



Transportation Improvement Board
September 22-23, 2011 – Pasco, Washington
Location: TRAC Center/Holiday Inn Express
4525 Convention Place, Pasco 99301
(509) 543-7000

September 22, 2011
WORK SESSION AGENDA

WORK SESSION		Page
1:30 p.m. A.	Local Presentations	Mark Kushner – Benton Franklin COG
	<i>Project & Program Issues</i>	
2:00 p.m. B.	City of Walla Walla: Myra Road Scope Change Request	John Dorffeld 34
2:30 p.m. C.	Delayed Projects Process	Steve Gorcester 42
	<i>General Matters</i>	
3:15 p.m. D.	Visioning Committee Recommendations	Chair Irish/Greg Partch 44
4:15 p.m. E.	JTC Recommendations	Chair Irish/Steve Gorcester 47
5:15 p.m. F.	Executive Director Evaluation Process	Greg Partch 52
6:00 p.m. G.	Adjournment	Chair Irish

Dinner on your own



Transportation Improvement Board
September 22-23, 2011 – Pasco, Washington
Location: TRAC Center/Holiday Inn Express
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September 23, 2011 – 9:00 a.m.
BOARD AGENDA

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9:00 a.m.	1. CALL TO ORDER	Chair Irish	
9:05 a.m.	2. GENERAL MATTERS		
	A. Approval of March 25, 2011 and June 24 Minutes	Chair Irish	1
	B. Communications	Steve Gorcester	
	1. Work starts to replace Asotin street – <i>The Lewiston Tribune</i>		11
	2. Washington first state to build electric highway – <i>Motortrend.com</i>		12
	3. La Center mayor elected as chair of TIB – <i>The Reflector</i> and <i>The Columbian</i>		13
	4. Commissioner Wilson elected vice chair to Transportation Board – <i>The Vidette</i>		14
	5. Wilson sees potential for funding – <i>The Daily World</i>		15
	6. Washington state panel to focus on transportation funding – <i>Landlinemag.com</i>		16
	7. Final phase of \$2.8M project makes Sultan Basin Road safer – <i>HeraldNet</i>		17
	8. At last! Construction underway on Sultan Basin Road – <i>The Monroe Monitor</i>		18
	9. Valley council trims road projects – <i>The Spokesman-Review</i>		19
	10. Council's hasty Sprague/Appleway proposal – <i>The Spokesman-Review</i>		22
	11. Council may put \$6.4M Sprague-Appleway on ballot – <i>The Spokesman Review</i>		24
	12. City of Sedro-Woolley thank you letter		27
9:10 a.m.	3. NON-ACTION ITEMS		
	A. Chair's Report to the Board	Chair Irish	
	B. Executive Director's Report	Steve Gorcester	
	C. Financial Report	Theresa Anderson	
	D. Project Activity Report (6/1/11-8/31/11)	John Dorffeld	28
10:10 a.m.	4. ACTION ITEMS		
	A. City of Walla Walla: Myra Rd. Scope Change Request	John Dorffeld	34
	B. Delayed Projects Process	Steve Gorcester	42
	C. Visioning Committee Recommendations	Chair Irish/Greg Partch	44
	D. JTC Recommendations	Steve Gorcester	47
10:45 a.m.	5. FUTURE MEETINGS	Steve Gorcester	
	November 17-18 Tukwila (DoubleTree Suites)		
	January 26-27, 2012 Olympia (Ramada Inn)		
	March 22-23 Wenatchee (Coast Hotel)		
	June 21-22 Vancouver (The Heathman Lodge)		
	September 27-28 Walla Walla (Marcus Whitman)		
	November 15-16 Bellingham (TBD)		
10:50 a.m.	6. ADJOURNMENT	Chair Irish	

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

MINUTES

TIB BOARD MEMBERS PRESENT

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

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

TIB STAFF

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

TIB BOARD MEMBERS NOT PRESENT

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

CALL TO ORDER

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

GENERAL MATTERS

A. Approval of January 28, 2011 Minutes

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

B. Approval of March 3, 2011 Minutes

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

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

LOCAL PRESENTATIONS

The following presentations were made from nearby agencies:

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

NON-ACTION ITEMS

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

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

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

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

Board Vacancies and Size

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

County Eligibility and Outreach

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

Status of 2012 Grant Awards

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

Legislative Update

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

City of Puyallup 9th Street

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

Projects At-Risk List

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

Recent TIB Ribbon Cutting Events

- City of Milton – Milton Way

- C. **Financial Report**

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

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

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

D. Project Activity Report

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

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

ACTION ITEMS

Scope Change Requests

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The recommended preliminary FY 2012-13 call size is:

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

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

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

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

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

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

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

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

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

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

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

Amended motion carried unanimously.

OTHER BUSINESS

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

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

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

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

FUTURE MEETINGS

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

ADJOURNMENT

The meeting adjourned at 11:30 a.m.

Transportation Improvement Board
June 24, 2011
Washington State Department of Transportation
Spokane, Washington

MINUTES

TIB BOARD MEMBERS PRESENT

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

Secretary Paula Hammond
Ms. Laura Philpot
Ms. Heidi Stamm
Mr. Harold Taniguchi
Mr. John Vodopich
Mr. Jay Weber
Mr. Ralph Wessels
Commissioner Mike Wilson

TIB STAFF

Steve Gorcester
Gloria Bennett
Greg Armstrong
Vaughn Nelson
Theresa Anderson/recorder

TIB BOARD MEMBERS NOT PRESENT

Mr. Steve Thomsen (*attended the Thursday work session*)

CALL TO ORDER

Chair Partch called the meeting to order at 9:00 a.m. He introduced Spokane Mayor Mary Verner who welcomed the Board to Spokane. She noted that several small businesses along Market Street were thriving due to the improvement to that arterial.

GENERAL MATTERS

A. **Communications** – Steve Gorcester referred the Board to the articles in the packet. He specifically noted the article regarding the Tukwila project and the possibility of an early completion.

LOCAL PRESENTATIONS

The following presentations were made from nearby agencies:

- Mike Taylor, City of Spokane Engineering Services Acting Deputy Director, gave a brief overview of TIB funded projects. He highlighted Martin Luther King Jr. Way, which is a critical link for truck traffic from the industrial area to downtown and to Idaho. Other projects highlighted included Havana Street and Francis Avenue.
- Neil Kersten, City of Spokane Valley Public Works Director, briefed the Board on the 24th Avenue sidewalk project, which provides students with a safe access to school. He also noted the benefits of the improvements on Broadway Avenue, Indiana Avenue, and Mansfield Avenue. He pointed out that the city would like to do more preservation projects as these have less of an economic impact on surrounding businesses.

NON-ACTION ITEMS

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

- Attended the Soap Lake ribbon cutting and was given a tour of the city by the Mayor.
- ESSHB 1371 removed the requirement for Class Three Boards to continue to meet in public facilities.
- Outcome of the two ad hoc committee meetings held to discuss the Executive Director position and expectations. The committee was comprised of Commissioner Partch, Mayor Irish, Councilmember Burbidge, Mr. Freiberger, Mr. Weber, Mr. Wessels, and former Interim Director Tom Ballard. The committee agreed on the following:
 1. The Executive Director evaluation should be tied to the success of the agency, using the balanced scorecard and performance measures.

2. The balance scorecard needs to be updated to reflect current practices and performance measures. This can be done through the Visioning Committee, with recommendations brought back at the September meeting.
3. More frequent communication from the Executive Director to the Board regarding controversial projects, delayed projects that may go before the Board, ribbon cutting notices, and to provide legislative talking points.

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

Reconstruction of Buckley Project

- During the March meeting, Ms. Stamm requested the TIB staff to reconstruct the Buckley file on the SR-410/SR-165/Ryan Road/112th project. After recreating this file and meeting with the City of Buckley, it was determined that the city had been told to reapply and had done nothing wrong. The oversight was that of TIB staff. As a result, Steve has emphasized to engineering staff to clearly document interactions and communications on all projects.

Mr. Ballard was in charge of the file reconstruction and recommended correcting the process used for the Buckley project. This has been done, resulting in no funding for Phase 2 of this project.

Staff Reorganization

- The Executive Director reorganized the engineering staff, eliminating the Chief Engineer status with all engineers answering directly to the Director.

Legislative Updates

- SSB 5797, which merges the UATA fund into the TIA fund, was signed into law and is effective July 22, 2011. This will require changes to the WACs, the most significant change to the delayed project process. The timeframe will be shortened by one year and delayed projects will move to a contingency list.
- ESHB 2053 did not pass. This bill would have provided new law funding to Washington's transportation agencies.
- ESHB 1175, the transportation budget bill, passed with no surprises.

Recent TIB Ribbon Cutting Events

- King County – South Park Bridge groundbreaking
- City of Soap Lake – Division Street ribbon cutting

Upcoming Events

- City of Ferndale – Main Street (June 30, 2011)
- City of Bainbridge Island – Winslow Way (Date TBD)

C. Financial Report

During the June 23 work session, Theresa Anderson handed out a draft of the TIB financial plan for the 2011-13 biennia. She went on to report that the combined fund balance is \$44 million, accounts payable is \$6 million, and there are currently 260 active projects. The total revenue for the 2009-2011 biennia is \$200.8 million with total expenses at \$162.9 million to date.

Ms. Stamm asked if the financial plan included receiving the \$5.9 million back from the Bremerton Tunnel project. Steve Gorcester responded it did not.

D. Delayed Projects Report

Steve Gorcester reported that of the 13 projects in delayed status, three are in Stage 2 delay and need to go to construction in 2012. The City of Bothell (SR-522) is delayed due to environmental issues and negotiating requirements for hydraulic litigation. This project is being very closely monitored with

TIB staff meeting with the city on a quarterly basis. The City of Walla Walla (Rose Street) will be going to construction this summer. Benton County (I-82 Intertie) is planning to advertise in spring 2012.

E. Project Activity Report

Gloria Bennett reported that 75 project actions were processed. Notable changes included surpluses from Spokane Valley Indiana Avenue (\$433,630) and Eatonville Marshall Avenue (\$419,899). Ocean Shores withdrew two projects totaling \$935,184.

During this reporting period, there was a total decrease in TIB obligations of \$3,630,957.

