPP & Small City SP
	STEVENS COUNTY	UAP, UCP & Urban SP
Thurston	BUCODA	SCAP, SCPP & Small City SP
	TENINO	SCAP, SCPP & Small City SP
	THURSTON COUNTY	UAP, UCP & Urban SP
	YELM	UAP, UCP & Urban SP
Walla Walla	PRESCOTT	SCAP, SCPP & Small City SP
Whatcom	FERNDAL	UAP, UCP & Urban SP
	NOOKSACK	SCAP, SCPP & Small City SP
	WHATCOM COUNTY	UAP, UCP & Urban SP
Whitman	ENDICOTT	SCAP, SCPP & Small City SP
	FARMINGTON	SCAP, SCPP & Small City SP
	LACROSSE	SCAP, SCPP & Small City SP
	LAMONT	SCAP, SCPP & Small City SP
	PULLMAN	UAP, UCP & Urban SP
	UNIONTOWN	SCAP, SCPP & Small City SP
	WHITMAN COUNTY	UAP, UCP & Urban SP
Yakima	GRANDVIEW	UAP, UCP & Urban SP
	HARRAH	SCAP, SCPP & Small City SP
	SELAH	UAP, UCP & Urban SP
	SUNNYSIDE	UAP, UCP & Urban SP
	TOPPENISH	UAP, UCP & Urban SP
	UNION GAP	UAP, UCP & Urban SP
	WAPATO	SCAP, SCPP & Small City SP



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
RTP Program							
7-5-188(009)-1	KELSO	2010 Pavement Overlay	Audit	CC FV AD	267,024	-7,062	Director
						Total RTP Change	-7,062
SCAP Program							
6-W-837(009)-1	BLAINE	Marine Drive	Design	DE	5,000	0	Director
6-E-847(005)-1	CASHMERE	Sunset Highway	Design	DE	0	0	Director
6-W-952(003)-1	CASTLE ROCK	Front Avenue NW	Design	DE	40,950	0	Director
6-W-952(004)-1	CASTLE ROCK	Front Avenue NW	Design	DE	44,640	0	Director
330(004)-1	CLE ELUM	Railroad Street	Design	DE	88,920	0	Director
115(001)-1	CLYDE HILL	84th Avenue NE	Design	DE	28,000	0	Director
25 -894(010)-1	DEER PARK	S Forest Avenue	Design	DE	52,369	0	Director
-894(111)-1	DEER PARK	S Main Street	Design	DE	21,936	0	Board
-811(007)-1	EATONVILLE	Mashell Avenue	Design	DE	0	0	Director
5-2-811(008)-1	EATONVILLE	Mashell Avenue	Design	DE	0	0	Director
6-E-895(005)-1	FAIRFIELD	E Main Street	Design	DE	55,480	0	Director
6-W-825(005)-1	FORKS	Division Street	Design	DE	67,738	0	Director
6-E-940(004)-1	GRANGER	Bailey Avenue	Design	DE	76,825	0	Director
6-W-969(002)-1	ILWACO	School Street	Design	DE	57,684	0	Director
6-E-914(001)-1	MALDEN	Broadway Avenue	Design	DE	61,800	0	Director
6-E-873(005)-1	REARDAN	Spokane Avenue	Design	DE	58,500	0	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
6-E-845(004)-1	RITZVILLE	Division/Bauman/Smitty's Intersection & Smitty's Blvd	Design	DE	69,637	0	Director
6-E-899(003)-1	SPANGLE	3rd Street/Ash Street	Design	DE	91,000	0	Director
6-E-874(004)-1	SPRAGUE	D Street	Design	DE	43,988	0	Director
6-E-854(003)-1	WATERVILLE	Chelan Avenue	Design	DE	72,630	0	Director
Total SCAP Change						0	

