



Transportation Improvement Board  
January 26-27, 2012 – Olympia, Washington  
Location: Ramada  
4520 Martin Way  
Olympia, WA 98516  
(360) 459-8866

January 26, 2012  
WORK SESSION AGENDA

WORK SESSION

	<i>Presentations</i>		Page
2:00 p.m.	Local Presentations	Clint Ritter	
	<i>Projects &amp; Program Matters</i>		
2:30 p.m. A.	Lewis County: Airport Road Scope Change Request	Clint Ritter	42
3:00 p.m. B.	WAC Revisions	Steve Gorcester	46
3:45 p.m. C.	Criteria Development Status and Update	Vaughn Nelson & Steve Gorcester	94
	<i>General Matters</i>		
4:15 p.m. D.	Strategic Plan Framework	Steve Gorcester	98
4:45 p.m. E.	Rhonda Reinke Presentation	Rhonda Reinke	
5:00 p.m. F.	Adjournment	Chair Irish	

*Dinner on your own*



Transportation Improvement Board  
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January 27, 2012 – 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 November 18, 2011 Minutes	Chair Irish 1
	B. Communications	Steve Gorcester
	1. Where the sidewalk starts – <i>Whitman County Gazette</i>	5
	2. Congress funds RapidRide to serve Renton, Tukwila, Burien – <i>Tukwila Reporter</i>	6
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	8. Aberdeen & Hoquiam “come together” to bridge Myrtle St divide – <i>KXRO Radio</i>	14
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	12. Langley gets grant for street work – <i>South Whidbey Record</i>	18
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	14. State funds Soap lake street repairs – <i>Columbia Basin Herald</i>	21
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	16. Grandview puts car tab cash to work – <i>Yakima Herald-Republic Online</i>	24
	17. Rounding the way–Construction on Silverdale roundabout – <i>Bremerton Patriot</i>	26
	18. Governor pushes transportation investment – <i>The Seattle Times</i>	28
	19. Major road construction projects to begin next month – <i>Kitsap Sun</i>	31
9:15 a.m.	3. LEGISLATIVE UPDATE	Senator Haugen & Representative Clibborn
9:45 a.m.	4. NON-ACTION ITEMS	
	A. Chair’s Report to the Board	Chair Irish
	B. Executive Director’s Report	Steve Gorcester
	C. Financial Report	Steve Gorcester
	D. Project Activity Report (11/1/11-12/31/11)	Clint Ritter 34
10:30 a.m.	5. ACTION ITEMS	
	A. Lewis County: Airport Rd Scope Change Request	Clint Ritter 42
	B. WAC Revisions	Steve Gorcester 46
11:00 a.m.	6. FUTURE MEETINGS	Steve Gorcester
	March 22-23 Wenatchee (Coast Hotel)	
	June 21-22 Vancouver (The Heathman Lodge)	
	September 27-28 Walla Walla (Marcus Whitman)	
	November 15-16 Bellingham (Lakeway Inn)	
11:05 a.m.	7. ADJOURNMENT	Chair Irish

**Transportation Improvement Board  
November 18, 2011  
Doubletree Suites  
Tukwila, Washington**

**MINUTES**

**TIB BOARD MEMBERS PRESENT**

Mayor James Irish, Chair  
Commissioner Mike Wilson, Vice Chair  
Councilmember Jeanne Burbidge  
Mr. Todd Coleman  
Councilmember Sam Crawford  
Ms. Kathleen Davis  
Mr. Mark Freiberger  
Councilmember Bill Gothmann  
Secretary Paula Hammond

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

**TIB STAFF**

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

**TIB BOARD MEMBERS NOT PRESENT**

Mr. Paul Ingiosi

**CALL TO ORDER**

Chair Irish called the meeting to order at 9:07 a.m. He introduced Tukwila Mayor Jim Haggerton who welcomed the board to Tukwila and thanked the board for the nearly \$10 million that TIB has invested toward the city's infrastructure.

**GENERAL MATTERS**

**A. Approval of September 23, 2011 Minutes**

**MOTION:** It was moved by Commissioner Wilson with a second from Councilmember Gothmann to approve the minutes of the September 23, 2011 board meeting as presented. Motion carried unanimously.

**B. Communications**

Steve Gorcester referred the board to the articles in the board packet. He specifically noted the article regarding the Southcenter Parkway ribbon cutting. Secretary Hammond mentioned the article about the Valley Mall Boulevard ribbon cutting in Union Gap. She attended that event and presented a piece of the ribbon to Mr. Gorcester. Commissioner Partch shared an article from the *Lewiston Tribune* that mentioned TIB in their assistance to revive rural Whitman County.

**NON-ACTION ITEMS**

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

- He was re-elected as La Center's Mayor, allowing him to remain on the board.
- Update on former board member, Bill Ganley, who has been given a good prognosis.
- A plaque was presented to Councilmember Gothmann who has chosen to not run for re-election for Spokane Valley City Council and will be stepping off the board. Councilmember Gothmann stated it was a pleasure serving on a board that does not let politics enter into decisions, but rather are genuinely concerned about getting the work done and doing what is best for the state.

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

### ***Work Program***

- Distributed his work program, which outlines specific tasks in between meetings. His current priority is revising the criteria. He has contracted with others that have expertise within each criteria band. These specialists will be providing training to the engineers in the next month.

### ***Legislative***

- He met with Senator Haugen and Representative Clibborn to review the TIB legislative agenda. Senator Haugen may run a bill that reduces board size. Consequently, any board replacements will not happen until March. There was some discussion about contacting the Association of Washington Businesses, who lobby for the elimination of TIB, and educate them of our purpose and benefits to the business community.

Representative Clibborn liked the streetlight retro-fit program, and expressed interest in securing funding.

### ***WAC Revisions***

- The major changes in the WACs involve the Stage 2 delayed projects moving to a contingency list and the monetary requirement on Value Engineering (VE) studies. Steve has worked with VE experts to help determine how the VE Study WAC should be drafted, recognizing that a VE study should be driven by the project's complexity rather than a dollar threshold.

### ***Project Events (all are ribbon cuttings)***

- City of Shoreline – Aurora Avenue N (SR 99)
- City of Blaine – H Street
- City of Bellingham – Meador Avenue Pedestrian Bridge
- City of Tukwila – Klickitat Drive & Southcenter Parkway
- City of Union Gap – Valley Mall Boulevard

### ***Upcoming Events***

- Carnation Entwistle Street – Dec. 15 at 9:00 a.m.

## **C. Financial Report**

Theresa Anderson reported the following:

- There was a drop of about \$1.2 million in the latest revenue forecast for the current biennium
- The current account balance is \$39 million, with another \$8.2 million expected in one week
- Remaining commitment is down from \$256 million to \$185 million; nearly \$70 million paid to local agencies in the last four months
- The gap in the revenue forecast v. demand is due to the absence of the current project selection, which will materialize next month

## **D. Project Activity Report**

Greg Armstrong reported that 27 project actions were processed, with the majority of them project closeouts. Notable changes included approximately \$397,000 in surpluses and withdrawals for a total decrease in TIB obligations of \$465,026.

## **ACTION ITEMS**

- A. Renton Strander Blvd Emergent Nature Request** – This project was advertised in August 2011 with the engineer's estimate showing that the project was fully funded. Since the city believed it was fully funded, they did not submit a rapid action funding request. Once bids were opened, it was discovered that there was a \$2,772,369 shortfall, mainly due to the high price of steel. However, the TIB application cycle was closed by this time.

If a rapid action application had been submitted, this project would have been within the funding range for both UCP and UAP.

The city has approached all of their original funding partners and their request for additional funds has been denied. This project is the city's top priority and staff have been directed by the council to seek additional funds from TIB. If necessary, they would withdraw their South Lake Washington Road rapid action request of \$1,755,496, which is selected in the Priority Array, if the Board agrees to fund this request.