ACTION ITEMS

- A. City of Sedro Woolley: Moore Street Increase Request** – At the March 25, 2011 meeting, the Board approved a scope change for this project. At that time, the city was not prepared to request an increase, but let the Board know that one may be needed. The increase request is based on the new scope approved in March. Plans for this project have been reviewed by the BNSF Railroad and a traffic analysis was completed. Bids came in higher than expected, due primarily to timing, but now the project is ready to go to construction. TIB has the funding capacity to grant this increase request.

MOTION: It was moved by Councilmember Crawford with a second from Mr. Wessels to approve an increase of \$925,649 for Moore Street. Motion carried with an abstention from Mr. Freiberger.

- B. City of Sultan: Sultan Basin Road Scope Change and Increase Request** – The city requests a scope change to extend Sultan Basin Road from Cascade View Drive to SR-2, resulting in an increase of \$240,000. This project is a two-phased project and phase 2 cannot be built without phase 1. The city received federal funds of \$800,000 to complete phase 1; however, that money would be revoked if the entire project is not completed. In addition, the city expected a federal earmark of \$1 million that did not materialize. An increase of \$240,000 would complete phases 1 and two, eliminating a driving hazard to trucks entering the roadway and increasing safety on US-2.

MOTION: It was moved by Mr. Freiberger with a second from Mayor Irish to approve the scope change to extend Sultan Basin Road from Cascade View Drive to SR-2, with an increase of \$240,000 in TIB funds. Motion carried unanimously.

- C. Supplemental Call for Projects** – Steve Gorcester proposed a Supplemental Call for Projects through a “Rapid Actions Initiative” to increase the demand for funds within the 2011-2013 biennia without placing excessive burden on future obligations. The proposal uses a three-pronged strategy:

1. Award funds to construction-ready projects.
2. Increase the support of the Red Towns initiative.
3. Offer a one-time demonstration program to increase preservation support to urban cities under \$1 billion assessed valuation.

Board members expressed the following thoughts on this proposal:

- Favor construction-ready projects over preservation; however, if construction-ready projects are not available, do more paving
- Include ADA ramps in the paving projects
- Include minor sidewalk repair within the project limits of the paving projects
- Give agencies additional time to go to bid

The Board agreed on the following guidelines for rapid action, construction-ready projects.

- Bid-ready by March 19, 2012
- Criteria will be used to rank projects within the construction-ready pool
- Full funding must be certified at application
- Funding expires May 18, 2012 if not awarded for construction (notice to proceed)
- Construction must begin promptly

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

- > An estimated \$50 million for rapid action projects
- > Priority given to construction-ready projects
- > Arterial street paving and related concrete rehabilitation for cities under \$1 billion assessed property valuation
- > An emphasis on small city preservation projects in cities with an average pavement condition rating below 60 PCR (Red Towns)

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

MOTION: It was moved by Councilmember Burbidge with a second from Mr. Freiburger to elect Mayor James Irish as Chair for FY 2011-2013. Motion carried with an abstention from Mayor Irish.

MOTION: It was moved by Councilmember Crawford with a second from Mayor Irish to elect Commissioner Mike Wilson as Vice Chair for FY 2011-2013. Motion carried with an abstention from Commissioner Wilson.

E. 2012 Meeting Schedule – The following meeting schedule was proposed to the Board:

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

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

MOTION: It was moved by Ms. Davis with a second from Secretary Hammond to adopt the 2012 meeting schedule with a possible location change from Walla Walla to Clarkston, depending on space availability, for the September meeting. Motion carried unanimously.

FUTURE MEETINGS

The next meeting is scheduled for September 22-23, 2011 in Pasco. Meeting notices will be sent out on September 2, 2011.

ADJOURNMENT

The meeting adjourned at 11:21 a.m.



Tribune/Barry Kough

Second Street in Asotin is getting a facelift Monday by the Wm. Winkler Co. of Spokane, on a four-block section from Washington Street to Cleveland Street in downtown Asotin.

Work starts to replace Asotin street

Second Street project will replace road surface that is almost a century old

By **KEVIN GABOURY**
OF THE TRIBUNE

ASOTIN— The ground rumbled in downtown Asotin Monday as an excavator took a bite out of the nearly 100-year-old concrete on Second Street. The long-awaited project to replace the aging road was finally under way.

The street is one of the oldest still-used concrete roadways in the state, project engineer Eric Hasenoehrl said. But like most old roads past their prime, it needs to be replaced.

"It was put in in 1919," said Hasenoehrl, of Lewiston-based Keltic Engineering. "It's potholed and rutted; there's degradation on the surface."

After years of waiting, the city was awarded a grant from the Washington State Transportation Improvement Board in January to complete the project. The total cost of the project is estimated at \$560,000, and the city will have to

cover approximately \$30,000, Asotin Mayor Jim Miller said.

Wm. Winkler Co. of Spokane began tearing out the old concrete last week, starting at Washington Street and working west. The work will be done in sections, general contractor Pete Reed said, with the first being the three-block section from Washington Street to Fillmore Street.

"While we're pouring (concrete) on one section, we'll start tearing out the next," he said.

The areas where construction is going on will be closed to all but local traffic, but the sidewalks will remain open at all times, Reed said. He expects to begin pouring concrete on the first section in a couple of weeks, but added the work is weather-dependent.

Once poured, the concrete will take anywhere from four to seven days to set up before traffic can drive on it. Reed said detailed construction advisories will be posted at various locations in Asotin, including the post office.

Crews will begin pouring concrete along the second section — from Fillmore Street to Cleveland Street — by the third or fourth

**"It was put in in 1919.
It's potholed and rutted;
there's degradation on the
surface."**

PROJECT ENGINEER ERIC HASENOEHL

week in July, Reed said. The entire project will require 150 concrete trucks, or 1,580 cubic yards, he added. The old concrete from the road will be recycled.

The area from Fillmore Street to Cleveland Street will be completed last to avoid disturbing local businesses as much as possible, Reed said.

"We've done a lot of other community projects where we know we're disturbing commerce — we're very proactive," he said. "The sooner we're out of there, the better for everybody."

Gaboury may be contacted at kgaboury@lmtribune.com or (208) 848-2275.

JUNE 28, 2011
LEWISTON TRIBUNE

Washington First State to Build Electric Highway, Hopes to End EV Range Anxiety - WOT on Motor Trend

<http://wot.motortrend.com/washington-is-first-state-to-build-electric-highway-hopes-to-end-ev-range-anxiety-96617.html>

July 18, 2011

Long-distance travel remains to be one of the biggest obstacles facing electric cars. Washington wants to remedy that problem by transforming one of its major freeways into the nation's first Electric Highway.

The ambitious project will comprise of quick charge stations along the state's entire stretch of I-5, part of which will be handled by the EV Project – a federal program funded by the Department of Energy to increase electric vehicle infrastructure throughout the nation. Work on the remaining sections of the Electric Highway will be completed by Southern California-based AeroVironment, which was awarded the contract by state transportation officials yesterday.

"A network of charging stations linking Washington to Oregon and Canada will make electric vehicles more attractive to consumers and businesses, and transportation better for the environment," said Paula Hammond, Washington secretary of transportation.

The AeroVironment quick charging stations will have the ability to charge an EV's depleted battery in less than 30 minutes. A low-cost option will also be available, but increases the charge time to 4-6 hours. Drivers should be able to find a station every 40-60 miles, which should be an attainable range for current and upcoming EVs such as the Nissan Leaf, Ford Focus and the Mitsubishi i. It also means EV owners in the state will be able to take long, emissions-free road trips including the 141-mile trek from Seattle to Vancouver, British Columbia.

The Electric Highway should be completed by the end of November with a total cost of \$2.3 million, not including a \$1.3 million government grant. The project is part of the West Coast Green Highway, an initiative among government officials from Washington, Oregon, California, and British Columbia to provide charging stations along the 1,350-mile stretch of I-5 from Canada to Mexico.

Source: AeroVironment, Washington State Department of Transportation, The EV Project



La Center mayor elected as chair of Transportation Improvement Board

La Center Mayor Jim Irish was elected as chair of the Washington State Transportation Improvement Board (TIB) at its June 24 meeting in Spokane.

The Secretary of Transportation originally appointed Irish to the Board in July 2008 after his nomination by the Association of Washington Cities.

The TIB provides grants to transportation projects submitted by towns and cities statewide. The Washington State Legislature created the TIB to



JIM IRISH

foster state investment in quality local street, road, and sidewalk projects. Funds are awarded on a competitive basis. Typical projects address congestion, safety, new economic development, and improvements to roads and sidewalks needed by communities that do not have funding.

"TIB encourages cooperation between the state, county, and cities, and provides a competitive process to local governments through rating projects on the basis of sound technical criteria," said Irish. "Many local

projects across the state, including several in La Center, would not have happened without TIB."

TIB is funded by 3 cents of the state's gas tax representing about \$100 million annually.

Since 1991, the Legislature has provided nearly \$2 billion through the TIB program for urban highways and arterials, access to commercial areas, and small city street projects.

"I am honored to accept this position," said Irish.

THE COLUMBIAN C3

LA CENTER

Mayor Jim Irish elected chairman of state board

La Center Mayor Jim Irish has been elected as chairman of the Washington State Transportation Improvement Board.

The board chose Irish during its June 24 meeting in Spokane. Irish has served on the board since his appointment in 2008.

The Legislature created the Transportation Improvement

Board to oversee investment in local transportation work. It gives out grants to projects submitted by cities across the state.

The Transportation Improvement Board is funded by state gas tax revenue. The state has awarded nearly \$2 billion through the program since 1991, according to the board.

The Vidette

The voice of Grays Harbor since 1883

Commissioner Wilson elected vice chair to Wash. Transportation Board

GRAYS HARBOR – Grays Harbor County Commissioner Mike Wilson was elected vice chair of the Washington State Transportation Improvement Board at the June 24 meeting in Spokane. The secretary of transportation originally appointed Wilson to the board in July 2008 after his nomination by the Washington State Association of Counties, according to a news release from the board.

The board provides grants to transportation projects submitted by local governments statewide. The state legislature created the board to foster state investment in quality local transportation projects, the release said.

Funds are awarded on a competitive basis and usually require local financial participation. Typical projects address congestion, safety and improvements to roads and sidewalks needed by communities that do not have funding, the release said.

“I know first-hand the difference TIB makes in Washington’s cities and counties,” Wilson said. The board is a “true partner in funding local projects throughout the state, including projects in cities in Grays Harbor County,” he said.