SCPP Program

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1-E-868(002)-1	ALMIRA	FY 2012 Seal Coat Project	Construction	DE CN	12,650	0	Director
1-E-809(001)-1	CARBONADO	FY 2012 Seal Coat Project	Construction	DE CN	34,752	0	Director
1-E-877(001)-1	CONCONULLY	FY 2012 Overlay Project	Construction	DE CN	117,600	0	Director
1-E-856(002)-1	COULEE CITY	FY 2012 Overlay Project	Construction	DE CN	99,948	0	Director
1-E-878(003)-1	COULEE DAM	FY 2012 Sidewalk Maintenance Project	Construction	DE CN	99,746	0	Director
1-E-955(001)-1	ELMA	FY 2012 Overlay Project	Construction	DE CN	100,644	0	Director
2-E-911(004)-1	GARFIELD	FY 2012 Overlay Project	Construction	DE CN	81,964	0	Director
2-E-911(005)-1	GARFIELD	FY 2012 Seal Coat Project	Construction	DE CN	24,797	0	Director
2-E-940(002)-1	GRANGER	FY 2012 Overlay Project	Construction	DE CN	96,808	0	Director
2-E-860(003)-1	HARTLINE	FY 2012 Seal Coat Project	Construction	DE CN	18,586	0	Director
2-W-969(001)-1	ILWACO	FY 2012 Overlay Project	Construction	DE CN	99,794	0	Director
2-E-889(002)-1	IONE	FY 2010 Sidewalk Maintenance Project	Audit	CC FV AD	75,760	6,320	Director
2-E-889(003)-1	IONE	FY 2012 Sidewalk Maintenance Project	Construction	DE CN	117,159	0	Director
2-E-903(001)-1	KETTLE FALLS	2011 WSDOT Chip Seal Project	Construction	DE CN	54,628	-9,372	Director
2-E-914(001)-1	MALDEN	FY 2012 Overlay Project	Construction	DE CN	116,850	0	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-E-852(003)-1	MANSFIELD	FY 2012 Sidewalk Maintenance Project	Construction	DE	11,991	0	Director
2-W-962(001)-1	MOSSYROCK	FY 2012 Overlay Project	Construction	DE CN	60,188	0	Director
2-E-873(002)-1	REARDAN	FY 2012 Seal Coat Project	Construction	DE CN	43,286	0	Director
2-E-917(001)-1	ROSALIA	FY 2012 Overlay Project	Construction	DE CN	99,138	0	Director
2-E-864(002)-1	ROYAL CITY	FY 2012 Overlay Project	Construction	DE CN	102,792	0	Director
2-E-865(002)-1	SOAP LAKE	FY 2009 Seal Coat Project	Audit	CC FV AD	57,005	1,572	Director
2-E-874(003)-1	SPRAGUE	FY 2012 Seal Coat Project	Construction	DE CN	29,805	0	Director
2-E-906(002)-1	SPRINGDALE	FY 2012 Overlay Project	Construction	DE CN	115,476	0	Director
918(002)-1	ST. JOHN	FY 2012 Seal Coat Project	Construction	DE CN	71,758	0	Director
Total SCPP Change						-1,480	

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SP Program

P-P-123(P01)-1	BEAUX ARTS VILLAGE	108th Avenue SE	Design	DE	8,075	0	Director
P-W-837(P06)-1	BLAINE	Peace Portal Drive (SR 548)	Design	DE	25,000	0	Director
P-P-114(P04)-1	BOTHELL	East Riverside Drive	Audit	CC FV AD	165,819	-4,423	Director
P-E-851(P03)-1	BRIDGEPORT	Columbia Avenue	Design	DE	27,265	0	Director
P-E-851(P04)-1	BRIDGEPORT	Foster Creek Road (SR 173)	Design	DE	14,440	0	Director
P-W-159(P01)-1	BURLINGTON	S Anacortes Street	Design	DE	10,393	0	Director
P-E-848(P03)-1	CHELAN	Bradley Street	Design	DE	37,950	0	Director
P-E-013(P01)-1	GRANT COUNTY	Valley Road	Design	DE	11,191	0	Director
P-W-953(P06)-1	KALAMA	Military Rd/Cloverdale Rd	Design	DE	22,460	0	Director
P-P-111(P03)-1	KIRKLAND	6th Street	Design	DE	34,236	0	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
P-E-862(P01)-1	MATTAWA	Boundary Avenue	Design	DE	7,200	0	Director
P-E-897(P07)-1	MEDICAL LAKE	Brooks Road (SR 902)	Design	DE	10,980	0	Director
P-P-104(P01)-1	MERCER ISLAND	Island Crest Way	Design	DE	0	0	Director
P-W-961(P05)-1	MORTON	Second Street (SR-7)	Audit	CC FV AD	125,486	-1,716	Director
P-E-915(P03)-1	OAKESDALE	First Street (SR 27)	Design	DE	11,200	0	Director
P-E-987(P02)-1	OMAK	Omak Avenue (SR 155)	Design	DE	22,800	0	Director
P-E-929(P01)-1	POMEROY	S 10th Street	Design	DE	17,100	0	Director
.150(P02)-1	PORT ANGELES	16th Street (Phase I)	Audit	CC FV AD	171,272	-3,728	Director
.151(P05)-1	PORT TOWNSEND	Sheridan Street	Design	DE	0	0	Director
.976(P02)-1	RAINIER	Dakota Street	Design	DE	10,424	0	Director
-126(P01)-1	SEDRO WOOLLEY	Township Street (SR-9)	Withdrawn	WD	0	-230,000	Director
032(P06)-1	SPOKANE COUNTY	Whitworth Drive	Design	DE	19,154	0	Director
824(P08)-1	SULTAN	1st Street	Design	DE	0	0	Director
P-P-131(P01)-1	SUMNER	Parker Road E	Design	DE	87,296	0	Director
P-W-965(P04)-1	TOLEDO	Augustus Street	Design	DE	11,645	0	Director
P-E-036(P01)-1	WALLA WALLA COUNTY	Reser Road	Design	DE	0	0	Director
Total SP Change						-239,867	

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UAP Program

8-2-159(012)-1	BURLINGTON	Section Street	Design	DE	65,946	0	Director
8-3-009(009)-1	DOUGLAS COUNTY	23rd Street NE	Design	DE	170,268	0	Director
8-3-161(008)-1	EAST WENATCHEE	Eastmont Avenue	Design	DE	272,000	0	Director