If the city does not find additional funding, the bids must be rejected, which would not only delay the beginning of construction, but may also result in the loss of other grants such as FMSIB.

TIB staff did not make a recommendation on this project, but deferred to the board. After a lengthy discussion, the following motion was made.

**MOTION:** It was moved by Mr. Wessels with a second from Councilmember Crawford to authorize \$1,650,000 in emergent nature funding for Renton Strander Boulevard BNSF Grade Separation and removing the Renton South Lake Washington Road project from the Priority Array.

Additional discussion ensued regarding including a contingency in the motion and allowing Renton to keep the South Lake Washington Road project in the Priority Array. After extensive dialog on the South Lake Washington Road project, it was the consensus of the board to remove the exclusion of the Renton South Lake Washington Road project from the motion and to include contingency language.

**AMENDED MOTION:** It was moved by Ms. Philpot with a second from Councilmember Gothmann to include language in the original motion to allow up to \$1,100,000 contingency funding to be authorized by Executive Director Authority upon satisfactory demonstration of need by the city. Amendment carried with Mr. Wessels and Councilmember Crawford opposed.

**FINAL MOTION:** It was moved by Ms. Philpot with a second from Mr. Coleman to authorize \$1,650,000 in emergent nature funding for Renton Strander Boulevard BNSF Grade Separation and up to \$1,100,000 contingency funding to be authorized by Director Authority upon satisfactory demonstration of need by the city. Motion carried unanimously.

- B. 2011-12 Project Selection** – The FY 2013 priority array was presented to the board for adoption. One hundred and twenty-nine projects totaling \$120 million were recommended. This is the first year that the construction-ready rapid action projects were awarded. The table below summarizes the breakdown in programs and funding.

Program	# of Recommended Projects	Recommended TIB Funds
Urban Program	29	\$66,567,815
Rapid Action	16	\$32,309,060
Expanded Preservation Program	23	\$5,116,315
Small City Arterial Program	19	\$11,018,949
Sidewalk Program	10	\$2,274,084
Small City Preservation Program	30	\$2,553,613
City Hardship Assistance Program	2	\$336,625
<b>TOTAL</b>	<b>129</b>	<b>\$120,176,461</b>

**MOTION**: It was moved by Mr. Weber with a second from Councilmember Burbidge to adopt the FY 2013 Priority Array as presented. Motion carried unanimously.

- C. **JTC Recommendations** – The final JTC recommendation responses were presented to the board. These responses required a collaborative effort among TIB, CRAB, FMSIB, and H & LP. The report is due to the JTC on December 1, 2011 and will contain a matrix with all four agencies summaries along with individual detailed reports from each agency.

**MOTION**: It was moved by Mr. Freiburger with a second from Commissioner Partch to approve the proposed JTC recommendations for final submission to the JTC on December 1, 2011. Motion carried unanimously.

#### **FUTURE MEETINGS**

The next meeting is scheduled for January 26-27, 2012 in Olympia. Meeting notices will be sent out on January 6, 2012.

#### **ADJOURNMENT**

The meeting adjourned at 11:07 a.m.

**MONDAY**

Penn State University Athletic Director Tim Curley and finance official Gary Schultz resigned and face charges for covering up alleged sexual assaults of young boys by former defensive coordinator Jerry Sandusky.

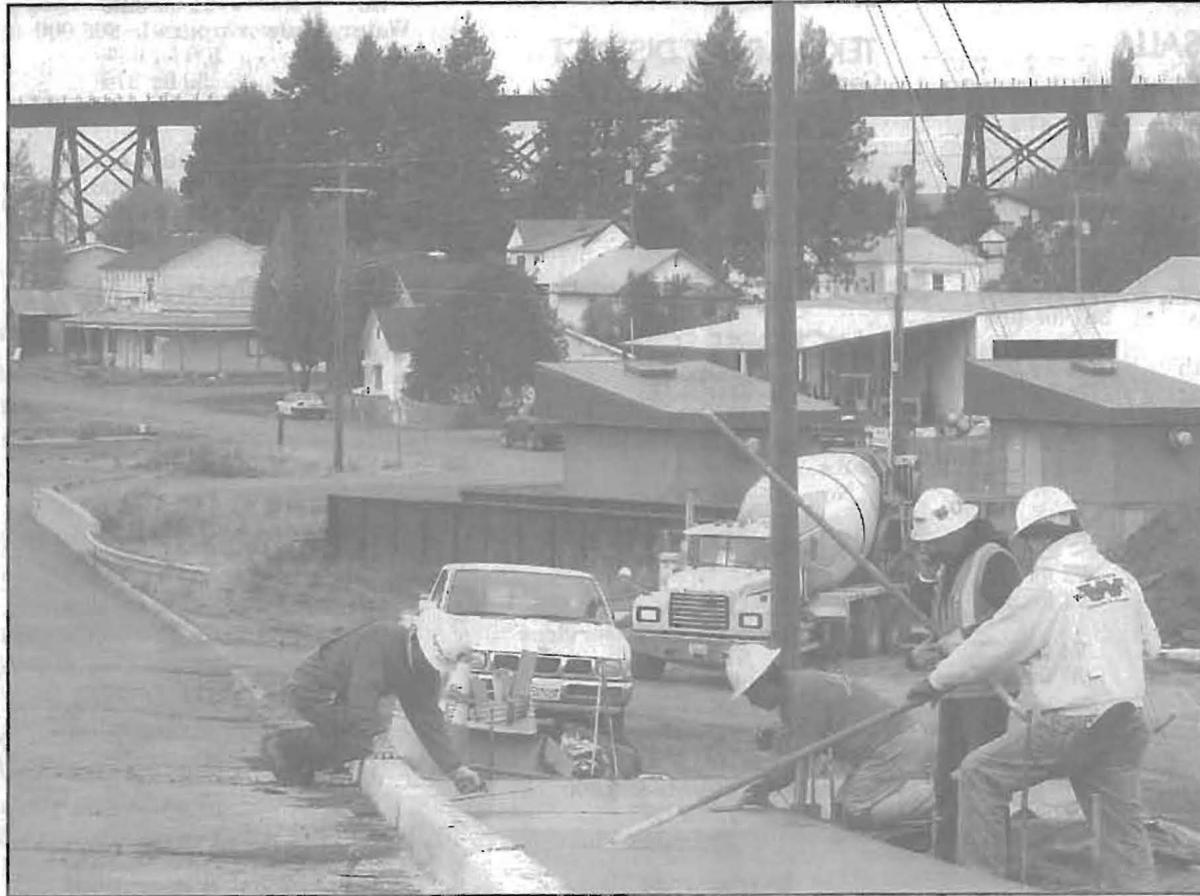
Michael Jackson's personal doctor Conrad Murray, 58, was found guilty of involuntary manslaughter in the pop star's drug-related death in 2009. Murray faces up to four years behind bars when he is sentenced on November 29 but may spend only months in Los Angeles' overcrowded cells.

Heavyweight boxing Champion Joe Frazier died from liver cancer at the age of 67. "Smokin' Joe" used an historically powerful left hook to rule the heavyweight division from 1970 to 1973. He was the first boxer to beat Muhammad Ali.

Urban guerrilla 'Carlos the Jackal' went on trial for deadly Paris bomb attacks he is accused of mounting at the height of his "anti-imperialist campaign" in the 1970s and 1980s.

**TUESDAY**

Page 5



## Where the sidewalk starts

A crew from W.M. Winkler Company of Spokane smooths out a section of the new sidewalk project in Tekoa. On Crosby and Poplar Street (Highway 27), the new walkway and landscaping is 95% funded by the state of Washington's Transportation Improvement Board.

said Hegg. "As an inde- Middle School at 7:15 p.m.