The board is funded by 3 cents of the state’s gas tax, representing about \$100 million annually. Since 1991, the legislature has provided nearly \$2 billion through the program for urban highways and arterials, access to commercial areas, and small city street projects, according to the press release.

La Center mayor, James Irish, was elected chair of the board.

TWIN HARBORS | NORTHWEST

STATE TRANSPORTATION IMPROVEMENT BOARD

Wilson sees potential for funding

BY STEVEN FRIEDERICH
The Daily World

As the newly-installed vice chairman of the state Transportation Improvement Board, Grays Harbor County Commissioner Mike Wilson says he's in a great position to help figure out some of the transportation grants that are available to Harbor cities.

Wilson says the state board is in charge of about \$200 million generated from 3 cents of the state gas tax. The state board recently helped fund the

roundabout improvements in the city of Ocean Shores.

Wilson says his vice chairman role likely will mean he'll become chairman of the state board in two years. Of course, that would mean he'd have to be county commissioner at that point. His second four-year term expires at the end of next year.

"I am considering running for another term," Commissioner Wilson said.



Wilson

The state Transportation Improvement Board mainly helps small and big metropolitan area cities as well as urban counties, which leaves cities like Hoquiam and Aberdeen out of the funding loop.

But Wilson said he urged the board to take another look at ways that the board could end up helping moderately sized cities. The result? The group has set aside about \$5 million in funds to do pavement over-

lay projects. About 30 moderately sized cities would qualify for the grants.

Wilson said he recently met with Hoquiam City Administrator Brian Shay and Aberdeen Public Works Director Larry Bledsoe urging them both not to ignore the coming grant notices.

Wilson said each city that applies for the grant has a good chance of being awarded \$200,000 to \$500,000. In fact, he says, the grants could be even greater because there's a good chance that if some of the funds in the rest of the

board's \$195 million budget aren't spent, it could be funneled into the overlay program.

Bledsoe said he's excited about the potential grant funds, noting with the minimum funding allocation the city could do overlay work on at least 2 miles of city roads. The bigger the grant, the more roads that could be fixed.

Wilson said the state's Transportation Improvement Board would likely award the grants this fall for projects to begin next spring.



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July 27, 2011



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Washington state panel to focus on transportation funding

By Keith Goble, Land Line state legislative editor

A select group of officials in Washington state will spend the next three months crafting a 10-year plan to fund the state's transportation system. Voters would get the final say on any proposal.

The "Connecting Washington Task Force" is charged with coming up with a plan to generate billions of dollars for roads, transit and ferries through 2022. The group will review statewide transportation needs, recommend the most promising projects for investment and identify potential revenue sources.

Appointed by Gov. Chris Gregoire, the 27 participants represent such sectors as state government, business, construction and transit. The governor will serve as chair of the group and lead its meetings.

To accommodate the state's growing population and the resulting increase of demands on transit, roads and ferries, Gregoire said in a statement that "major transportation projects must be built, our ferry system must be preserved for future generations, and the current transportation system must be maintained."

"Connecting Washington will give the Legislature options to improve and maintain our transportation system and help keep our communities and businesses moving," Gregoire stated.

Transportation packages in the state were approved twice in the past decade. Deals approved in 2003 and 2005 relied on increases in the fuel tax and other fees to pay for 421 projects around the state. However, the ongoing tax collections from the previous deals will soon cover solely debt payments on the projects.

As a result, the state must come up with new funding methods to get transportation work done. Projects expected to get priority are replacing the state Route 520 bridge, linking Seattle and Bellevue, and the Interstate 5 Columbia River Crossing.

The task force is working to identify new ways to raise needed revenue. Among the funding methods expected to be discussed are new taxes, fees and tolls.

The group's recommendations will be submitted to the Legislature next year to work out the details to take to voters in November 2012.

Washington state residents interested in providing input to the task force can submit suggestions and feedback online.

HeraldNet

Everett, Washington

Published: Monday, August 1, 2011

Final phase of \$2.8 million project makes Sultan Basin Road safer

The final phase of a \$2.8 million project aims to increase safety and spur economic development.

By Alejandro Dominguez, Herald Writer

SULTAN -- It took several years, but the final work to make Sultan Basin Road safer has begun.

Last week, the city broke ground to extend the road about a quarter of a mile north to connect to U.S. 2. Once that is done, the city can close the portion of Cascade View Drive that connects with the highway.

The idea is to funnel traffic along Sultan Basin Road up to U.S. 2 where a stoplight exists, city officials said. The \$2.8 million project aims to increase safety and bring more economic development to the area.

The extended Sultan Basin Road should help semi trucks get on and off U.S. 2. To the south of the area, there's a 20-business industrial park. The area includes the fire department and homes of about 150 people.

The roads in the area also can be confusing. Last month, a truck driver took a wrong turn and tipped over. He was carrying material for Koppenberg Enterprises Inc., which builds columbariums, the vaults for ashes at cemeteries.

The company's president, Kim Koppenberg, said this has been the biggest incident at the road in the 2 1/2 years he's been there. He has not seen any major accidents take place, but has seen many close calls on U.S. 2.

He's happy about the project. He describes the current intersection with the highway as very risky.

"If it's dangerous for you, it's going to be much more for a truck driver and our employees," Koppenberg said.

The city started looking to make changes at the road since 1997. The project was divided in different phases. It got enough funds to realign the north side of Sultan Basin Road with U.S. 2 and install a traffic light in 2006.

It took time for the rest of the project to proceed as the city waited for money to complete the design and construction of the next phases.

The city got the remaining \$240,000 needed from the State Transportation Improvement Board in late June, said city administrator Deborah Knight. There also was federal funding available for the project. The city plans to spend \$104,000 from different capital funds for this project as well.

The City Council approved giving the contract to Scarsella Brothers Inc. from Kent at its June 30 meeting.

Construction is scheduled to last until the end of the year depending on the weather. Partial lane closures are planned, but U.S. 2 traffic should not be affected, Knight said.

Alejandro Dominguez: 425-339-3422; adominguez@heraldnet.com.

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THE MONROE MONITOR & Valley News



Monday, August 08, 2011

At Last! Construction underway on last phase of 14-year project on Sultan Basin Road

Polly Keary
Editor

Monday, August 08, 2011

Construction is finally underway on the third phase of a project improving the intersection of Sultan Basin Road and U.S. Highway 2 that was initiated 14 years ago, when council member Rob Criswell sketched it on the back of a napkin.

The first phase of the project took place in 2008 and realigned Sultan Basin Road and U.S. 2.

The second phase, completed in 2009, included overlays and sidewalks on the east side of Sultan Basin Road as well as water line improvements.

The third and final phase was initially split into two pieces, as Sultan officials weren't sure they could get the funding to do it all once.

But then they learned that if they didn't do the whole project at once, they would lose \$900,000 in funding the federal government had granted, as the money must be used for exactly the project for which it was given.

The state didn't grant any money for the project in the budget, either, so the prospects for completing the road project were grim.

But when the city opened bids for the project, they came in quite a bit lower than the city anticipated.

"When the bid came in, we were only \$344,000 short of having enough funding, so we started making phone calls," said Sultan City Administrator Deb Knight. "The state Transportation Improvement Board stepped with \$240,000 and the city made up \$104,000 with city funding."

That means that a 14-year city priority has finally been crossed off the to-do list.

"Like all good things in government, it took some time," said Knight.

"The city has approved permanently closing the west end of Cascade View Drive in order to ensure driver safety during construction of the Sultan Basin Road Phase III project. Beginning August 22, 2011, drivers will enter and exit Cascade View Drive from the east until the project is complete and the new intersection at U.S. 2 and South Sultan Basin Road is open.



Construction proceeds on an extension of the Sultan Basin Road, seen here looking north towards busy U.S. Highway 2 Friday.

Photo by Jim Scolman

Related Links:

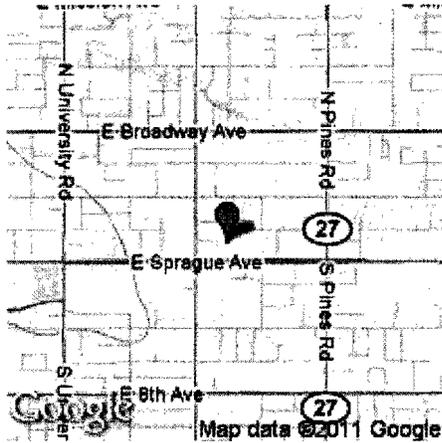
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Valley council trims road projects over matching funds concerns

Nina Culver

The Spokesman-Review

Tags: grants road projects Spokane Valley City Council sprague avenue Transportation Improvement Board



The Spokane Valley City Council voted Tuesday to cut back on the number of road projects it submits for state grant money because of the expensive Sullivan Road bridge replacement looming on the horizon.

"I have concerns over limited matching funds," said Councilwoman Brenda Grassel. If the city applies for grants and gets them, they are obligated to follow through with the projects, she said. "Maybe we don't need to fund so many projects."

Councilman Dean Grafos agreed, saying the bridge project is more important. "We need to put that on our priority list," he said. He recommended asking for grants for some sidewalk projects near schools and the renovation of Sprague Avenue between Evergreen and Sullivan roads. "Other than that, I would forget the rest of them."

The Sprague Avenue reconstruction project was one of the more expensive items on the list, with the \$3.8 million price tag with the cost to the city at \$770,000. The state Transportation Improvement Board has \$50 million available for construction-ready projects that must break ground by June 2012 and the project is nearly ready, said senior engineer Steve Worley. Staff has been working on the project in the hopes that federal stimulus money would be available for "shovel ready" projects this year. "We feel fairly confident that this will get funded," he said.

The project used to be called a resurfacing project but that is no longer an option, he said. "The condition of Sprague between Evergreen and Sullivan has dropped in two years from 42 to 24," Worley said. "We are beyond the level of just grinding and overlaying the road."

The grants the city is applying for from the TIB typically require cities to pay 20 percent of the cost in matching funds, though the match can also come from federal grants. City staff had recommended asking for grants for nine projects, three of them for sidewalks. "The likelihood of getting all these projects is very, very small," he said.