Project Activity Report

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Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-3-164(005)-1	EPHRATA	A Street SE	Design	DE	39,600	0	Director
8-1-138(032)-1	EVERETT	Broadway & Beverly Blvd Intersection	Audit	CC FV AD	500,000	0	Director
8-1-113(009)-1	FEDERAL WAY	21st Avenue SW	Design	DE	672,700	0	Director
8-5-188(016)-1	KELSO	West Main Street	Design	DE	992,000	0	Director
8-1-199(011)-1	LAKEWOOD	Bridgeport Way SW	Design	DE	796,000	0	Director
8-1-199(012)-1	LAKEWOOD	South Tacoma Way	Design	DE	488,000	0	Director
8-2-839(007)-1	LYNDEN	Kok Road	Bid Award	BA	504,543	-35,024	Director
013(007)-1	MOSES LAKE	Road N-NE	Audit	CC FV AD	605,796	-9,998	Director
027(062)-2	PACIFIC	Stewart Road (Pacific)	Audit	FV AD	186,156	0	Director
027(066)-1	PIERCE COUNTY	176th Street E	Design	DE	0	0	Director
863(003)-1	QUINCY	Division Street E	Audit	CC FV AD	614,032	22,597	Director
102(033)-1	RENTON	4th Street	Design	DE	417,000	0	Director
121(005)-1	SEATAC	S 154th Street	Bid Award	BA	2,371,800	0	Director
8-1-121(006)-1	SEATAC	Military Road	Design	DE	368,820	0	Director
8-2-126(008)-1	SEDRO WOOLLEY	Moore St (SR-20)	Design	DE	0	0	Director
8-1-202(006)-1	SHORELINE	Aurora Avenue N (SR 99)	Design	DE	250,000	0	Director
8-3-160(024)-1	WENATCHEE	Pine Street	Design	DE	238,390	0	Director
8-3-160(025)-1	WENATCHEE	5th Street	Design	DE	72,860	0	Director
Total UAP Change						-22,425	

UCP Program

9-W-830(002)-1	BAINBRIDGE ISLAND	Winslow Way	Bid Award	BA	2,076,564	-433,630	Director
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Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
9-W-006(023)-1	CLARK COUNTY	I-5/Salmon Creek Interchange Project	Bid Award	BA	8,000,000	0	Director
9-W-197(006)-1	LACEY	Carpenter Road SE	Bid Award	CN BA	1,320,000	0	Director
9-W-197(007)-1	LACEY	Mullen Road	Audit	CC FV AD	1,666,288	-17,257	Director
9-W-197(008)-1	LACEY	Carpenter Road SE	Construction	DE CN	4,000,000	0	Director
9-E-208(002)-1	SPOKANE VALLEY	Indiana Avenue	Construction	CN	1,566,850	0	Director
9-E-160(004)-1	WENATCHEE	Riverside Dr/Piere St/Worthen St	Audit	CC FV AD	4,882,039	0	Director
Total UCP Change						-450,887	
Total Change						-721,721	

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



CITY OF PUYALLUP

Office of the City Manager

February 24, 2011

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

RECEIVED
MAR 02 2011
TIB

RE: City of Puyallup 9th Street SW Project

Dear Mr. Ballard:

Thank you for the communication and assistance the past few weeks while the City of Puyallup worked to resolve the 9th/94th project issue. I am pleased to tell you that we have reached an agreement with the property owners to purchase the necessary land to complete the project.

The Puyallup City Council passed a motion February 23 authorizing the land purchase needed to proceed with the project according to the construction plans certified by the Transportation Improvement Board. They also passed Resolution No. 2173 stating the city's intent to complete the project by December 1, 2011 as the TIB requested.

Thank you again for your assistance. Please contact me if you have any questions.

Sincerely,

Ralph W. Dannenberg
City Manager

Enclosure: Puyallup City Council Resolution No. 2173

RESOLUTION NO. 2173

A RESOLUTION of the City Council of the City of Puyallup, Washington, acknowledging the City's commitment to complete the final phases of the 9th Street SW/94th Avenue East road widening project by December 1, 2011 in a manner consistent with the construction plans certified by the Washington State Transportation Improvement Board in awarding grant funding for such road widening project.

WHEREAS, 9th Street SW/94th Avenue East ("9th/94th") is designated by the City of Puyallup (the "City") as a major urban arterial on the City's southwest boundary and is heavily used by vehicular traffic leaving and entering the City; and

WHEREAS, in cooperation with Pierce County, the City desired to widen 9th/94th by adding additional lanes of travel in each direction to alleviate traffic congestion and make such roadway more pedestrian friendly; and

WHEREAS, in order to accommodate the additional roadway, the City would need to acquire portions of residential and commercial properties along 9th/94th; and

WHEREAS, to finance portions of the property acquisition, design, and construction costs associated with the 9th/94th project, the City applied for and was awarded approximately \$3.2 million in grant funds from the Washington State Transportation Improvement Board ("TIB") towards the project; and

WHEREAS, as a condition of the TIB grant award, TIB approved road design plans submitted by the City; and

WHEREAS, as approved, the plans included one additional northbound travel lane and one additional southbound travel lane with appropriate added width for bicycle travel, curb and gutter, a center turn lane, and sidewalks on each side of the roadway; and