## Trail p sites, t

BY JERR  
Gazette

A pos between the grounds and Wayne Trail at the high trees were among cussed last Nov. 2, in the meeting for th

Bill Fras for Washing parks, reporte of camping fac head at the ro site of the Arena, could b proposals for th

Fraser Ranger Mark ducted earlier Malden and aim of the mee get public com pile a plan for the trail which ated by the department.

The parks some concerns trail operation. attending the sion appeared receptive to th operation which funded with a g

Again, p questioned wh Parks Departn ever receive any

WHITMAN CO. GAZETTE



## Congress funds RapidRide line to serve Renton, Tukwila, Burien

NOVEMBER 17, 2011 · 5:07 PM

King County leaders are applauding congressional approval of \$37.5 million for two new Metro Transit RapidRide lines, including one connecting Burien, Tukwila and Renton.

The second line will travel along Aurora Avenue between Shoreline in north King County and downtown Seattle.

Both are scheduled to start two years from now.

The southern line is known as Line F and the northern one is Line E

The measure passed in both the House and Senate Thursday and now goes to President Obama for his signature, according to a county press release.

"Federal funding for these RapidRide lines will provide jobs during construction, improve access to employment and commercial centers in North and South King County, and stimulate development in the future," said county Executive Dow Constantine.

RapidRide is a unique Metro service that includes newly designed buses, shelters and signs. The distinctive red-and-yellow buses are energy efficient, low-emission hybrid vehicles with low floors and three doors for easier, faster boarding.

"Historically, South King County has had inadequate east-west transit connections," said council member Julia Patterson, who represents Tukwila and Renton. "With these funds, Metro can provide the east-west bus service so desperately needed, with RapidRide F expected to serve 4,800 riders a day."

Metro debuted the first of six RapidRide routes in 2010, when Line A began serving a key corridor linking Federal Way with Tukwila. This fall, Line B started between Bellevue and Redmond. Next year, the C and D lines will link West Seattle and Ballard to downtown Seattle.

Studies show the A Line has increased bus ridership by 30-40 percent in that corridor. On the Eastside, B Line ridership is projected to increase to nearly 2.2 million passenger trips a year by 2016 when compared with the regular bus service it replaced, according to the press release.

The \$37.5 million will be awarded as part of a federal Bus and Bus Facilities grant program, and represents full funding of Metro's request. The county will share some of the funding with partner cities to help construct the street improvements and transit elements inside their jurisdictions that make RapidRide successful. Funding partners for the E and F lines include Shoreline, Seattle and Tukwila.

### Find this article at:

<http://www.tukwilareporter.com/news/134088003.html>

Check the box to include the list of links referenced in the article.

Click to Print

Nov, 19, 2011

## Bakerview/I-5 project will relieve some traffic congestion

JARED PABEN / THE BELLINGHAM HERALD

BELLINGHAM - A project to relieve congestion in the West Bakerview Road-Interstate 5 area got the green light when a state board approved chipping in \$1.5 million.

Until the Friday, Nov. 18, decision by the state Transportation Improvement Board, local transportation officials didn't have enough money for the project.

Bellingham will take the lead, but the project is a public-private partnership with funding from local governments and a voluntary contribution from Fred Meyer, which has a store in the affected area.

"I can't even begin to tell you how excited I am about this whole thing," Bellingham Transportation Planner Chris Comeau said. "It's not just good news. I view it as almost precedent-setting. It's just a fantastic example of how we can all work together in a coordinated fashion and really succeed."

Ultimately, the interchange will need to be rebuilt, but state and local agencies don't have the tens of millions of dollars it would require. A state Department of Transportation study found that relatively low-cost street changes will yield big benefits in reducing congestion in the meantime.

### ROAD CHANGES

The changes, which total about \$3.2 million, include the following:

- Minor widening of the road on both sides of the overpass. This will allow for a dedicated right-turn-only lane for westbound traffic turning onto the northbound on-ramp.
- Restripe the street to provide two driving lanes in each direction between Pacific Highway and Bennett Drive, except for on and just west of the overpass, where there'd be two westbound lanes and one eastbound one. The bridge currently has one lane in each direction.
- Add a sidewalk on one side of the bridge, which currently has only shoulders.

The project still must be designed and engineered.

Comeau said the city plans to have construction finished by the end of 2014.

### CONGESTION REDUCED

According to the funding application submitted to the state board, the improvements will yield major reductions in congestion. They include:

- Decrease by 50 percent the average delay for a driver at the northbound off-ramp and Bakerview Road.
- Decrease by 75 percent the average delay at the Bakerview-Maplewood Avenue intersection.
- Decrease by 77 percent the traffic backup between Maplewood and Pacific Highway.

The improvements don't address the eastbound delay at Maplewood Avenue, however, according to the DOT study.

Comeau said the project supports economic development.

### PROJECT FUNDING

In addition to the \$1.5 million from the state board, funding will come from the following sources:

Bellingham: \$650,000 in local tax revenues, with an additional \$250,000 in transportation impact fees, which are fees developers pay to account for the traffic impacts of their projects.

Port of Bellingham: \$500,000. The port must make improvements to account for traffic impacts of development in the airport area.

DOT: \$100,000.

Fred Meyer: \$100,000.

Whatcom County: \$100,000.

Public-private partnerships like this are rare, Comeau said. But it helped make the project more appealing for funding from the state board.

"In this case, the local benefit was clear, and the local agencies were clear in their support for it," said Sam Crawford, a Whatcom County Council member and member of the state board.

**WHARF STREET**

A separate grant request for funding for a new roundabout was rejected by the board. Bellingham asked for \$2 million to build a roundabout where Wharf Street intersects with Boulevard and State Street. The project scored highest for this region, but there wasn't money remaining after the state board provided funding to a Mount Vernon road project.

In the future, the city may reapply for the Wharf Street project.

**EVERSON, NOOKSACK GET PROJECT MONEY**

The cities of Everson and Nooksack were also awarded money by Transportation Improvement Board Friday.

Everson received two grants. One, for \$35,000 is for repaving five streets totaling two-thirds of a mile. The other, for \$536,000, is to repair and improve North Washington Street from Main Street to Third Street. Stormwater drainage and a water line also will be replaced as part of this work.

Nooksack received \$123,000 to repair and repave East Madison Street between East Fourth Street and city limits.

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**SEE PROJECT DETAILS**

- **Click here** to see the Bellingham grant application for the Bakerview Road-I-5 area project (PDF).
- **Click here** to see a WSDOT study detailing Bakerview Road-I-5 improvements (PDF).

To see more on the state Transportation Improvement Board and the grants it awarded Friday, go to [tib.wa.gov](http://tib.wa.gov).

Reach **JARED PABEN** at [jared.paben@bellinghamherald.com](mailto:jared.paben@bellinghamherald.com) or call 715-2289. Read his *Traffic Blog* at [blogs.bellinghamherald.com/traffic](http://blogs.bellinghamherald.com/traffic).

## Funds secured for LaVenture-Anderson connector road

By KATE MARTIN  
Staff Writer

MOUNT VERNON – The city of Mount Vernon and Skagit County announced Friday that they have secured \$5.5 million in state money to build a connector road between LaVenture and Anderson roads in south Mount Vernon.

Thanks to that funding, the project that's been nearly a decade in the making could now be completed by the end of 2012, officials said.

The \$13 million connector could remove as much as 20 to 25 percent of peak-hour traffic from the College Way exit on Interstate 5, said Mount Vernon Mayor Bud Norris Friday afternoon.

"This is going to be a tremendous improvement for the traffic flow for the city of Mount Vernon," Norris said.

It will provide a new access point to I-5 and also is the start of a perimeter arterial that will eventually surround the city, Norris said.