But council members decided not to take the risk, voting unanimously to approve seeking grants for a smaller list of six projects:

- The Sprague Avenue reconstruction project got the nod
- Improving Mission Avenue from Flora Road to Barker Road
- Making safety improvements at the intersection of 16th Avenue and Pines Road

The three sidewalk projects are proposed on:

- Sprague from Appleway to Long Road
- Fourth Avenue from Sullivan to Conklin roads
- Progress Road from Wellesley to Trent avenues

The projects that failed to be approved included two new roads to connect streets that stop and start. The proposal was to build Broadway between Flora and Barker as well as to connect Mansfield between Pines Road and Mirabeau Parkway. The third failed project would have replaced the Broadway intersections at Argonne and Mullan with concrete.

Even though the council voted to trim the project list to save money for the Sullivan Bridge project, Worley said the city would not be asking TIB for grant money for that project because the organization wants projects built within a year or two. "We're not close enough yet to construction," he said.

In other business, the council got its first look at some projects that could be funded by the City Safety Grant Program run by the Washington State Department of Transportation. "This one will be maybe a little more fun because there's no match," said traffic engineer Inga Note. There is \$50 million available for projects across the state and money won't be distributed again until 2015, she said.

The program is different than most because the state analyzes intersections and corridors and offers cities money for specific locations that have high accident rates or safety issues. The problem areas the state identified in Spokane Valley are:

- The intersection of Highway 27 and Grace Avenue
- Argonne Road from Millwood to Interstate 90
- Argonne from Broadway to Montgomery avenues
- Highway 27 from I-90 to Grace

Note said she was recommending widening Highway 27 at Grace to include a center turn lane and replacing signals and improving the timing of lights on Argonne. There is also money available for citywide improvements like making crosswalk improvements and replacing faded signs.

Get more news and information at Spokesman.com

THE SPOKESMAN-REVIEW

August 13, 2011

Council's hasty Sprague/Appleway proposal unnecessarily expensive

DickBehm

Tags: dick behm vocal point

About this column

Vocal Point is written by members of the community about issues of area interest. If you'd like to address a topic in this space, let us know. Contact Jeff Jordan at (509) 927-2170 or by email at voice@spokesman.com to discuss what you'd like to write.

Spokane County was appropriated a Transportation Improvement Board grant for \$4.2 million for the Sprague/Appleway extension and it spent \$300,000 for an environmental assessment and the city of Spokane Valley inherited all of that.

The TIB grant went back to the state because it wasn't used in the time frame allowed. The Spokane Regional Transportation Committee then voted to supply the \$4.2 million for the Sprague/Appleway Revitalization Plan as

funds become available.

The city has terminated SARP, so that money is gone unless the city comes up with a new revitalization plan. If the city does come up with a new plan, the SRTC would consider reinstating the \$4.2 million.

The city will also have to pay back the \$300,000 to the TIB for the environmental assessment because SARP no longer exists.

Now the Spokane Valley City Council is proposing to put the question of one-way vs. two-way on the ballot at a cost of over \$6 million. They are asking taxpayers to foot the bill for an extravagant plan when it gave away the \$4.2 million that was approved for SARP when they killed it.

Last year the city of Spokane Valley held public meetings for every section of Sprague Avenue, inviting business and property owners to attend to voice their concerns with SARP. Every concern was addressed and SARP was changed to meet almost everyone's approval. The amount of staff time plus the time devoted to this by the business and property owners was extraordinary. The cost to the city had to be very high for the staff

time expended. There is no way to figure the cost of the time devoted by the business community.

When this came before the City Council, Councilman Dean Grafos made a motion to kill SARP altogether. It passed. No discussion. SARP was dead. There was no recognition of all the work done by staff or the business community to revise SARP. It appeared as if this was predetermined before the council meeting.

Without the council doing its homework, and making quick, uninformed snap decisions, there are unintended consequences. They gave away the \$4.2 million that was approved by the SRTC and will have to pay back the \$300,000 that was spent.

Once again, these grant dollars are transportation funds. Those are taxes the citizens paid for at the gas pump. Now the city wants our citizens to pay more on their property taxes. Road projects should be financed with transportation funds, not property taxes.

If the council would develop a revitalization plan for Sprague Avenue and make the revision of Sprague/Appleway a priority to be done as transportation funds become available, then no bond issue would be necessary. The city could then go back to the SRTC and ask to have the \$4.2 million reinstated.

The proposed ballot issue is not a vote on the one-way vs. two-way question, but it is a bond issue that is so expensive that it has been designed to fail. The results of the election will prove nothing except that the council was foolish enough to spend the money to put it on the ballot.

- \$1.6 million for the two-way conversion
- \$1.8 million for repaving and stormwater systems, which will be done anyway even if the bond issue fails. Why is this even included?
- \$3.0 million for landscaping?

The council is asking the citizens for a blank check! They have designed this bond issue to fail by making it unnecessarily too expensive.

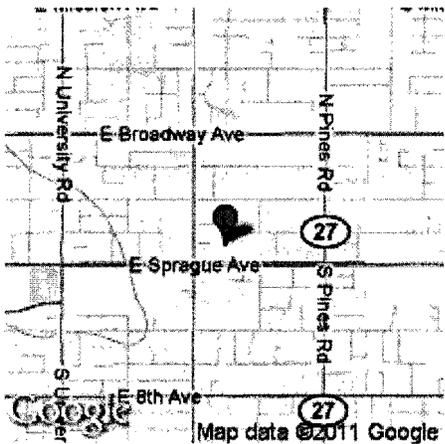
I am asking the City Council not to rush this to get it on the November ballot. Demonstrate good leadership by looking at all your options. Come up with a plan that the whole city could endorse.

Council weighing putting \$6.4 million Sprague-Appleway bond on ballot

Nina Culver

The Spokesman-Review

Tags: conversion Dean Grafos grant one-way Sprague Spokane Regional Transportation Council Spokane Valley City Council Transportation Improvement Board



The city of Spokane Valley is discussing putting a \$6.4 million bond on the November ballot to pay for the conversion of Sprague and Appleway to two-way between Argonne and University roads. A city engineer, however, says Spokane Valley has access to \$4.2 million in grant money that could be used for the same project.

The \$6.4 million bond includes \$1.6 million for the road conversion, \$1.8 million for repaving and stormwater work and \$3 million for extensive landscaping and a trail.

The money dates back to 2000 when Spokane County got a grant for \$4.2 million from the state Transportation Improvement Board to extend Appleway east of University. When Spokane Valley incorporated in 2003 it inherited the grant. The grant was withdrawn in 2006.

"There is a time limit TIB places on their money," said Spokane Valley senior engineer Steve Worley. "We were not able to move the project forward in the time frame they wanted."

But at the time the director of the Spokane Regional Transportation Council, which also distributes grant money for road projects, promised to replace the money. "The way that (Director) Glenn Miles explained it to me was the SRTC board approved the use of future federal funds in the Valley corridor," Worley said.

Worley said he asked specifically if the \$4.2 million could be used to convert the couplet back to two-way. "(Miles) said 'You can use it for any project in the corridor provided the SRTC board approves it,'" according to Worley.

The SRTC does not have any federal money for grants right now but could have money to distribute as soon as this winter, Worley said. All Spokane Valley would have to do is ask for it.

Jeff Selle, manager of government affairs at the SRTC, confirmed that his organization offered to help the city when it lost the original grant. "Our board indicated they would be willing to backfill that \$4.2 million," he said. "There was just a promise left on the table."

Spokane Valley Councilman Dean Grafos has been pushing the hardest to get the Sprague issue on the ballot and said that while he was unaware the \$4.2 million could be available, it didn't change his outlook. "I still think that the ballot measure is important," he said.

Grafos said it wasn't good enough to know that the SRTC might have federal funds available later in the year. "That's different than having it now," he said. "No, I still think it needs to go to the public."

He also said he was not in favor of removing the bond from the ballot and just asking people to vote on whether to convert the road or not. "I want it on the ballot with a bond," he said. "This issue of the money is secondary to what the citizens want in this city."

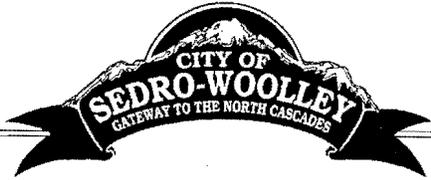
Additionally, the city may have to repay \$300,000 to the federal government in connection with the original \$4.2 million grant given to Spokane County. The county spent the money on an environmental review, which was not complete when the city incorporated.

The city had until 2010 to complete the environmental document, ask for a time extension or ask for forgiveness of the debt, said Worley. The city asked for debt forgiveness but was denied, then asked for an extension and got it. The city now has until September 2012 to finish the document. "If we don't have the environmental document complete, we may have to pay that money back," Worley said. "Even though the county spent it, we would be responsible."

At one point the city had most of the work complete, Worley said. The document requires an analysis of alternatives, a public process and the selection of a locally preferred alternative. The Sprague/Appleway Revitalization Plan did that, Worley said. "The SARP would have been our background to complete our environmental document," he said.

But earlier this year the City Council voted to eliminate SARP and now the work would have to start over, Worley said. "Now that the SARP is thrown out, we don't know what the council wants to do," he said.

Meanwhile, the clock is ticking toward a possible bill of \$300,000 next year.



CITY OF SEDRO-WOOLLEY
Sedro-Woolley Municipal Building
325 Metcalf Street
Sedro-Woolley, WA 98284
Phone (360) 855-9922
Fax (360) 855-9923

Mike Anderson
Mayor

July 5, 2011

Mr. Stevan Gorcester
Executive Director
Washington State T.I.B.
P.O. Box 40901
Olympia, WA 98504

RE: TIB #8-2-126(008)-1

Dear Steve:

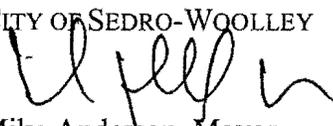
I am writing to express my appreciation on behalf of the City of Sedro-Woolley to you and to Greg Armstrong for the staff work and support of our recently approved cost increase request.

This is a critically important project for Sedro-Woolley and eastern Skagit County and as usual, TIB is the best program available to meet the needs of small to mid sized cities. Without TIB, our city would still be at the starting line waiting for money for many, many projects.

Again, thank you, Greg and the TIB Board for the help, support and additional funding.