WHEREAS, the City was able to acquire most of the land necessary for the road widening project and has constructed the additional roadway in a manner consistent with the plans approved by TIB except that a portion of the sidewalk on the west side of the 9th/94th that has not been completed because the City and property owners have yet to reach an agreement for the purchase of a portion of the land necessary to install such portion of sidewalk; and

WHEREAS, the City and property owners have been negotiating the acquisition of the portions of property necessary for construction of the remaining sidewalk for nearly two years

and recently were able to reach an agreement on the amount of just compensation for the property necessary to install the sidewalk on a portion of the west side of 9th/94th; and

WHEREAS, upon final acquisition of the portions of the properties the City expects to finish constructing the sidewalk on the west side of 9th/94th and anticipates having such sidewalk completed by December 1, 2011; and

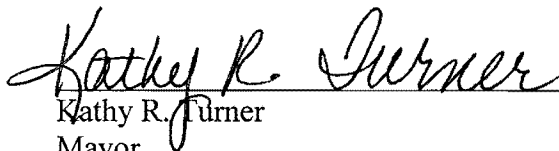
NOW, THEREFORE, the City Council of the City of Puyallup, Washington, does hereby resolve as follows:

Section 1. Intent to Complete 9th/94th Project. It is the City's intent, barring unforeseen circumstances, to make its best efforts to complete by December 1, 2011, the 9th/94th project according to the construction plans submitted by the City to TIB in the City's grant application for TIB Project No. 8-1-129(016)-1.

Section 2. Severability. If any section, subsection, paragraph, sentence, clause, or phrase of this resolution is declared unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining portions of this resolution.

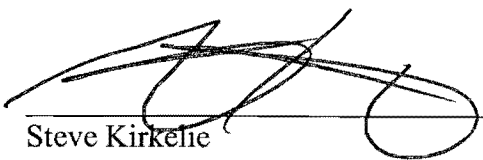
Section 3. Effective Date. This resolution shall take effect and be in force immediately upon its passage.

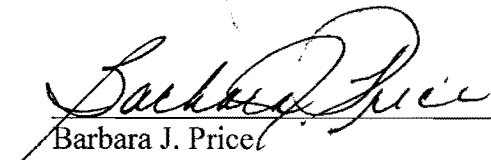
ADOPTED by the City Council of the City of Puyallup, Washington, this 23rd day of February, 2011.


Kathy R. Turner
Mayor

Approved as to form:

Attest:


Steve Kirkelie
Senior Asst. City Attorney


Barbara J. Price
City Clerk

**City of Puyallup
City Council Special Meeting
February 23, 2011**

(These minutes are not verbatim. The meeting was recorded, and copies of the recording are retained for a period of six years from the date of the meeting and are available upon request.)

COUNCILMEMBERS PRESENT: Mayor Turner, Councilmember Knutsen, Councilmember Martineau, Councilmember Boyle, Councilmember Malloy and Deputy Mayor Brouillet

Mayor Turner noted Councilmember Hansen's excused absence.

EXECUTIVE SESSION: Mayor Turner announced an executive session of approximately one hour to consider acquisition of real estate by purchase and to discuss with legal counsel representing the City litigation or potential litigation to which the City is, or is likely to become, a party under RCW 42.30.110(1)(b) and (j), with possible action to follow. At 1:30 p.m. Mayor Turner and councilmembers present, as well as City Manager Ralph Dannenberg, Senior Assistant Attorney Steve Kirkelie, and Senior Assistant City Attorney Kevin Yamamoto recessed into executive session.

At 2:26 p.m. Mayor Turner announced an extension of approximately one hour with possible action to follow.

At 3:26 p.m. Mayor Turner announced an extension of approximately one hour with possible action to follow.

At 4:04 p.m. Mayor Turner and members of the city council, Mr. Dannenberg, Mr. Kirkelie and Mr. Yamamoto returned to open session.

Council Action: A motion was made by Councilmember Malloy, second by Councilmember Boyle to approve the motion as presented by Mr. Kirkelie:

"Approve and authorize payments in the amount of \$100,500 to John W. and Helga E. Cancil (Parcel No. 041909-2092), \$88,500 to Alva N. and Rebecca J. Craig (Parcel No. 041909-2051), \$71,500 to Nancy E. Davis (Parcel No. 041909-2091), \$72,500 to Mary Lee Doran (Parcel No. 041909-2095), and \$150,000 to Howard A. and Cindy Manson (Parcel 041909-2094) as compensation for purchase of a portion of said parcels for the purposes of the 9th Street SW/94th Avenue East street widening project, payment of associated attorney fees and costs, and make improvements to such properties necessary to complete the street widening project; and authorize the city manager to sign all necessary documents to effectuate the transactions substantially in a form as approved by the city attorney."

The motion passed 6-0.

Council Action: A motion was made by Councilmember Boyle, second by Deputy Mayor Brouillet, to approve the resolution relating to the 9th/94th road widening project. The motion passed 6-0.

RESOLUTION NO. 2173

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PUYALLUP, WASHINGTON, acknowledging the City's commitment to complete the final phases of the 9th Street SW/94th Avenue East road widening project by December 1, 2011 in a manner consistent with the construction plans certified by the Washington State Transportation Improvement Board in awarding grant funding for such road widening project.