Skagit County Commissioner Ken Dahlstedt said the new road will provide greater access to the south Mount Vernon park and ride at Hickox Road and Old Highway 99.

The funds came from the TIB rapid action program, which pays for shovel-ready projects throughout the state.

### Funding by the numbers

#### First phase: LaVenture Road from Section Street to Blackburn Road

- \$1 million each from the state of Washington
- \$1 million from the federal American Recovery and Reinvestment Act
- \$500,000 from the private sector

#### Second phase: Anderson/LaVenture road connector

- \$5.5 million from the state Transportation Improvement Board
- \$500,000 from Skagit County
- \$500,000 from the city of Mount Vernon
- \$6.5 million in federal transportation funding.

#### Anderson Road from Blodgett to Cedardale Road (already constructed)

- \$1 million combined from Skagit Publishing and Dimensional Communications

#### Other area projects approved by the Transportation Improvement Board Friday:

- \$381,135 for sidewalk improvements in Concrete near the high school and elementary school
- \$963,410 for an arterial project on Main Street
- \$109,650 for road overlays in Hamilton
- \$163,825 for an expanded preservation project in Sedro-Woolley

"The timing has been critically important," Dahlstedt said. "If we didn't get property easements by a certain deadline, we wouldn't get the money. We've had to take some pretty extreme steps to meet this deadline."

At just under a mile, the project slices through half-dozen properties, all of which city and county officials have had to negotiate with property owners for access.

The final piece came into place last week, said Skagit County Public Works Director Henry Hash.

The connector road is the second phase of the project, the first being a \$2.5 million

extension of LaVenture Road from Section Street to Blackburn Road, which was completed last year.

Dahlstedt said that mayors in the region who help lead the area Regional Transportation Planning Organization voted to leverage future federal funds to help pay for the project.

Others who partnered with the county and city on the project are state Sen. Mary Margaret Haugen, the Washington State Department of Transportation, the Regional Transportation Planning Organization and TIB Executive Director Steve Gorcester.

## City will widen intersection at SW 336th Street and 21st Avenue SW

By GREG ALLMAIN

Federal Way Mirror reporter

NOVEMBER 22, 2011 · UPDATED 4:16 PM

Federal Way had initially planned what's known as a "Michigan left" or a "median U-turn" at the intersection of SW 336th Street and 21st Avenue SW. However, the city revised its plans after an extensive study of the intersection.

Instead, the city will proceed with a traditional widening of the intersection, after the council gave the go-ahead Nov. 15 for the traditional widening plan.

Rick Perez, city traffic engineer, gave a presentation to the council on the approximately \$5 million project. Perez said the traditional widening, median U-turn, a roundabout and a hybrid alternative were all examined before the city staff settled on the traditional widening method.

"What we found is a little bit different than what we anticipated," Perez said.

For the median U-turn method, Perez said the extended study discovered that right-of-way issues would arise from the project, and accordingly, so would the cost.

One of the most significant issues would have been access to local businesses if the median U-turn project had been given the go-ahead.

"The other issue we knew would be an issue all along was access impacts. Because, in order to make that work, you would be eliminating all left turn access between the intersection of 21st and 336th and the U-turn locations," Perez said. "This impacts the shopping center on the southwest corner of the intersection, which is the one that has Safeway and Rite Aid and Chase Bank among others. Roughly a third of the volume that comes into that shopping center, comes in through that left turn movement."

Perez said the three lane roundabout alternative had some positives, namely increasing safety with minimal impact to local business access. The alternative also would shorten traffic delays for drivers. Perez said the roundabout required a significant right-of-way purchasing element, increasing the cost to the city and throwing a snarl into the established business that would have to give up buildings and property.

"The right-of-way impacts were very significant. It would require buying the buildings at Bank of America, Chase Bank and Taco Bell," he said.

The traditional widening project still improved safety and capacity at the intersection, Perez said. That's something the state Transportation Improvement Board (TIB) needed to see — in order for the TIB to fund \$3.4 million of the \$5 million project.

Councilman Jim Ferrell was pleased with the work of Perez and city staff, and said this was an example of government working well.

"We had a really good idea, creatively, that was being used elsewhere, but then we applied it to our scenario...I'm glad to see we moved in this direction," Ferrell said.

Councilman Jack Dovey wasn't as positive about the change in plans, saying he felt the original intent of significantly improving safety at the intersection was being betrayed by cost considerations and inconvenience to local businesses.

"I thought the initial presentation for this was a need for more safety over everything else. And now we're going to do a traditional thing that is moderately safe. Do we really want to continue with this project, is this something that is a high priority?" Dovey asked. "It almost seems like we're stepping back. You came to us with this great way to make it really safe, and now you're coming back to make it somewhat safe, and now we're changing it."

Mayor Skip Priest addressed Dovey's concerns in something of a tongue-in-cheek manner, saying if access is cut off to the businesses affected by the projects, then safety would also increase.

"One point is, if nobody's going to the businesses, it's a lot safer," he said. "It's the staff's responsibility to balance the priorities, which I think they've done."

Deputy Mayor Dini Duclos said she supported the traditional widening plan, as did council members Linda Kochmar and Roger Freeman. Duclos said she was happy with the traditional widening because it won't "starve out another section of business." Kochmar referenced a public meeting in which the "Michigan left" idea met strong opposition. Freeman simply said he was happy the city was going traditional.

Contact Federal Way Mirror reporter Greg Allmain at [gallmain@fedwaymirror.com](mailto:gallmain@fedwaymirror.com) or 253-925-5565 ext. 5054.

**Find this article at:**

<http://www.federalwaymirror.com/news/134362338.html>

Check the box to include the list of links referenced in the article.

43° F  
HI:46 LO:36

# Shoreline-LakeForestParkPatch

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Editor **Tony Dondero** Shoreline-Lake Forest Park Patch

02:13:58:23

Update: Help Shoreline-Lake Forest Patch celebrate its one-year anniversary at Shoreline Library, Sat. Dec. 10 at 1 p.m. <http://patch.com/E-i1KW>

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## Government

### Shoreline receives \$10.8 million for Aurora Corridor Improvement Project

The City of Shoreline has issued an update on the funding for the Aurora Corridor improvement project N 192nd to N 205th Streets.

November 22, 2011

[Email](#) [Print](#) [Comment](#)



Related Topics: [Aurora Corridor Improvement Project](#) and [Aurora corridor project](#)

Last week Shoreline received news that it will receive \$10.8 million in grants for the Aurora Corridor Improvement Project from N 192nd to N 205th Streets. With the \$10.8 million, Shoreline has reached the minimum funding needed to start construction on the final segment of Aurora.

On November 17, Congress awarded \$37.5 million to King County for two Metro Transit RapidRide lines. One of those lines, Line E, will run through Shoreline along Aurora. Of the amount awarded to King County, Shoreline will receive \$4.8 million to go towards Aurora Corridor Improvements, specifically the section from N 192nd to N 195th Streets.

On November 18, the Washington State Transportation Improvement Board (TIB) selected projects for the FY 2013 funding cycle. Shoreline was awarded \$6 million for the final phase of the Aurora Corridor Improvement Project. The award was part of TIB's Urban Corridor Program (UCP).

UCP projects are typically larger and must demonstrate cross jurisdictional collaboration. They also recognize the importance of partnerships with the business community.

"We were excited to learn that the Aurora project was the second largest TIB funded project in the state and the highest ranked UCP project in the Puget Sound region," stated Mayor Keith McGlashan. "We're proud that approximately 90% of the project funding has come from outside sources and not our local taxpayers."

The Aurora Corridor Project is the City of Shoreline's plan to redesign and redevelop the three miles of Aurora Avenue North (State Route 99) that run through Shoreline. Shoreline's section of Highway 99 carries about 40,000 vehicles and 7,000 bus riders per day, and is a major transit route.