Sincerely,

CITY OF SEDRO-WOOLLEY


Mike Anderson, Mayor

cc: Mark Freiberger

RECEIVED
JUL 08 2011
TIB



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
RTP Program							
7-5-188(010)-1	KELSO	Kelso Drive Overlay	Bid Award	BA	248,554	-101,446	Director
						Total RTP Change	-101,446
SCAP Program							
6-E-847(005)-1	CASHMERE	Sunset Highway	Bid Award	BA	547,663	0	Director
6-E-986(006)-1	COLFAX	Mill Street	Bid Award	CN BA	693,674	18,674	Director
394(008)-1	DEER PARK	West H Street	Audit	CC FV AD	521,151	4,615	Director
311(007)-1	EATONVILLE	Mashell Avenue	Bid Award	BA	1,177,966	-286,428	Director
340(004)-1	GRANGER	Bailey Avenue	Bid Award	BA	615,546	-152,704	Director
820(004)-1	GRANITE FALLS	Jordan Road	Audit	CC FV AD	696,614	-3,386	Director
820(005)-1	GRANITE FALLS	South Granite Avenue	Bid Award	CN BA	639,576	-14,454	Director
6-W-834(005)-1	LA CONNER	S Second Street	Bid Award	CN BA	322,718	-12,782	Director
6-W-828(105)-1	LANGLEY	2nd Street Reconstruction	Design	DE	33,750	0	Director
6-E-890(001)-1	METALINE	Housing Drive & Metaline Avenue	Bid Award	BA	288,204	44,854	Director
6-E-873(005)-1	REARDAN	Spokane Avenue	Bid Award	CN BA	578,095	-86,905	Director
6-E-874(003)-1	SPRAGUE	First Street	Construction	CN	876,316	0	Director
6-W-974(004)-1	STEVENSON	Columbia Avenue	Bid Award	CN BA	121,081	-8,074	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
6-P-824(107)-1	SULTAN	Sultan Basin Road and US 2 Phase III	Bid Award	BA	573,257	240,000	Board
6-E-919(004)-1	TEKOA	Henkle Street	Bid Award	CN BA	508,467	46,317	Director
6-E-947(009)-1	ZILLAH	First Avenue	Bid Award	BA	815,856	-18,489	Director
Total SCAP Change						-228,762	

SCPP Program

2-P-808(003)-1	BUCKLEY	FY 2012 Overlay Project	Bid Award	BA	143,462	35,739	Director
2-P-877(001)-1	CONCONULLY	FY 2012 Overlay Project	Bid Award	BA	123,393	5,793	Director
2-P-856(002)-1	COULEE CITY	FY 2012 Overlay Project	Contract Completion	BA CC	94,846	-5,102	Director
2-P-878(003)-1	COULEE DAM	FY 2012 Sidewalk Maintenance Project	Bid Award	BA	94,840	-4,906	Director
2-P-818(001)-1	DARRINGTON	FY 2012 Crack Seal Project	Bid Award	BA	46,786	0	Director
2-P-955(001)-1	ELMA	FY 2012 Overlay Project	Bid Award	BA	111,885	11,241	Director
2-E-911(004)-1	GARFIELD	FY 2012 Overlay Project	Bid Award	BA	68,871	-13,093	Director
2-E-911(005)-1	GARFIELD	FY 2012 Seal Coat Project	Bid Award	BA	24,797	0	Director
2-E-935(001)-1	GOLDENDALE	FY 2012 Overlay Project	Bid Award	BA	104,441	4,165	Director
2-E-940(002)-1	GRANGER	FY 2012 Overlay Project	Bid Award	BA	118,040	21,232	Director
2-E-889(003)-1	IONE	FY 2012 Sidewalk Maintenance Project	Bid Award	BA	142,500	25,341	Director
2-E-942(002)-1	MABTON	7th Avenue	Construction	DE CN	46,600	0	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-E-862(004)-1	MATTAWA	FY 2012 Overlay	Bid Award	DE CN BA	279,470	-85,530	Director
2-E-917(001)-1	ROSALIA	FY 2012 Overlay Project	Bid Award	BA	109,878	10,740	Director
2-E-864(002)-1	ROYAL CITY	FY 2012 Overlay Project	Bid Award	BA	109,192	6,400	Director
2-E-865(005)-1	SOAP LAKE	Division Street	Audit	CC FV AD	791,227	96,464	Director
2-W-972(003)-1	SOUTH BEND	FY 2012 Overlay Project	Bid Award	BA	89,503	28,328	Director
2-W-841(003)-1	SUMAS	FY 2012 Seal Coat Project	Bid Award	BA	26,486	-4,927	Director
Total SCPP Change						131,885	

SP Program

P-W-948(P01)-1	BATTLE GROUND	East Main Street	Audit	CC FV AD	94,686	0	Director
P-P-123(P01)-1	BEAUX ARTS VILLAGE	108th Avenue SE	Bid Award	CN BA	131,442	32,522	Director
P-W-837(P06)-1	BLAINE	Peace Portal Drive (SR 548)	Construction	CN	100,000	0	Director
P-W-006(P05)-1	CLARK COUNTY	NE 159th Street	Audit	CC FV AD	143,881	-6,119	Director
P-E-177(P01)-1	COLLEGE PLACE	Whitman Drive	Bid Award	BA	227,605	0	Director
P-P-802(P01)-1	DUVALL	NE Cherry Valley Road	Bid Award	BA	228,000	0	Director
P-P-139(P01)-1	EDMONDS	Caspers Street/9th Avenue N/Puget Drive (SR-524)	Audit	CC FV AD	189,154	35,833	Director
P-E-013(P01)-1	GRANT COUNTY	Valley Road	Bid Award	BA	62,295	0	Director
P-E-931(P01)-1	KITTITAS	Main Street/Patrick Avenue	Bid Award	BA	336,550	50,000	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	Bid Award	CN BA	112,166	22,166	Director
P-P-132(P02)-1	MILTON	Milton Way	Bid Award	BA	189,221	0	Director
P-W-155(P04)-1	MOUNT VERNON	College Way (SR 538)	Construction	CN	80,000	0	Director
P-P-804(P08)-1	NORTH BEND	Downtown ADA Retrofit	Bid Award	BA	100,126	-82,292	Director
P-E-915(P03)-1	OAKESDALE	First Street (SR 27)	Bid Award	CN BA	172,640	56,340	Director
P-E-929(P01)-1	POMEROY	S 10th Street	Bid Award	CN BA	191,223	10,438	Director
P-P-207(P02)-1	SAMMAMISH	244th Avenue NE	Bid Award	CN BA	156,000	0	Director
208(P02)-1	SPOKANE VALLEY	24th Avenue	Design	DE	14,050	0	Director
919(P05)-1	TEKOA	Poplar Street (SR 27)/Crosby Street (SR 27)	Bid Award	CN BA	114,371	36,946	Director
-965(P04)-1	TOLEDO	Augustus Street	Bid Award	CN BA	110,765	-10,539	Director
-036(P01)-1	WALLA WALLA COUNTY	Reser Road	Bid Award	CN BA	200,000	0	Director
Total SP Change						145,295	

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UAP Program

8-2-154(014)-1	ANACORTES	South Fidalgo Bay Road	Bid Award	CN BA	703,997	-122,715	Director
8-1-105(032)-1	AUBURN	West Valley Highway	Bid Award	CN BA	2,144,118	-855,882	Director
8-2-156(039)-1	BELLINGHAM	James Street	Design	DE	80,000	0	Director
8-1-125(002)-1	BURIEN	1st Avenue South	Bid Award	BA	4,107,228	-162,230	Director



Project Activity Report

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Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-3-168(015)-1	CHENEY	Simpson Parkway	Design	DE	62,100	0	Director
8-2-155(016)-1	MOUNT VERNON	Freeway Drive	Bid Award	BA	390,588	-9,412	Director
8-2-157(010)-1	OAK HARBOR	N Oak Harbor Street	Audit	CC FV AD	1,017,360	0	Director
8-1-101(156)-1	SEATTLE	NE Northgate Way/N 105th Street	Design	DE	0	0	Director
8-1-101(156)-2	SEATTLE	NE Northgate Way/N 105th Street	Design	DE	0	0	Director
8-2-126(008)-1	SEDRO WOOLLEY	Moore St (SR-20)	Bid Award	CN BA	2,255,587	924,516	Board
8-3-165(083)-1	SPOKANE	Five Mile Road	Contract Completion	CC	1,900,000	0	Director
165(085)-1	SPOKANE	Market Street (NB Couplet)	Final Voucher	CC FV	2,195,358	-148,728	Director
165(086)-1	SPOKANE	Francis Avenue	Bid Award	CN BA	646,860	5,260	Director
208(003)-1	SPOKANE VALLEY	Broadway Avenue	Bid Award	CN BA	732,383	-13,897	Director
128(090)-1	TACOMA	Alaska Street	Bid Award	CN BA	3,234,747	-1,765,253	Director
128(091)-1	TACOMA	Stadium Way	Design	DE	0	0	Director
Total UAP Change						-2,148,341	

UCP Program

9-W-155(003)-1	MOUNT VERNON	Anderson/Laventure Extension	Audit	CC FV AD	972,180	0	Director
9-W-151(005)-1	PORT TOWNSEND	Sims Way (SR 20)	Audit	CC FV AD	2,245,473	308,686	Director
9-E-171(004)-2	RICHLAND	Keene Road	Bid Award	BA	1,985,820	0	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
9-P-031(016)-1	SNOHOMISH COUNTY	20th Street SE	Contract Completion	CN BA CC	798,605	-174,368	Director
9-P-031(017)-1	SNOHOMISH COUNTY	20th Street SE	Contract Completion	CN BA CC	309,311	-70,384	Director
Total UCP Change						63,934	
Total Change						-2,137,435	

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

Scope Change Request Staff Review Urban Arterial Program (UAP)