ADJOURNMENT: 4:07 p.m.

Scope Change Request Staff Review

City of Vancouver

Urban Corridor Program (UCP)

March 25, 2011 Board Meeting

REGION	West	FUNDING YEAR	FY 2007
LEAD AGENCY	City of Vancouver	PROPOSED BID AWARD	April 2012
PROJECT NUMBER	9-W-184(015)-1	PROJECT LENGTH	1.00 miles
PROJECT NAME	NE 138th/NE 137th Avenue NE 28th St to NE 49th St	AADT	13,000
		FUNCT CLASS	Minor
		VE STUDY	Completed
CURRENT PHASE	Design Phase approved on Oct 13, 2006		

Phase	TIB Funds	Local Funds	Total Cost
DESIGN	Funds to be approved for Design 715,000	750,000	1,465,000
	Funds to be approved for Right of Way 770,000	2,250,000	3,020,000
CONSTRUCTION	Funds estimated for Construction <u>3,015,000</u>	<u>8,494,000</u>	<u>11,509,000</u>
	TOTAL	4,500,000	11,494,000
NONELIGIBLE COST	450,000	TIB REIMBURSEMENT RATIO	28.1%

LOCAL MATCH VANCOUVER \$4,894,000; WSDOT \$0; Private Contributions \$2,350,000; Traffic Impact Fees \$2,250,000; Federal Funding \$2,000,000 for a total of \$11,494,000

EXISTING FACILITIES The existing two-lane roadway has narrow shoulders, congested intersections, and intermittent pedestrian and bicycle facilities.



- PROJECT BENEFITS**
- Improves Non-Motorized Usage
 - Reduces Congestion
 - Promotes Economic Growth

DISCUSSION The city requests a scope change to construct two 14-foot travel lanes, two six-foot bicycle lanes, and add a roundabout at NE 32nd Circle. The original project scope included four 11-foot travel lanes, two 5-foot bicycle lanes, and two roundabouts. All other project elements remain the same. The scope change results in no change in UCP Funds as shown in the table below.

Phase	TIB Funds		Local Funds		Total Cost
Project Selection	4,500,000	28.1%	11,494,000	71.9%	15,994,000
Scope Change	<u>4,500,000</u>	28.1%	<u>11,494,000</u>	71.9%	<u>15,994,000</u>
Change	0		0		0
	0.0% No Change		0.0% No Change		0.0% No Change

PROJECT RATING Original Scope Rating **70** Revised Scope Rating **69**
 Revised Scope Rating within Priority Array Funding Level **Yes**

PROPOSED WORK The project reconstructs the existing roadway to provide two 14-foot lanes with center median. There will be a 6-foot bicycle lane, sidewalk, and curb and gutter on both sides of the roadway. Roundabouts will be constructed at the intersections of NE 32nd Circle, NE 39th Street, and NE 44th Street. The project will include a new storm water drainage system and illumination.

- DISCUSSION** Justification for the change in project scope is detailed below:
- During the early stages of design, it was determined there would be a large number of complete right-of-way takes.
 - The city made every effort to reduce the number of complete right-of-way takes, but was unable accomplish this and accomodate the original roadway section.
 - It was determined that the four-lane roadway section significantly impacted the project schedule and would have been financially prohibitive.
 - An Environmental Justice Discipline Report determined that this project had a high adverse impact on a low income neighborhood and the Department of Justice stopped the 4-lane project.
 - The change in roadway section was discussed with TIB and HL&P.
 - Technical Memorandums indicated the two lane section with roundabouts would meet the 20 year design life.
 - HL&P approved the change in scope.

STAFF RECOMMENDATION Staff recommends approval of the scope change as presented.

Scope Change Request Staff Review
City of Sedro Woolley
Urban Arterial Program (UAP)
March 25, 2011 Board Meeting

REGION	Northwest	FUNDING YEAR	FY 2012
LEAD AGENCY	City of Sedro Woolley	PROPOSED BID AWARD	8/1/2011
PROJECT NUMBER	8-2-126(008)-1	PROJECT LENGTH	0.54 miles
PROJECT NAME	Moore St (SR-20) Metcalf St to Township St (SR-9)	AADT	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	135,000
	Funds to be approved for Right of Way	0	0	0
CONSTRUCTION	Funds estimated for Construction	<u>1,331,071</u>	<u>102,000</u>	<u>1,433,071</u>
	TOTAL	1,331,071	237,000	1,568,071
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 The city requests a scope change 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.

When the application was submitted for this project in August 2010, 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, funds the City did not have.

It was recently discovered due to a City review that the railroad was actually 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' 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' vertical clearance. This would allow all known oversize loads to use the route. No permits from BNSF will be required by the City because they own the right of way.

The City considered funding this additional scope as a separate project, but since it connects with the already funded TIB project they determined this was the best way to get the work done. The City hopes to save by combining and bidding the work in one contract. With this additional work, the bridge will not have to be replaced saving the State and City approximately \$6 million in future costs.

As a result of the scope change the City is also requesting an increase of \$391,477 in UAP Funds as shown in the table below.