The goal of the project is to improve pedestrian and vehicle safety, pedestrian and disabled access, vehicular capacity, traffic flow, transit speed and reliability, nighttime visibility and safety, storm water quality, economic investment potential and streetscape amenities.

Improving Aurora has been a community goal since the City of Shoreline incorporated in 1995. Shoreline completed the first mile of Aurora Corridor Project, N 145th to N 165th Streets, including the Interurban Trail Pedestrian Bridges in 2007. Construction on the second mile, N 165th to N 185th Streets, is substantially complete and is currently in the final punch list phase. The section between N 185th and N 192nd is under construction with completion scheduled for the first quarter of 2012. The final section of the Aurora project, N 192nd to N 205th Streets, is projected to be complete in 2014.

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## Washington citizens willing to consider paying more for transportation

Published on Tue, Nov 29, 2011 by **Washington State Transportation Commission**

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OLYMPIA – Ninety percent of Washington residents surveyed think maintaining an effective transportation system for today and into the future is urgent and a strong majority is willing to consider raising some transportation taxes and fees to ensure that happens. What is not so clear is the preferred method to pay for it.

The Washington State Transportation Commission conducted a survey of Washington residents asking them how they feel about the transportation system, what their priorities are, and how they think we should pay for growing needs. The survey's findings were presented today to the Governor's Connecting Washington Task Force. The task force has been charged with making recommendations for a 10-year transportation investment plan that includes identifying investment priorities and possible revenue sources to fund them. Their work is expected to wrap up by the end of this year.

Some of the key statewide findings:

- When asked if they would support or oppose "raising some transportation taxes and fees," 59 percent of residents say they would support it. The level of support grows to 62 percent when informed of some of the benefits that would result from additional transportation investments.
- Residents believe investments should go first to maintaining and repairing the existing transportation system, followed by increasing capacity and expanding travel options, although all three are closely ranked.
- While residents support the concept of new transportation revenue, most potential funding sources received limited support: only three of the nine funding sources tested receive majority support as "good ways to fund increased investment in our transportation system." Sixty-one percent support a vehicle emissions fee; 60 percent support a special license fee for electric vehicles; and 52 percent support tolls. About half (46 percent) support an increase in the state gas tax.
- Six out of ten residents (59 percent) support tolling as a way to pay for major transportation projects. The level of support grows to 66 percent after respondents learn that less money is required from the rest of the state when toll revenues pay for a large portion of a project's costs.
- Variable tolling, where tolls change by time of day, receives 62 percent support and Express Toll Lanes or HOT lanes, where single occupant vehicles can buy into the HOV lanes (as on SR 167), receives 63 percent support.
- Fifty-one percent of residents say they think toll money should be available to fund transportation improvements within a travel corridor – that is, on the roads and bridges that connect to where the toll is collected, rather than just for the facility where the toll is collected.
- More than six-in-ten (63 percent) support more state funding for public transit and passenger rail.
- A majority (57 percent) support using state funds to pay for the maintenance and operations of the state ferry system. Support grows to 64 percent when facts were shared on the number of ferry riders per year and that riders pay about 70 percent of ferry's operations.

The commission invited 100,000 adult Washington residents to participate in the online transportation survey. The sample was structured based on the state's 14 Regional Transportation Planning Organizations (RTPOs) so that statistically valid data would be available for purposes of regional comparisons. The goal was to collect a minimum of 5,000 demographically representative responses from across the state. A total of 5,518 responses were collected, exceeding the goal.

The commission opened up the on-line survey to the broader public who did not get an invite, to ensure all of those who were interested, could share their views. To date, 4,060 people have completed the open survey, bringing the total of survey responses to nearly 10,000 people. The broader public survey will remain open until the end of the year and can be taken at: [www.voiceofwashingtonsurvey.org](http://www.voiceofwashingtonsurvey.org).

For more information about the commission and a complete meeting agenda, visit: [www.wstc.wa.gov](http://www.wstc.wa.gov)

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### **ABERDEEN AND HOQUIAM “COME TOGETHER” TO BRIDGE THE MYRTLE STREET DIVIDE**

November 30, 2011 [KXRO Newsradio](#)

Myrtle Street is the dividing line between the cities of Aberdeen and Hoquiam.

But thanks to a unique partnership between the two cities, funds are being received to repair that road.

The Washington State Transportation Improvement Board has awarded \$177,900 to widen, repair and enhance Myrtle Street from Cherry to Port Industrial Road.

The Myrtle Street Project was a joint application submitted by Mayor Bill Simpson and Mayor Jack Durney back in August.

Aberdeen will function as the lead agency for the project by providing project engineering and management.

The cities will work together on traffic control, construction of new ADA ramps, new sidewalk, and utility adjustments.

The City of Aberdeen has also received \$307,150 from the TIB for improvements on State Street while Hoquiam has been allocated \$227,638 to repair 16th Street from Riverside to Broadway.

Hoquiam Mayor Jack Durney says this project is a prime example of teamwork and combining resources during tough economic times.

Mayor Bill Simpson says working together is very important especially in the economic realities of the World.

Both cities have been struggling with adequate funding to improve roads and these grants will make a significant positive impact.

Follow

## **North Bend receives grants from Washington State Transportation Improvement Board for road projects**

November 29, 2011

By Staff

North Bend has been awarded state grants for two transportation projects in 2013. The city will receive more than \$400,000 from the Washington State Transportation Improvement Board for the projects.

The first grant is for improving the sidewalk on the north side of North Bend Way from Downing Avenue to Orchard Street, and it includes both design and construction work. The award is \$156,430. The city must provide \$52,144 in matching money for the project.

The second project is for overlaying pavement on a stretch of North Bend Way west of Thrasher Avenue to beyond Tanner Road. The grant is for \$250,000, and the city has to provide \$27,778.

The matching money will come from revenue raised by the Transportation Benefit District sales and use tax, which voters approved in the Nov. 8 election.

The new levy allows the city to leverage grants that will help North Bend accomplish "essential improvements to the City's transportation system," City Administrator Duncan Wilson said in a news release.

The state Transportation Improvement Board gives out grants to cities and counties for transportation projects. The board's money comes from three cents of the statewide gas tax.

From the Yakima Herald-Republic Online News.

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Posted on Friday, December 02, 2011

State grant will improve section of Nob Hill Blvd.

Yakima Herald-Republic

YAKIMA, Wash. -- A \$2.4 million state grant will help pay for a major upgrade of Nob Hill Boulevard between 49th and 64th avenues, the last West Valley section to be brought to urban standards.

The project, at a total cost of \$3.2 million, will convert the two-lane section into two lanes in each direction, along with a center turn lane, sidewalks on both sides and curbs and gutters. The project should be completed in 2012, City Engineer Doug Mayo said Friday.

The grant was awarded at a November meeting of the state Transportation Improvement Board. The money comes from the state fuel tax and was part of a \$121 million disbursement across the state.

"We just feel very fortunate we were selected," Mayo said.

Additional funding comes from the city (\$493,128), Yakima Transit (\$10,000), Walmart (\$158,000) and Congdon Orchards (right of way donations worth \$156,000), according to a city memo.

Street lights and stormwater runoff improvements will also be installed. The 14-foot-wide outside lane will serve both vehicles and bicycles, according to the city's plan. Places for future bus stops and turnouts will be prepared for use as growth warrants.

The project will be the largest new street-related construction so far on the city's roster for next year. Also on schedule for 2012 is the \$1 million widening of 64th Avenue between Tieton Drive and Nob Hill Boulevard.

# NISQUALLY VALLEY NEWS

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## LOCAL NEWS

### City of Yelm receives \$1.1M in road funds

[Print Page](#)

By Megan Hansen  
Nisqually Valley News

Published: Friday, December 2, 2011 2:30 PM PST

City of Yelm received more than \$1.1 million in transportation funds for two future projects.