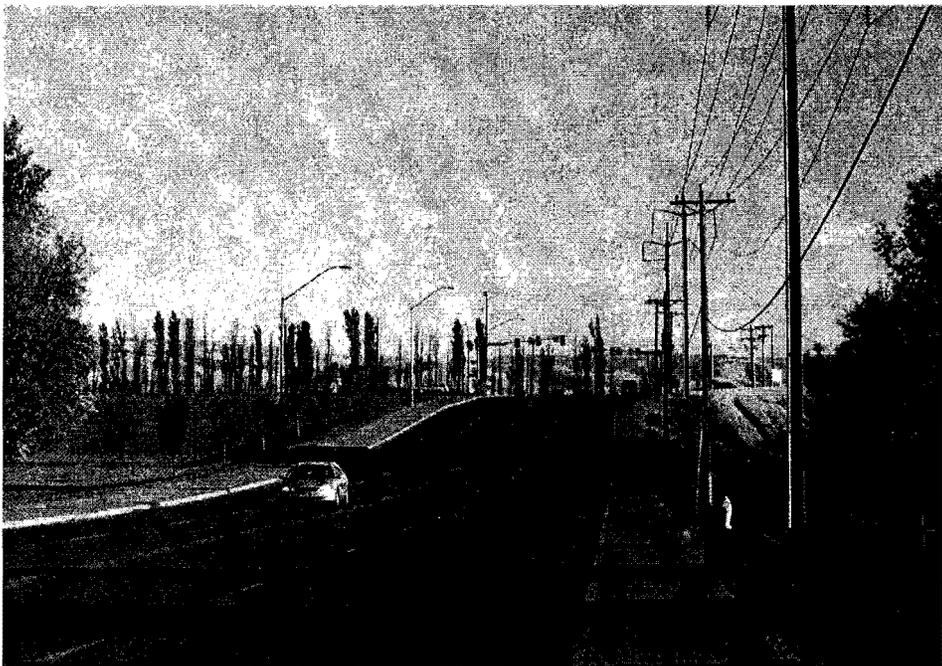
Board Meeting Date: September 23, 2011

REGION	Southeast	FUNDING YEAR	FY 2010
LEAD AGENCY	City of Walla Walla	PROPOSED BID AWARD	2/1/2013
PROJECT NUMBER	8-4-176(021)-1	PROJECT LENGTH	0.22 miles
PROJECT NAME	Myra Road SR-125 to Dalles-Military Rd/12th St	AADT	20,600
		FUNCT CLASS	Minor
		VE STUDY	Waived
CURRENT PHASE	Design Phase approved January 05, 2010		

		TIB Funds	Local Funds	Total Cost
REVISED COST				
DESIGN	Funds approved for Design	280,000	95,000	375,000
	Funds to be approved for Right of Way	0	0	0
CONSTRUCTION	Funds estimated for Construction	1,580,000	1,486,720	3,066,720
	TOTAL	1,860,000	1,581,720	3,441,720
NONELIGIBLE COST	0	TIB REIMBURSEMENT RATIO		49.4%

REVISED LOCAL MATCH WSDOT \$0; WALLA WALLA \$58,360; COLLEGE PLACE \$58,360; FMSIB \$500,000 (Anticipated approval at September 30th board meeting); Federal STP \$930,000; Private Developers \$35,000; for a total of \$1,581,720

EXISTING FACILITIES The roadway has four travel lanes with one of the lanes turning into a left turn pocket at the intersection. The Myra Road/Dalles-Military Road intersection is controlled by an at-grade traffic signal.



PROJECT BENEFITS Improves safety by reconstructing the intersection.
Improves truck mobility by reducing the steep grade on Myra Road.
Promotes truck traffic using Myra Road instead routing through downtown.

DISCUSSION The original scope called for grade separation with Myra Road crossing under Dalles-Military Road. The project scope is to reduce the grade on Myra Road and to construct a bridge for the Dalles-Military Road traffic.
The city is requesting a scope change to improve the intersection by lowering the elevation, adding left turn pockets, and installing a new traffic signal system. A sidewalk will be provided on one side with a multi-use path on the other side.
TIB design funds spent to date: \$210,100.

Phase	TIB Funds	Local Funds	Total Cost
Project Selection	1,860,000 49.4%	1,907,107 50.6%	3,767,107
Scope Change	1,860,000 54.0%	1,581,720 46.0%	3,441,720
Net Funding Change	0	-325,387	-325,387

PROJECT RATING Original Scope Rating **67** Revised Scope Rating **63**
Revised Scope Rating within Priority Array Funding Level **Yes**

PROPOSED WORK The revise scope will include:
Reducing the Myra Road and Dalles-Military Road intersection grade by six to eight feet so that the approach grades are less than 3%.
Reconstructing a new intersection with five lanes on Myra Road and four lanes on Dalles-Military Road with left turn pockets and a new traffic signal system.
Myra Road and Dalles-Military Road travel lanes will be reconstructed as needed to conform to the new intersection configuration.
The roadway between Dalles-Military Road and SR 125 will be reconstructed to five lanes with turn pockets.
A sidewalk will be provided on one side with a multi-use path on the other side.

PROJECT HISTORY This project is a joint effort between the cities of Walla Walla and College Place. The concept of the project was approved by both cities, but the design details had not been completely developed. During the development phase, after the project had been approved, it was determined that there were insufficient funds to construct the bridge as

originally approved by both cities. It also appears the costs in the application were under estimated. The cities hired a consultant to evaluate the traffic needs at the intersection and to develop alternatives. This work has been completed and Option 3B was reviewed and approved by both of the city councils.

JUSTIFICATION

Provides sufficient capacity to meet operating standards in the peak hours. Project can be constructed within the current funding.

Both roadways will be closed during construction in order to optimize the construction season.

WSDOT Wouth Central Region concurs with the revised project, which is expected to become SR 125.

**STAFF
RECOMMENDATION**

Staff recommends approval of the scope change as presented with no change in TIB funds.

Transportation Improvement Board
Scope Change Request

Myra Road SR125-Garrison Creek Project
TIB Project Number: 8-4-176(021)-1

September 2, 2011

SUBJECT/REQUEST

The City of Walla Walla along with its funding partners, The City of College Place, The Port of Walla Walla and private developers are requesting approval of a substantial scope change for the Myra Road-SR125 to Garrison Creek project. Instead of an overcrossing, with a loop road connection between Myra and Dalles Military Roads, the city is proposing to lower the intersection, add lanes, and construct a new traffic signal.

HISTORY

The section of Myra Road between SR 125 and Garrison Creek represents the final obstacle in the Myra Road corridor connecting US12 to SR 125. In 2008, the extension of Myra Road north to US 12 was completed employing FMSIB, TIB and local funds. Subsequently, The City of Walla Walla was awarded \$1.86 million and \$500,000 from TIB and FMSIB respectively, through the 2007-8 grant cycles to construct a bridge at Dalles Military Road, eliminate the steep grades on Myra, add lanes to increase capacity, and provide a loop road connection between Myra Rd. and Dalles-Military/12th Street. The City worked with an engineering consultant developing the project until mid-2010, when it became clearly apparent that the project was significantly under-funded to provide all the design elements being required by the various project stakeholders.

To help define a productive path forward, the City hired the traffic engineering firm DKS Associates to first analyze the need for the project. New traffic counts were taken, and a fresh look was taken at the potential for development in the Myra corridor. This was necessary because 1) no counts had been performed since the opening of the Myra Road N. Extension and 2) the economic climate has significantly altered the pace of commercial development. The initial analysis re-confirmed the project's validity. These results were presented to both City Councils, and direction was given to proceed with an alternatives analysis. DKS looked at several alternatives, including a value-engineering effort of the current overcrossing alternative. Evaluation of the alternatives was based on criteria provided by both City Councils, cost, operational efficiency in the design year (2032), and input from TIB, FMSIB, and WSDOT. The consultant's recommendation was to pursue a lowered, at-grade, signalized intersection with additional lanes for capacity (Alternative 3b in the August 26, 2011 study).

PROPOSED SCOPE:

The attached map illustrates the proposed project limits, which would generally consist of the following:

- 5 lanes on Myra Road from SR 125, north to the end of the project.
- 3 lanes on Dalles-Military/12th Street at the intersection

- At-grade, signalized intersection lowered 6-8' from its existing location to meet AASHTO grade recommendations of 3% max. (Significant benefit for truck traffic in particular).
- Sidewalk on one side of Myra and a multi-use path on the other (Will match up with pedestrian facilities on existing Myra Road to the north, as well as providing full sidewalk connectivity with the side streets).
- Retaining walls and/or flattened slopes as appropriate against the private and park properties. Project development process will prove out which combination is the most economically sensible, while still being acceptable to the adjacent landowners.

CITY SUPPORT

The amended project scope (signalized at-grade intersection) was officially approved by both the City of Walla Walla and College Place City Councils at a joint City Council meeting on July 26, 2011. The revised project scope is still consistent with the City's TIP, though the costs will need to be updated.

TRAFFIC IMPACTS

The DKS study concluded that the proposed project amendment would accommodate the anticipated traffic volumes in the 20 year design horizon (2032). A comparison of operational conditions for both the previous grade-separated alternative, and the proposed signalized at-grade intersection is given in the DKS report, beginning on Page 16.

COST IMPLICATIONS

Funding Status to Date

The original TIB grant for the grade-separated option was \$1,860,000, which equaled 49.4% of the originally anticipated total project cost of \$3,767,107. Of this amount, \$280,000 was allocated for design engineering (PE). To date, \$210,091.15 has been reimbursed for PE, with approx. \$25,000 of eligible yet to be claimed for 2011. TIB funds have been the primary source of design-related funds for the project.

Total Revised Costs

Page 25 of the DKS study shows the anticipated cost differences between the overcrossing (current scope) and the proposed at-grade alternative. The anticipated cost of the proposed at-grade alternative (3B) is \$3,441,720 vs. \$6,191,890 for the grade-separated alternative (2). The proposed overall project funding scenario is as follows:

Requested Funding Scenario Revision

SOURCE	AMOUNT	STATUS
FMSIB	\$500,000	Project approval anticipated at September 9, 2011 board meeting
TIB	\$1,860,000	Requested*
STP	\$930,000	Re-allocation approved (Allocations for Port and City of Walla Walla)
Private	\$35,000	Secured
Agency	\$116,720	Secured (Approx. 50/50 split between Walla Walla and College Place)**
TOTAL	\$3,441,720	

Option 1 – Maintain Original TIB Grant Amount

* - The City requests that TIB maintain either the total original grant amount, or the percentage of the total project.
**- By interlocal agreement, the City of College Place is solely responsible for the value of certain improvements occurring near Commercial Drive. This amount will be determined by the engineer's estimate. The cities will split additional costs above that amount at a 50/50 rate.

Right of Way-

The proposed alternative will significantly reduce the amount of right of way needed for the project, as well as reducing the complexity of the right of way acquisition. The DKS alternatives analysis illustrates the anticipated differences in right of way needs on pages 21-22. The most significant differences in right of way needed for the two alternatives is 1) the presence of the loop ramp needed for the overcrossing alternative and 2) The significantly reduced cut depth needed for the at-grade signalized alternative.