Phase	TIB Funds		Local Funds		Total Cost
Project Selection	1,331,071	84.9%	237,000	15.1%	1,568,071
Scope Change	<u>1,722,548</u>	<u>84.9%</u>	<u>306,084</u>	<u>15.1%</u>	<u>2,028,632</u>
Change	391,477		69,084		460,561
	29.4% Increase		29.1% Increase		29.4% 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 change in project scope 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 Staff recommends approval of the scope change with no increase in TIB funds at this time. Due to limited fiscal capacity and the upcoming call for projects, TIB is not in a position to grant an increase of this magnitude. Staff does recommend bidding the additional scope of work as an alternate bid. If the low bid comes in favorable, an increase request will be considered at that time if still necessary.

Scope Change Request Staff Review
City of Buckley
Small City Arterial Program (SCAP)
 March 25, 2011 Board Meeting

REGION	Puget Sound	FUNDING YEAR	FY 2010
LEAD AGENCY	City of Buckley	PROPOSED BID AWARD	5/1/2011
PROJECT NUMBER	6-P-808(010)-1	PROJECT LENGTH	0.70 miles
PROJECT NAME	SR-410, SR-165, Ryan Rd and 112th Realignment	AADT	20,000
		FUNCT CLASS	Collector
		VE_STUDY	Not Required
CURRENT PHASE	Design Phase approved on January 02, 2009		

Phase		TIB Funds	Local Funds	Total Cost
DESIGN	Funds to be approved for Design	0	300,000	300,000
	Funds to be approved for Right of Way	142,500	7,500	150,000
CONSTRUCTION	Funds estimated for Construction	695,385	2,260,735	2,956,120
	TOTAL	837,885	2,568,235	3,406,120
NONELIGIBLE COST	0	TIB REIMBURSEMENT RATIO	19%	

LOCAL MATCH City of Buckley \$699,480, Federal Funds \$1,868,755

EXISTING FACILITIES There is a complicated maze of stop-controlled intersections along SR-165 as it approaches SR-410. The intersections are severely skewed, which makes it difficult for vehicles and pedestrians to access SR-410. There are no sidewalks or bike lanes along SR-165 or SR-410.



PROJECT BENEFITS

Improves safety by eliminating skewed intersection. The Foothill Trail crossing will be relocated so bicyclists will cross at the signalized intersection instead of mid-block.

DISCUSSION

The city received design phase approval for this project on January 9, 2009. Shortly after design phase approval was granted the city's re-evaluated the revenues available for the project to be substantially low by an estimated \$1.5 million. The city, consultant and TIB staff met in October of 2009 to discuss the status of the project cost estimates and financing plan. During that meeting it was suggested the city consider splitting the project into two separate phases and determine what additional funding was available including a potential scope change and/or cost increase by TIB. The consultant was charged with developing a staging plan and updating cost estimates for the two projects based on the first phase construction in 2011 and the second in 2012. Due to a loss of the TIB engineer assigned this project and redistribution of engineering workload within the agency, TIB has no record of receiving the city's staging plan nor was any follow-up meetings conducted during 2010 to determine a recommended course of action for this project. However, based on follow-up conversations, prior to the TIB engineer's departure, with the city's consultant, the city was lead to believe that to resolve the funding shortfall and staging the project into two separate project phases, the city should submit the updated project cost estimate for the second phase of the project by re-applying for the second stage of the revised project. This confusion lead to the city's application being received by TIB last August, and not realizing the proposal was in follow-up to the staging issues relative to the existing project, the application was scored, ranked and recommended to the Board for funding approval. Subsequently a Fuel Tax Agreement for stage two of the project was executed thus providing the additional funding necessary to fully fund the entire project.

In retrospect one of three scenarios should have taken place:

- 1) The city should have requested a cost increase to the original project which given the funding considerations in Fall 2009 would not have received staff support for an increase request to the Board due to lack of fiscal capacity, or
- 2) The city should have requested retaining the full TIB funding together with a scope reduction to the original project which would have received staff support and recommendation to the Board for approval, or
- 3) The city should have withdrawn the entire project and reapplied for the same scope together with the request for additional TIB funds to complete the project which would have scored and ranked well within the Board's funding levels resulting in the revised project application being awarded the TIB grant.

Given the likely outcome being the same (TIB funding being granted and the entire project being constructed) for each of these scenarios and the dilemma that currently exists (having two awarded projects containing the entire scope of the project and granting TIB funds in the amount needed to complete the projects) it appears the most prudent course of action at this time is to reduce the scope of work in the original project while retaining

the full TIB funding of that project and proceed with construction of the entire project under the two separate stages (and separate grants) since the contraction of phase 1 is ready for advertisement next month while phase 2 construction is not anticipated (due to right of way acquisition timeline) until next construction season.