The funds were awarded by the Washington State Transportation Improvement Board through its Preservation and Urban Arterial programs.

Yelm will receive \$180,000 as part of an enhanced pavement preservation project on First Street to Rhoton Road.

The project will include a 2-inch asphalt overlay and new ADA access on First Street.

"We're pretty excited about it," said Stephanie Ray, project manager for the City of Yelm. "It's a good score for us."

The asphalt project is more of a long-term investment and preserving the integrity of the road.

Five to 10 years with asphalt is much better than one to two years with chip seal, Ray said.

This is the first time Yelm competed for funds in the larger city pool, having exceeded the 5,000 person population mark.

Ray said 14 applications were submitted and only two, including Yelm, were awarded.

Yelm will also receive \$990,000 for Phase 1 of the Mosman Avenue Corridor project, which includes realignment of the intersection at State Highway 507 and Mosman Avenue.

Design for the project is already 30 percent complete and Ray said it should be completed in 2012.

"We would like to go to construction as soon as we can," Ray said. "We should be well and ready by 2013."

The West side of Mosman Avenue near the golf course will be realigned and the city will cut into 50 feet of right-of-way it currently owns.

The land is currently a graveled lot.

"We think it will actually enhance assets to surrounding businesses," said City Administrator Shelly Badger.

A traffic signal at the intersection is also proposed.

The city will have to work with Washington State Department of Transportation to acquire the proposed signal.

Yelm will provide \$341,000 in matching funds for both projects.

## Langley gets grant for street work

By **BRIAN KELLY**

South Whidbey Record Editor

DECEMBER 10, 2011 · UPDATED 11:13 AM

The city of Langley will receive a \$99,068 grant from the state Transportation Improvement Board for paving work on Anthes and Cascade avenues.

Public Works Director Challis Stringer said Anthes will be reworked between First and Second streets because three small sections of the roadway are failing.

More limited work is planned on Cascade Avenue between Second and Fourth streets, where the top 1-inch layer of the roadway is giving way.

The resurfacing work will be done this summer and both projects will be done at the same time, Stringer said.

The repaving is expected to take a week at most, Stringer said, and is dependent on good weather. The city is hoping to schedule the work when it won't have a major impact on the downtown.

That's easier said than done.

"Usually any disruption is disrupting to people, whether it's short or long," Stringer said.

The city will contribute \$5,000 in matching funds for the project.

Contact South Whidbey Record Editor Brian Kelly at [editor@southwhidbeyrecord.com](mailto:editor@southwhidbeyrecord.com).

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## KOMO News

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# With rise of eco-friendly cars, Wash. sees slump in gas tax revenue

Originally printed at <http://www.komonews.com/news/local/With-rise-of-hybrids-Wash-sees-slump-in-gas-tax-revenue--135627233.html>

By [Bryan Johnson](#) December 14, 2011

SEATTLE -- The gas pump is a big deal in Washington state. Every gallon you pump has a state gas tax of 37.5 cents -- money used to build and repair roads.

But there's a problem. The state's gas tax take is dropping.

"This state is really ahead when it comes to hybrids, and we are seeing a fair number of electrics come online in this state," said Dick Ford, chairman of the state transportation committee.

At Titus Nissan in Olympia, Mike Abbott is fueling new Leafs with electricity.

"Most of them are already pre-sold," he said. "They've negotiated a price. Some of them haven't even had a test drive. That's how high-demand they are."

And the feds are demanding all cars get Prius-like mileage by 2025. To keep up would require the gas tax to go up another 15 cents a gallon.

"Actually, I'm pretty much opposed to new taxes, but we can't let our roads go. So I don't know," said Rennie Renfro.

"I've been unemployed for two and a half years. Where am I going to come up with another 15 cents a gallon?" said Dee Talotta.

The state transportation commission was told higher gas taxes won't work; there must be a new system.

"Vehicles in the future -- some of them will not pay gas tax. In fact, you have vehicles operating in the state of Washington right now that do not pay any gas tax. You get a

lot of those and all of a sudden, you don't have money to pay for a transportation system," said James Whitty of the Oregon Department of Transportation.

The idea is to have everyone pay for each mile they drive. One idea: log miles with a GPS system. But that smacks of Big Brother. Then how about having people self-declare their mileage?

"You can trust some people, but not everyone. You have to make sure that the system works for people you can't trust. We are all human," said Whitty.

Translation: the gas tax will remain until they figure out that fool-proof system.

Oregon hopes to start using the mileage-driven system in 2013. At first, it will only be for electric and hybrid cars. Other states, including Washington, are watching. If it works in Oregon, Washington will not be far behind.

## State funds Soap Lake street repairs

By Ryan Lancaster,

Herald staff writer | Posted: Friday, December 16, 2011 9:00 am

SOAP LAKE - The state Transportation Improvement Board set aside \$611,000 from the Small City Arterial Program for street and sidewalk work in Soap Lake.

The city is putting \$39,000 of its own money into the project, which will repair damaged sidewalks on both sides of Main Avenue from Daisy to Aster streets and construct Americans with Disabilities Act (ADA) accessible ramps, according to Mayor Wayne Hovde, who announced the award to city council last week.

The cost covers running street light power underground and chip sealing on Main from Daisy to Division streets to extend pavement life.

The city applied for and was denied a second state grant in addition to the Main Avenue project, Hovde said. That work would have repaved roads east of Daisy, including First, Second, Third, Fourth and Elder streets.

Hovde explained there's still a chance the state board could find money for the Elder Street project, as bids for several state projects are coming in under budget.

"(The project) has been hip pocketed," Hovde said. "If in fact there is money left at the end of the season of bidding ... we might still obtain it."

Council approved a \$64,500 contract last week for engineering services on the Main Avenue project. Jeff Stevens with Gray and Osborne, who serves as the city engineer, said design work will extend from Daisy to Division, although the city may not be able to extend the project quite that far.

"We're limited to some extent by how much (the board) will pay for," Stevens said. "If we get good bids it will allow us to do more."



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## Washington state panel recommends \$20B for transportation

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By Keith Goble, Land Line state legislative editor

A governor-appointed task force has recommended that Washington state raise \$20 billion during the next 10 years to fund the state's transportation system. Voters would likely get the final say on most proposals.

OOIDA officials call for the responsible use of taxpayer dollars.

Association leadership states in its list of highway funding principles that OOIDA "will continue to support efforts geared toward dedicating a higher percentage of Highway Trust Fund spending toward highway needs."

The "Connecting Washington Task Force" met for three months to come up with a plan to generate billions of dollars for roads, transit and ferries through 2022. The group reviewed statewide transportation needs and identified potential revenue sources.

Appointed by Gov. Chris Gregoire, the 27 participants represented such sectors as state government, business, construction and transit.

The panel agreed to focus on maintenance and operation of existing transportation infrastructure. A specific list of transportation projects was not included in their recommendations. Nor did they comment on how much money should be routed to various transportation modes.

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Among the possible funding methods to raise needed revenue are new taxes, fees and tolls. Options that are expected to be considered include adding 15 to 20 cents per gallon to the state's 37.5-cent fuel tax rate. It is estimated that such a hike would raise between \$3.3 billion and \$4.7 billion.

Also likely to be considered is a 10 percent increase in the gross vehicle weight fee for trucks.

To accommodate the state's growing population and the resulting increase of demands on transit, roads and ferries, Gregoire said previously that major transportation projects must be built, the ferry system must be preserved, and the current transportation system must be maintained.

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.

State lawmakers will work on specifics of the plan during the session that begins Jan. 9, 2012. To avoid a statewide vote on any specific funding method would require approval of two-thirds of the Legislature.

Voters would get their say on most of the statewide package next November.