SUMMARY

The development of the Myra Road SR125 to Garrison Creek project is currently behind schedule, and has accrued significant design costs for an option that has become cost-prohibitive, when the needs of the various stakeholders were accommodated. In spite of this, the Cities of Walla and College Place have worked cooperatively to develop a revised project proposal that addresses the identified needs at the intersection, has broad political support, maintains future operational efficiency, and costs less than the originally-proposed overcrossing project. The schedule and project budget being proposed are realistic and attainable. The partner agencies believe strongly that with TIB's continued support, the project will be delivered successfully.



NO.	REVISION	BY	DATE

 **CITY OF WALLA WALLA**
Public Works/Engineering
P.O. Box 478
Walla Walla, WA 99362

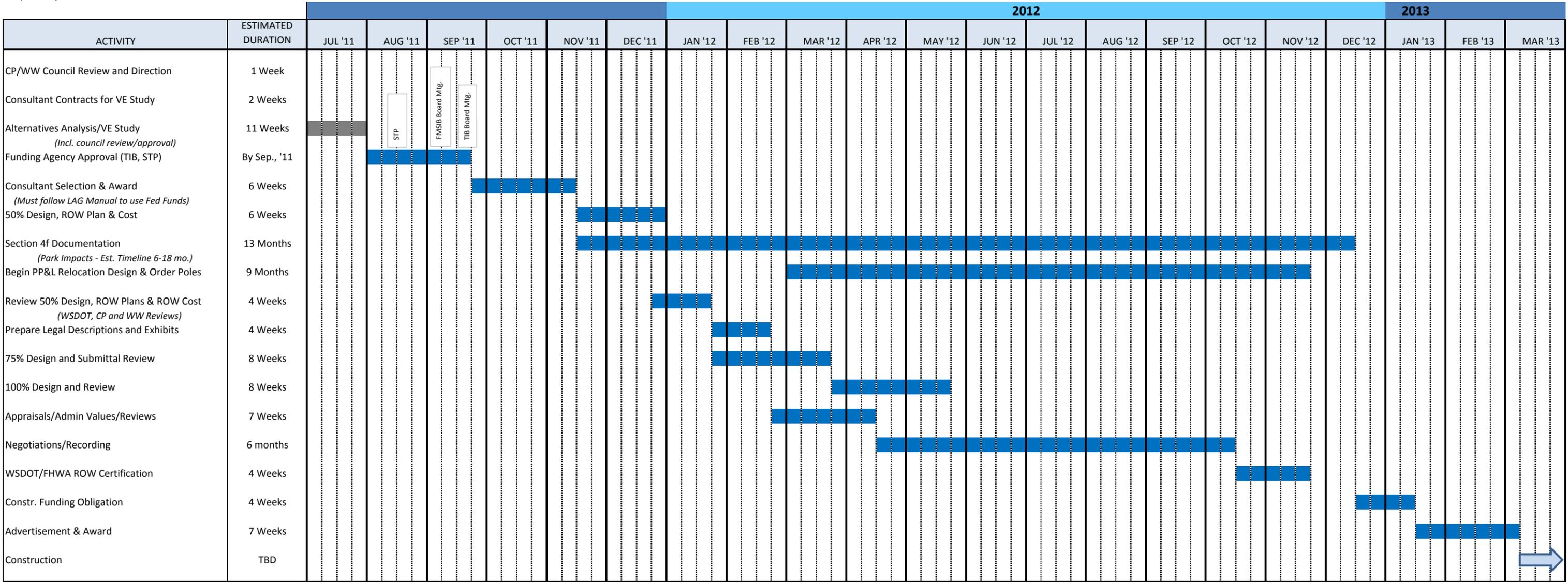
**MYRA ROAD / DALLES-MILITARY ROAD
CONCEPTUAL DRAWING
ALTERNATIVE 3B: FIVE LANE CROSS-SECTION W/TURN LANE IMPROVEMENTS**

DKS Associates
TRANSPORTATION SOLUTIONS
117 Commercial St. SE, Suite 212 • Walla Walla, WA 99362-2122
Phone: 509.525.4775
Fax: 509.525.4772

DRAFT

**City of Walla Walla/City of College Place Joint Agency Project
Myra Road: SR 125 - Garrison Creek Road**

Purpose of this schedule: To identify the critical path for the project assuming that the project is to be redesigned with an at-grade traffic signal.
Date Prepared/Updated: July 29, 2011
Prepared by: COWW, NC



- Assumptions:
- 1) Project will go back to an at-grade alternative
 - 2) Due to expenditures to date, Federal Funds will need to be used to complete design.
 - 3) If necessary, 4f documentation process becomes the critical path and can be completed within approx.13 months



Delayed Projects Process

September 22, 2011

BACKGROUND

Merger of two of the TIB accounts (UATA and TIA) through SSB 5797 calls for modification of the delayed projects process to reflect the single urban account. The current process greatly reduced delayed inventory and enabled active oversight of aging projects. The process uses three stages of delay beginning either 4.5 years (UAP) or 5.5 years (UCP) after award. Delayed projects receive escalating oversight each year under the three stages of delay. Tight transportation funding and a more aggressively managed inventory now call for a shorter, more conclusive process.

STATUS

The proposed new delayed projects process adapts the contingency designation used in 2009 to constrain the inventory to new lower funding levels. The contingency process effectively freezes construction funds until the project demonstrates readiness. Board action is required to “unfreeze” construction funds. A project moved to contingency has a limited time period to achieve readiness or the grant is withdrawn. Withdrawn projects may compete in future cycles, but only as construction ready projects.

Delayed Project Process Summary

Current Process	Proposed Process
4.5 or 5.5 years	4.5 years
Stage 1, letter only	Stage 1, establish ad date
Stage 2, establish ad date	Stage 2, move to Contingency List
Stage 3, Board extension required	Contingency Restoration (Board)
Withdrawal	2 years, Withdrawal

Contingency Restoration Process

A Board hearing would be required to restore a project to active status. Failure to restore a project within two years of moving to the contingency list would result in withdrawal of the remaining grant. The contingency process was effective, although the withdrawal timeframe was too long. The proposed contingency process carries a two-year withdrawal rule.

A project must meet the construction readiness test in order to be placed before the Board for restoration. The construction readiness test was developed in 2009 and modified for the purpose of implementing this proposed process.

CONTINGENCY PROJECT RESTORATION PROCEDURE

Revised: September 1, 2011

Summary of Procedure

1. The agency certifies project readiness.
 - a. The agency must certify that all matching funds are readily available and that there are no additional actions pending (e.g. no grants in application status or authorizations pending council action).
 - b. The agency must have the project at bid stage with all of the following completed:
 - i. Plan, Specification, and Engineer's Estimate (PS&E) package is complete and filed with TIB;
 - ii. Right of way is certified;
 - iii. All necessary permits and authorizations are acquired;
 - iv. All agency approvals are in order;
 - v. Bid package is ready for advertising
 - vi. No other obstacles exist to prevent immediate progress to construction;
 - vii. Customer has committed to a construction schedule. This means the bid will happen imminently, there is no plan to delay the award of the project, and partial actions are not acceptable (e.g. no partial construction and no phasing without a scope change).
3. Process for restoring contingency projects to active status.
 - a. Lead agency initiates request to restore funding by sending notice to the TIB engineer they meet the readiness requirement.
 - b. The request must be made sufficiently in advance of the board packet due date to allow staff to complete analysis of the revenue stream and project readiness.
 - c. Staff confirms readiness including a meeting with the agency to verify that all conditions are met.
 - d. The project will be heard before the board at the next scheduled meeting. The customer will need to present on their readiness to proceed with the project.
4. The Project shall move to bid within 60 days and issue a contractor notice to proceed within 120 days of board restoration. Projects failing to meet the schedule for bid phase shall be suspended by the board and move back to the contingency list.
5. Projects may be cut from the contingency list.
 - a. At any point in time, the lead agency may withdraw the project.
 - b. The TIB grant is withdrawn for all contingency projects that do not reach readiness within two years of their first date of listing.
 - c. The Board may cut project inventory at any time necessary to respond to dropping revenue forecasts and budget cuts.

RECOMMENDATION

The Board is requested to concur with or modify the proposed delayed projects policy. Upon approval of the revised policy, staff will complete WAC rule modifications currently being prepared for Board approval.



Visioning Report and Discussion

September 22, 2011

BACKGROUND

At the March 25, 2011 board meeting, an ad hoc committee was appointed to review and discuss core values, program changes, distribution and funding, criteria, balanced scorecard, and project delivery. The committee would also review and develop implementation strategies to respond to the JTC Efficiency Study. Committee members appointed included Chair Partch, Vice Chair Irish, Ms. Davis, Ms. Philpot, Mr. Thomsen, and Mr. Coleman. The Visioning Committee met on June 2, June 14, and September 7.

STATUS

The meetings were very productive, resulting in several recommendations to be brought back to the full board for consideration and discussion. A summary of these recommendations and current status can be found on page 45.

RECOMMENDATION

The Visioning Committee requests the Board to concur with or modify the proposed recommendations.



Visioning Committee Review

Listed below is a summary and status of recommendations made by the Visioning Committee at the June 2, June 14, and Sept. 7 committee meetings.