Phase	TIB Funds		Local Funds		Total Cost
Project Selection	837,885	19.3%	3,511,955	80.7%	4,349,840
Scope Change	837,885	24.6%	2,568,235	75.4%	3,406,120
Change	0		-943,720		-943,720
	0.0% No Change		26.9% Decrease		21.7% Decrease

PROJECT RATING

Original Scope Rating **65** Revised Scope Rating **59**

Revised Scope Rating within Priority Array Funding Level **Yes**

PROPOSED WORK

This project replaces the skewed intersections with two signalized ones and realigns Ryan Road and 112th Street. The Foothill Trail bike path will cross SR-165 at the signalized intersection. Additional features include bike lanes and sidewalks on SR-165, Ryan Road, and 112th Street.

STAFF RECOMMENDATION

Staff recommends approval of the scope change as presented.



FY 2012-13 Project Selection Process Changes

March 25, 2011

BACKGROUND

During the FY 2011-12 project selection process, TIB staff determined that it would be beneficial for project administration to be more clearly defined what was meant by a “fully funded project,” to establish timelines to initiate selected projects, and to encourage agencies to bill TIB in a timely manner.

STATUS

The following proposed measures will be implemented administratively in the FY 2012-13 project selection process to address these issues. These issues will be monitored throughout the process to determine if the anticipated positive impacts are achieved.

DEFINITION

Construction Only means that plans, specs, right-of-way, cultural resources, permits and environmental approvals are complete and the project is ready to advertise.

PROCESS

1. All project applications must include the adopted or proposed six-year financial plan.
2. The agency will provide a copy of the adopted six-year plan showing full funding of the project, fuel tax distribution agreements, and TIB funding status form prior to the authorization of TIB funds for the project.
3. Agencies must return their adopted six-year plan, fuel tax distribution agreements, and TIB funding status form by March 1, 2012 or the project award could be cancelled.
4. All “Construction Only” projects must be advertised by March 1, 2012 or appear at the March 2012 Board meeting for a time extension or the project award could be cancelled.
5. Agencies must submit a written progress report and initial invoice within 4 months of initial phase approval.
6. After the initial billing, agencies are expected to submit quarterly billings during design phase and monthly billings during construction phase.
7. Projects with an anticipated construction start date beyond March 1, 2015 will not be eligible to receive TIB funds from the FY 2012-13 program cycle.

RECOMMENDATION

Staff will implement these changes for the FY 2012-13 project selection process. No Board action is required.



Schedule and Preliminary Program Call Size Recommendation for FY 2012-13

March 25, 2011

BACKGROUND

In November 2010, the Board was able to offer a call size of nearly \$100 million. TIB staff refined the demand estimates and considered the most recent revenue forecast to propose a call size for FY 2012-13.

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

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

STATUS

This preliminary program call size is determined by the assumptions listed above.

PRELIMINARY FY 2012-13 CALL SIZE

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.

PROPOSED SCHEDULE

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 call size presented to Board
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; Board adopts Priority Array and authorizes Executive Director to award selected projects

RECOMMENDATION

Staff recommends the Board approve the schedule and authorizes a call for projects for Fiscal Year 2012-13



TIB's Future Vision and Ad Hoc Committee Appointment

March 25, 2011

BACKGROUND

On January 11, 2011, the Joint Transportation Committee of the Washington State Legislature published their report, *Efficiencies in the Delivery of Transportation Funding & Services to Local Governments*. This document contains recommendations to improve the current system and operations within four state agencies, including the Transportation Improvement Board.

In light of the recommendations contained in the JTC Efficiencies Study, the Board expressed at their January meeting its commitment to reviewing and discussing each of the JTC Efficiencies Study recommendations and establishing implementation strategies to address those recommendations applicable to TIB. In addition, the Board indicated a desire to review the existing RCWs, which currently establish the TIB and its associated funding programs, to review and confirm or recommend revisions and new approaches to funding programs, intent, structure, board size and stakeholder representation make-up, and development of potential changes to the Board's WACs and Agency By-Laws.

STATUS

The Board has suggested taking a thorough and in-depth course of action to examine the agency's programs and administrative procedures to identify and make changes needed that will better address our future transportation needs with the goal of presenting these results to the JTC later this Fall. To that end, appointment of an ad hoc committee composed of the Executive Director, the Board Chair and Vice Chair, and other appointed members could meet on a regular basis to identify issues and develop recommendations for consideration and eventual adoption by the full Board would be the most efficient manner to pursue the Board's goal. The following schedule is an initial guide for such a committee to consider:

Schedule of Milestones:

1. April - Convene Committee; develop list of topics to be addressed over and above JTC recommendations; begin developing recommendation concepts which staff will develop for May meeting; if desired, convene a customer panel discussion as part of the process.
2. May – Review and discuss potential recommendations prepared by staff addressing list of topics; begin refining potential recommendations which staff will develop for presentation at June Board meeting.
3. June – Present list of topics and potential recommendations to the Board for discussion.
4. July & Aug – Review Board discussion, solicit agency comments, and begin developing draft recommendation addressing list of topics for presentation to the full Board at the September meeting.
5. September - Present draft recommendations to the Board for discussion.
6. October – Review Board discussion, solicit final agency comments, and develop final recommendations for presentation to the full Board for adoption at the November meeting.
7. November – Adoption of the Final Recommendations and proposed RCW revisions by the Board.
8. December – Transmittal and presentation of the Board Recommendations to the JTC.

RECOMMENDATION

Staff recommends establishing an Ad Hoc Committee for Agency Visioning.