*Editor's Note: Please share your thoughts with us about this story topic. Comments may be sent to <mailto:statelegislatedesk@ooida.com>.*

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From the Yakima Herald-Republic Online News.

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Posted on Saturday, December 24, 2011

Grandview puts car tab cash to work  
by Ross Courtney  
Yakima Herald-Republic

GRANDVIEW -- With a new grant and plans for more renovated streets, the city of Grandview is on pace to be the first in the Yakima Valley to spend its \$20 car-tab fee revenue.

Grandview officials learned this week they received a \$200,000 grant to resurface a five-block stretch of Second and Elm streets. The grant from the state Transportation Improvement Board requires a contribution of \$10,000 from city coffers.

Officials will pay for that with projected income from the recently passed \$20 car-tab fee, which they will begin collecting in February as residents renew their vehicle registrations.

Plans calls for grinding and overlaying -- a fancy term for resurfacing -- Second Street between Ash Avenue to Elm Street and Elm Street from Second to Wine Country Road. The sidewalks along that route will get new ramps with the project, which may see construction start in April or May, according to Cus Arteaga, city administrator.

Grandview's newest project comes on the heels of several others.

A \$1 million community center is under construction and the city is almost finished widening and adding sidewalks to Wine Country Road near the east entrance of town. A \$5.1 million renovation of the downtown streetscape was finished last year. And construction is scheduled to start in the spring for grant-funded sidewalk and street improvements to Birch, Washington and Adams avenues.

"We keep rolling the ball forward," said Arteaga.

Many cities throughout the state have started collecting the car-tab fees or are considering it by taking advantage of 2007 state law that allows them to form Transportation Benefit Districts. The districts must spend the funds only on street repairs and upgrades. Municipalities may impose up to \$20 without a public vote.

Prosser was the first city in Eastern Washington to impose the fees, in 2009. Mabton and Grandview followed suit early this year. Sunnyside and Yakima have been considering it.

Grandview plans to collect up to \$180,000 per year from the tab fees. Mabton anticipates about \$10,000.

Prosser struggled for the first few years with the fee. To collect the money, the city relies on the state Department of Licensing, which started off billing the wrong people -- those who lived outside the city limits and skipping residents who lived inside. As a result, the city collected roughly half of its projected \$90,000 in 2010, said Cathleen Koch, deputy city administrator.

This year, the city will bring in about \$87,000, while Koch said there are fewer refund requests.

"It seems to be getting better," Koch said.

Yakima's City Council in December authorized beginning the process that would lead to adding the \$20 fee. The council is expected to deliberate further and schedule a public hearing before making a final decision.

The fee would raise about \$1 million a year for five years.

*\* Ross Courtney can be reached at 509-930-8798 or rcourtney@yakimaherald.com.*

## Rounding the way — Construction on new Silverdale roundabout expected to begin by May 2012

By [KRISTIN OKINAKA](#)  
Central Kitsap Reporter Staff Writer  
JANUARY 5, 2012 · 2:10 PM

Tom Tochtrop was born and raised in San Diego so the congestion he comes across at the intersection at the south end of Silverdale where Chico Way meets Newberry Hill Road and Silverdale Way isn't that big of a deal to him.

However, that intersection will have some major work done to it as a new roundabout is added in several months.

"If it would be an improvement, I'm not opposed," said Tochtrop, who lives just south of the intersection. "At least they're trying."

While a public meeting last year drew criticisms from the community about inserting a roundabout at what some consider the gateway to Silverdale, construction is scheduled to begin on the roundabout by May 2012. Another public meeting will be scheduled about three weeks before construction begins, with the contractor on hand to answer questions.

Cars will still have access to drive through the area during construction, said Tina Nelson, senior program manager with Kitsap County Public Works. The only exception is that access to and from Chico Way may be closed intermittently. Nelson explained the project timeline to the Central Kitsap Community Council last month.

"The roadway will be open at all times," she said of the main corridors.

The \$2.1 million project will take 100 working days to complete, Nelson said. The county plans to advertise bids for construction at the end of February or beginning of March. The roundabout is expected to be complete by November 2012.

Nelson announced that the county recently received a \$1.2 million grant from the state Transportation Improvement Board, which would go toward the roundabout. The original money that was reserved for the project will now go toward other county roads projects, Nelson said.

Aside from the physical roundabout construction, a few new trees will be planted and the stormwater system will get some fine-tuning in that area.

The roundabout will be 150 feet in diameter and will be similar to the one in Port Orchard. It is significantly larger than the roundabout at Anderson Hill Road in Silverdale and will be able to accommodate fire trucks, school buses and other large vehicles, said Nelson. Current designs show a "Welcome to Silverdale" sign in the middle of the roundabout.

Although it will be built to accommodate two lanes, it will be striped for one lane at the beginning. Once the widening of Silverdale Way to four lanes is complete, the roundabout will be striped for two lanes, Nelson said.

The widening of Silverdale Way from Byron Street to Anderson Hill Road is scheduled to begin construction in 2016 and will cost \$3.1 million, Nelson said. Widening this segment of Silverdale Way and the roundabout project are covered in the county's local roads fund. The expansion of Silverdale Way from the roundabout to Byron Street is not



A design rendering of the new roundabout that will be constructed at the intersection where Chico Way meets Silverdale Way and Newberry Hill Road. Construction is scheduled to begin on the project by May 2012. Contributed graphic Buy Photo Reprints

scheduled because there is no reserved money for it, she added.

Carol Smiley, who lives in a house adjacent to the soon-to-be construction site, said although the county has been communicating with the nearby property owners about the project, she has some concerns. She hopes that she will continue to have easy access to her house and that although the current berm that separates her residence from the road will be taken away, that she will still have some privacy.

"I know it's coming," Smiley said. "I've accepted the fact that it's coming."

Smiley said that there are times — especially during rush hour — when making a left turn onto Newberry Hill Road from Chico Way can take a while. Other drivers are sometimes conscientious and will wait and let drivers who are turning into the road, she said. Otherwise, a few minutes of wait-time is expected.

The intersection where the roundabout will be constructed averages about 22,000 vehicles daily, according to Nelson. During "peak hours" of traffic, from 1,000 to 1,200 cars pass in each direction daily.

"I don't think it's going to solve all the issues of all the backup of traffic, but traffic will be flowing more," said Smiley.

After traffic studies conducted in 2010, a roundabout appeared to be the best option to improve traffic on Silverdale Way. Another option that was originally discussed was putting a light at the intersection of Silverdale Way and Newberry Hill Road with Chico Way. A majority of the Central Kitsap Community Council favored inserting a roundabout rather than a traffic signal.

Although negatives comments and skepticism were received a year ago from some residents, Nelson said she had not received any concerns recently about the project.

Things will likely change once construction begins.

"I am expecting to hear from people," Nelson said. "People always have issues when construction happens."

Contact Central Kitsap Reporter Staff Writer Kristin Okinaka at [kokinaka@centralkitsapreporter.com](mailto:kokinaka@centralkitsapreporter.com) or (360) 308-9161 ext. 5054.

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# The Seattle Times

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## Local News

Originally published Monday, January 9, 2012 at 9:44 PM

### Governor pushes transportation investment

Gov. Chris Gregoire urged state lawmakers to raise \$3.6 billion for highway maintenance in her State of the State address Tuesday morning, and passionately argued for additional investments in the state's transportation infrastructure.

By Mike Lindblom

Seattle Times transportation reporter

Gov. Chris Gregoire urged state lawmakers to raise \$3.6 billion for highway maintenance in her State of the State address Tuesday morning, and passionately argued for additional investments in the state's transportation infrastructure.

"We have got to step up to proper maintenance of our very valuable transportation system, from highways and bridges to ferries and city streets," she said.