FOCUS	RECOMMENDATION	STATUS
Core Values	Maintain core values, adding education to "Improve and Innovate"	Included in Director's work program - Active
	Ensure program concepts are consistent with core values	
Programs and Funding	Migrate the UAP to a small scope, high value program (spot improvements)	Part of criteria banding revision - Active
	Continue to fund major corridors through larger UCP grants	Part of criteria banding revision - Active
	Urban sidewalk funding should focus on larger, more meaningful projects	Part of criteria banding revision - Active
	Support implementation of ADA transition plans	Part of criteria banding revision - Active
	First-in funding addressed via convertible loan	Requires legislative change - Pending
	Consider offering a larger scale hybrid loan-grant, with loan covering match	Requires legislative change, but needs coordination with Public Works Board - Pending
	Continue to invest additional funds in next group of lowest PCR scoring towns (Red Towns II)	Part of supplemental call - Active
	Offer a demo program extending preservation eligibility to additional cities with low assessed property value	Part of supplemental call - Active
	Research feasibility of creating a small city LED street lighting conversion program	Working with city of Buckley as pilot for this program; researching existing conditions in sample towns - Active
Criteria	Shift to the criteria banding concept to rank order selected projects	Beta tested – Active
	Add constructability as a criteria category	

FOCUS	RECOMMENDATION	STATUS
Project Administration	Retain on-call consulting engineers to supervise the design and construction of TIB projects in small cities as needed	RCW 47.26.185 gives this authority - Pending
	Add a clause in the fuel tax agreement that landscape maintenance is required; if not maintained, eligibility for future grants could be at risk	Will discuss including this in current grant contract with AAG - Pending
	Revise VE rule to state that VE study is reimbursable if the study is deemed necessary by TIB	Requires WAC change - Pending
	Eliminate the special studies category and instead increase engineering limit to 30%; construction only projects would have engineering limit at 20%	Requires WAC change - Pending
New Law Funding Priorities	<ol style="list-style-type: none"> 1. Alternative fuel revenue participation 2. TIA Urban - \$25M - \$30M per year 3. SCPP – permanently increase eligibility to include \$1B AV (\$3M -\$5M per year) 4. Street light reset LED - \$2.5M per year 	Legislative priorities for 2012 or 2013 – Requires Board approval
Other	Develop best practices for sustainable preservation (i.e., warm mix, recycling, etc.)	Training held for engineers 7/27-28 – Active
	Revise application to include justification for not including bicycle facilities to a project	2012 application change - Active
	Update balanced scorecard and tie to executive director evaluation and have in place within a year	January 2012 start date - Pending
	Shorten delayed projects process	Requires WAC revision - Pending
	Review JTC draft report	Sept. Board meeting agenda item - Active



JTC Efficiency Study 2010 Recommendations Response

September 22, 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 for 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

Responses to 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 implemented this recommendation in its 2011 grant cycle.

For the 2011-2013 biennia, TIB is offering a pilot program by extended its successful pavement preservation grants to 30 additional towns with population over 5,000, but with cumulative assessed property values under \$1 billion. Assessed value is a good measure of local fiscal capacity. TIB will use fund balance to pay for the additional coverage in the current biennium only. Future funding may be included in a new law request in order to make the program extension permanent. The following 30 towns will be eligible for paving assistance in 2011-2013:

City	Assessed Value*	Population
City of Toppenish	262.88	9,080
City of Clarkston	368.61	7,265
City of Colville	380.12	5,045
City of Grandview	407.17	9,290
City of Prosser	411.14	5,140
City of Ephrata	416.76	7,080
City of Hoquiam	434.95	8,770
City of Othello	437.04	6,800
City of Cheney	507.47	10,680
City of College Place	520.81	9,165
City of Union Gap	528.13	5,850
City of Selah	530.30	7,180

City	Assessed Value*	Population
City of Orting	539.53	6,245
City of Pacific	600.84	6,305
City of Sunnyside	602.61	15,410
City of Chehalis	628.44	7,185
City of Yelm	689.91	5,900
City of Fircrest	694.58	6,345
City of Kelso	728.20	11,780
City of Milton	731.01	6,540
City of West Richland	746.66	12,130
Town of Steilacoom	747.05	6,300
City of Shelton	747.49	8,975
City of Stanwood	775.78	5,705
City of Duvall	816.27	5,990
City of North Bend	840.58	5,665
City of Brier	840.60	6,490
City of Sedro Woolley	848.75	10,040
City of Sequim	882.92	5,830
City of Aberdeen	952.38	16,450

*In millions of dollars

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.

No change to TIB policy was identified for this recommendation.

First-in funding can be defined in a number of ways and it is not clear, specifically, what was intended by this recommendation. TIB funds projects on a life cycle basis, distributing the grant over the design, right-of-way and construction phases. During the study, at least one customer perceived TIB as a last-in funder, choosing to withhold grants until other funding sources were assembled. This perception may reflect TIB’s requirement that projects demonstrate “a strong prospect to achieve full funding” or that we do not provide design only grants. TIB rarely provides design only funding because the projects pose a significant risk of never going to construction. If the state desires to provide design only funding to ease project development, such costs should be convertible loans in order to manage the risk of speculative projects. Such loans would convert in whole or part to grants only if the project proceeds to construction. TIB currently has no authority for convertible loans.

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.

TIB believes it excels at portfolio management as evidenced by receiving many national awards for transparency and performance management.

TIB currently operates an extensive data tracking and reporting mechanism. Our project engineers maintain a Project Tracking System providing real-time data to the TIB Dashboard. The executive director and staff meet monthly to discuss the portfolio of projects aggregately and specifically. Project risks are actively managed through a delayed projects process and the entire portfolio is managed to meet a variety of administrative and financial performance targets.

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

The 2011 Legislature took action to implement this recommendation.

SSB 5797 merged the UATA and TIA into one account. Combining the two accounts allows TIB more flexibility to fund the best projects by eliminating funding silos that allocated the money into smaller pots. TIB is currently amending WAC rules to implement 5797.

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

In 2011, TIB worked to strengthen the link of its programs to the state transportation policy priorities.

In response to the Efficiency Study, TIB established a board Visioning Committee to strengthen its strategic direction. The Visioning Committee recommended re-engineering the TIB selection process. The new selection process refines TIB program objectives and more specifically implements state transportation policy priorities. The TIB Dashboard provides many measures including program outcome measures and financial measures. TIB will complete a five-year update to its strategic plan in 2012. Program objectives and outcomes will be further developed in that process.

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.

TIB has tracked time lapse performance measures since 2003.

The TIB Dashboard publicly displays our performance measures, including annual year-end statistics on our most vital metrics. Shown below are the annual statistics from 2006-2010.

YEAR END PERFORMANCE MEASURES

	<i>Targets</i>	2006	2007	2008	2009	2010
Active Projects	450	427	427	375	230	303
Current Grant Obligation	\$300M	\$397M	\$380M	\$357M	\$209M	\$257M
Average Project Life						
Urban Corridor Program	7 Years	8.4 Years	7.8 Years	7.4 Years	5.7 Years	5.9 Years
Urban Arterial Program	5 years	6.2 Years	5.7 Years	6.0 Years	5.6 Years	4.5 Years
Small City Arterial Program	3 Years	3.2 Years	2.8 Years	3.4 Years	2.8 Years	2.9 Years
Net Grant Increases/Surpluses	<0	-\$15M	-\$3M	-\$3M	-\$8.5M	-\$9.9M
TIA Balance	\$10M	\$14M	\$16M	\$6M	\$3.4M	\$32.2M*
Average Payment Cycle						
Urban	<39	39 Days	27 Days	19 Days	21 Days	15 Days
Small City Arterial Program	<21	18 Days	13 Days	11 Days	12 Days	8 Days
Delayed Projects (Delayed/Total)	<5%	71/418	50/337	29/368	24/292	16/185

*Fund balance currently exceeds target due to program cancellations during 2009-2010 recession. TIB has taken action to increase expenditures in the 2011-2013 biennia.

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

TIB worked with our partner agencies to compare portfolio performance measures.

TIB portfolio measures have been tracked monthly and annually since 2003. Portfolio measures have been shared across our partner agencies. Current TIB portfolio measures are provided below:

PORTFOLIO MANAGEMENT MEASURES

Number of Projects in Design	97 Projects
Number of Projects in Construction	162 Projects
Number of Delayed Projects	14 Projects
Remaining Grant Dollars	\$207,498,750
Total Account Balances	\$46,308,678
Current Average Payment Turnaround	5.3 Days
Percent Administrative Overhead	1.3 %
Percent of Application Dollars Funded	15.5 %

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 is a good tool to show how the agencies are different and how TIB has a specific role in funding urban and small city projects.

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.

The executive director provides reports and information to legislators, policy makers, and key staff on a regular basis. Keeping stakeholders informed is a high priority for the executive director, which helps maintain excellent working relationships.

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

As a small agency with weakening revenue, TIB has reduced staff 35 percent since 2004 in response to decreasing workload. Unfortunately, it's impossible to maintain a staffing depth chart under such constrained conditions. TIB developed the succession plan summarized below, but it does not provide an ideal condition of immediate succession.

Position	Replacement Options	Staff Development/Training
Executive Director	<ul style="list-style-type: none"> • Hire Interim • Backfill with CAO as temp during ED search process • Hire new employee 	
Accounting Manager/Budget	<ul style="list-style-type: none"> • Contract with Small Agency Client Services (SACS) • Request personnel loan from other state agency 	<ul style="list-style-type: none"> • Provide appropriate training to new hire.

Position	Replacement Options	Staff Development/Training
Engineers	<ul style="list-style-type: none"> • Hire new employee 	<ul style="list-style-type: none"> • Each engineer has a back-up engineer. That back-up would take over until a new engineer is hired. • Desk manual is in place for training new engineers.
IT/Network Administrator	<ul style="list-style-type: none"> • Use in-house employee as temporary until replacement is hired • Request personnel loan from other state agency • Hire new employee 	<ul style="list-style-type: none"> • Have passwords and network operations instruction available for temp/new hire. • Provide appropriate training to temp/new hire.

RECOMMENDATION

The Board is requested to concur with or modify the proposed JTC recommendations. Once approved, the TIB staff will draft the final JTC report for review at the November meeting.



Executive Director Evaluation Process

September 22, 2011

BACKGROUND

At the June 2010 meeting, an ad hoc committee was appointed to assist in finding a replacement for the executive director. During the ad hoc committee meetings, discussions came up regarding the evaluation process used for the executive director position. It was the consensus of this committee that an evaluation process needed to be developed, and that, perhaps it could also be tied into the Visioning Committee.

STATUS

The following is a blend of ideas and suggestions that arose through both committees and is presented today for full Board discussion.

Tie the performance of the executive director to that of the success of the organization. This success would be measured through the four key areas of the balanced scorecard:

- Financial solvency and status
- Customer satisfaction
- Staff retention and internal opportunities
- Internal processes relating to communication to the Board

The executive director evaluation will be conducted by the Board Chair and Vice-Chair together. They would solicit input from all Board members individually, and return to the full Board with their recommended evaluation. This would be held every two years during the June meeting that is the outgoing Chair's last meeting (every odd year). The evaluation may be done on an informal basis during an executive session.

The executive director's overall performance would be measured against the collective expectations of the existing board at the time of the evaluation.

RECOMMENDATION

It is requested that the Board concur with or modify this policy. The final policy will be brought back to the full Board for action at the November meeting.