BOARD ACTION

Proposed motion:

Establish an ad hoc committee for the purpose of addressing the future of TIB and identifying a vision for the agency, the Board directs the following actions be taken:

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.

The Chair appoints the Executive Director Stevan Gorcester and the following members for the Ad Hoc Committee for Agency Visioning:

- Commissioner Greg Partch
- Mayor Jim Irish
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JTC Efficiency Study 2010 Recommendation Actions

March 25, 2011

BACKGROUND

Governor Gregoire proposed a bill in the 2010 legislative session that would have consolidated CRAB, FMSIB, and TIB into WSDOT in an effort to streamline state government activities and increase efficiency. Though not introduced, the bill provided the genesis a study to identify opportunities to improve service delivery to local governments.

In response, the Washington State Legislature directed the Joint Transportation Committee (JTC) to conduct a study to assess the delivery of transportation funding and services to local governments by the four agencies.

The study provided 23 recommendations for improved efficiency. TIB staff have identified 10 of those recommendations that pertain to TIB.

STATUS

Potential actions to implement the JTC recommendations are listed below for Board discussion. The numbering is consistent with the recommendation numbering from the study. The numbers not shown are recommendations that were not related to TIB.

3. Agency boards and staff should use flexibility within existing programs to focus on maintenance and preservation needs.

TIB will explore the opportunity of a medium size city maintenance program. This would target overlay projects in cities with population 5,001 to 20,000. A pilot program for FY 2013-14 could offer \$10,000,000 in grants.

7. TIB should evaluate the need for and implications to creating a first-in funding mechanism for cities in its Urban Arterial and Urban Corridor programs.

TIB has the reputation as a last-in funding partner. The goal for TIB is to ensure fully funded projects, not necessarily being the last-in funder. Creating a first-in funding mechanism has been used in the past; however, it does involve more risk of funding the design of projects that never reach construction.

12. Agencies should actively manage their portfolio of projects. While individual projects may be subject to unforeseeable variances, it is critical that agencies manage predictable aggregate portfolios. Agencies must invest in the staff and tools required for data tracking and reporting. They should establish portfolio management targets and have the ability to modify program parameters to achieve those targets.

Selecting good projects is TIB's best method of portfolio management. The engineers and executive director are currently evaluating the criteria to ensure that the best projects are selected. TIB currently has an extensive data tracking and reporting mechanism system in place that allows for active project management once projects have been selected. The engineers maintain the Project Tracking System

which provides real-time data to the TIB Dashboard. TIB could explore establishing a process for local agencies to monitor and report individual project delivery to the Board, thus maximizing the potential that projects are constructed in a timely manner.

14. Take legislative action to merge TIB’s two accounts (UATA and TIA) to allow for simpler cash management.

SSB 5797 has been written as legislation to merge the two accounts. TIB staff is working with Senate Transportation Committee staff to work towards merging the two urban accounts.

17. Agencies should link program outcome measures to program objectives and project selection criteria.

The TIB Dashboard provides many measures including program outcome measures and financial measures. TIB has control over what projects are selected and its own financial management. TIB staff are exploring and updating specific selection criteria to more closely align project selection with program intent.

18. The same set of outcome measures should be tracked consistently over time. Tracking measures over time facilitates comparison across agencies, when appropriate, and provides valuable information to agencies on trends.

The TIB Dashboard publicly displays our performance measures. Cross agency comparisons can be made using our data, provided the other agency has similar data. Most of our measures have been tracked for six years or longer. Current measures are being reviewed to ensure they are the most useful and informative.

19. Institute a manageable set of internal performance measures consistent across the four agencies related to financial management, portfolio management, and customer service.

This requires interagency coordination. Currently nothing is in place. This recommendation was made by the consultants; however, it is a low priority for the Joint Transportation Committee. TIB could convene a discussion with the Directors of the other agencies.

20. Agencies should ensure that their reports and briefings tell the full story, reminding decision makers of their distinctive roles, how these roles create specific benefits and challenges, and an annotated description of current contributions and challenges.

The Executive Director can use the JTC Efficiency Study as a reference for new lawmakers. It would be a good tool to show how the agencies are different and how TIB has a specific role in funding urban and small city projects. TIB should consider redeveloping periodic written reports based on Dashboard data to market the effectiveness of TIB programs.

21. Briefings with decision makers and staff should augment written reports, and particular effort should be taken to develop relationships with new policy makers and their staff as turnover occurs.

In the past, Mr. Gorcester actively promoted TIB with decision makers and their staff. During the 2011 legislative session, Mr. Ballard presented “TIB 101” to both the Senate and the House transportation committees. TIB plans to continue this practice. TIB could consider expanding this outreach to newly elected officials at the local level.

23. CRAB, FMSIB, and TIB should develop formal plans for leadership development and succession.

A formal plan has not yet been developed. However, TIB's recent experience can serve as a springboard to develop leadership succession.

RECOMMENDATION

The Board and staff should continue to implement the recommendations outlined in the 2010 JTC Efficiency Study, many of which are already being implemented. TIB staff recommend the Board develop specific action plans for each of the recommendations and report the status of their implementation to the JTC this Fall.