Ferries in particular are at risk, partly because of insufficient maintenance budgets in recent years, she said. "Without new funding our ferry system will not survive as we know it," Gregoire said, citing a \$1.3 billion shortfall for ferries.

The new money, which lawmakers could approve largely through a series of transportation-related fees, would create 5,500 jobs, she said. Gregoire proposed a \$1.50 fee per barrel of oil produced in the state.

"Our oil companies are getting all the profit and leaving us with the bill. We can do better," she said.

Cities and county governments would have additional options to raise money for road maintenance and for transit, she said.

Her address in Olympia didn't specifically discuss a potential 2012 statewide ballot measure for highways and ferries — something Gregoire has strongly advocated in recent months. But she said there needs to be a "serious conversation" with voters.

"Educate ourselves and educate the public, and then build a better transportation infrastructure than the other guys," she said, invoking Microsoft co-founder Bill Gates as a proponent of investing in the future. A ballot measure could raise money far beyond the \$3.6 billion cited in Tuesday's speech.

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Gregoire cited I-405 east of Seattle, a new 144-car ferry, Interstate 5 at Joint Base Lewis McChord, the I-5 Columbia River Crossing from Vancouver to Portland, Snoqualmie Pass and Highway 167 southeast of Seattle as crucial priorities, especially for trade — \$80 billion in cargo passes just through Snoqualmie Pass per year, she said.

Money from a series of gas-tax and car-tab-fee increases last decade is running out, and Transportation Secretary Paula Hammond has warned that roads and ferries will deteriorate without another infusion of cash. The state is grappling with other problems this year, including a budget shortage that will threaten cuts in human services, as well as a rapid increase in tuition at public universities.

Cory Curtis, a spokesman for the governor, said Monday it's unlikely that two-thirds of lawmakers can be rallied to support a statewide tax increase, because of restrictions under Tim Eyman's Initiative 1053, so that would need to go to the voters. But fees, to be earmarked for maintenance, could be enacted by simple majority, according to Connecting Washington, the governor's transportation task force.

The 31-member task force recommended a \$21 billion option, down from the original \$50 billion that officials said would tackle all the state's known transportation needs.

The Legislature will probably look at an overall strategy worth \$10 billion to \$15 billion, House Transportation Committee Chairwoman Judy Clibborn, D-Mercer Island, said in an interview posted at tvw.org Tuesday morning. Gas taxes will be part of that, and there will be a greater emphasis on tolls, she said. Toll revenue in the Puget Sound area would be directed to corridors that were part of a failed 2007 highway ballot measure, she said, but not be applied to Highway 395 in north Spokane, she told TVW.

The Legislature last year almost passed several fees to aid ferries, the State Patrol and other purposes. The bill included a surcharge on new studded tires and would have increased the \$25 renewal fee to \$40 for a five-year driver's license. Connecting Washington last month published a new menu to raise up \$3.4 billion over 10 years, led by a proposed increase of up to \$50 in annual car-tab fees.

How did Washington get in this bind?

Lawmakers passed gas-tax hikes and car-tab fees in the mid-2000s but relied heavily on bond debt to maximize the number of buildable projects — 300 finished to date.

But the gas-tax income to support this leveraged plan ran below predictions, because of the recession, improved miles per gallon, and an end to the 20th-century trend of increasing car travel. More than 90 percent of the tax will be locked up in bond payments by 2015 while some basic work, such as redecking I-5 in Seattle, goes unfunded.

Everett City Councilman Paul Roberts, a member of Connecting Washington and the Sound Transit board, said he will suggest a retrofit of the I-5 Snohomish River bridge, to reduce bottlenecks between Everett and Marysville. A second priority is more commuter buses to the Boeing plant and other industries in southwest Everett.

Michael Ennis, transportation analyst for the conservative Washington Policy Center, said any ballot measure ought to ensure that motorists' money go entirely to road capacity.

He said lawmakers should reject suggestions to create a statewide funding stream for transit, and he criticized the state's gas-tax compacts with tribal governments, which receive a discount worth roughly \$30 million a year.

The looming campaign over road taxes brings to mind the Roads & Transit proposal that failed in 2007. Then, in 2008, a Sound Transit-only sequel passed, with help from younger Barack Obama voters.

A new east-west "Cross-Base Highway" at Joint Base Lewis-McChord, probably the most disputed piece in Roads & Transit, is not being considered in a 2012 package, Curtis said.

Eyman said in a fundraising message Monday that he will work to defeat a state transportation measure.

"We firmly believe that when voters said no to two cents on a can of pop [in 2010], it should have been obvious to everyone that voters can't stomach higher taxes, especially now when the economy and family budgets continue to struggle," he wrote.

*Mike Lindblom: 206-515-5631*

*or [mlindblom@seattletimes.com](mailto:mlindblom@seattletimes.com)*

*On Twitter @mikelindblom*



## Major road construction projects to begin next month

**DOT will repair the damaged Olympic Drive overpass and the city will rebuild sections of Point Fosdick Drive and 56th street.**

Charlee Glock-Jackson, for Gig Harbor Life

Thursday, January 19, 2012

Gig Harbor drivers can anticipate major traffic-induced headaches starting in mid-February, as two large-scale road construction projects get underway.

The first — and possibly the biggest — snarls will occur on Olympic Drive, as the state Department of Transportation repairs the overpass that was damaged a year ago by an oversized load on SR 16.

According to Kelly Stowe, communications specialist for DOT's Olympic Region, work on the overpass will begin either the week of Feb. 13 or Feb 21, with a completion date of sometime in May.

"It looks like, for the most part, work will consist of some one-way, alternating traffic on Olympic Drive and single-lane closures on SR 16," Stowe said. "It also appears there will be a full closure of SR16 for demolition and girder-setting work."

About the time the Olympic Drive work is finished, the city will begin a year-long construction project on Point Fosdick Drive and 56th Street.

The work will include widening and reconstructing a section of Point Fosdick west of Olympic to 56th, and similar work on 56th Street from Point Fosdick to Olympic Drive.

According to Project Engineer Marcos McGraw, both streets are being completely rebuilt with three lanes, including center turn lanes. Sidewalks will be added to both sides of the streets, in addition to streetlights and a landscape strip.

"It will be similar to what we've done on Olympic Drive near 56th Street," McGraw said, "except that section has two lanes each direction, and this new area will have one lane each direction plus a center turn lane."

The project will cost an estimated \$4.6 million. A grant from the state Transportation Improvement Board (TIB) will pay for \$2.6 million. The city will contribute yet-to-be-determined amount, according to City Administrator Rob Karlinsey and WWR Properties, which owns much of the nearby property, will contribute "well over \$1

million,” according to agent Randy Boss.

Boss added that his clients “already have plans for a new project on the RV center property. We already have tenants lined up, but aren’t ready to disclose anything else at this time.”

In addition to the Point Fosdick/56th Street roadwork, WWR properties also plans to create a new road from 32nd Street “all the way through that will tie into 56th near the Tanglewood Grill and the lumber store,” Boss said. “That will all be on our own dime.”

All businesses affected by the construction will remain open during the project. “We insisted on this point in all our discussions with the contractor,” McGraw said. “There will be traffic control and traffic will be slow during the construction, but every business will have access.”

Two public hearings will be hosted by the city to provide citizens and business owners more information about the road work.

Allisha McVay, Columbia Bank branch manager plans to attend at least one of the public hearings. “We’re trying to let our customers know about the project ahead of time and trying to offer them solutions. We might have to have additional staff at our downtown (Judson Street) branch, since that will be an option for customers who want to avoid the construction at our Point Fosdick branch,” she said.

“We’re going to do the best we can to make things easy for our customers and clients. It’s only going to be for 12 months, and when it’s finished, we believe it will really be a big improvement,” she added.

Diana Beck, owner of The Wine Studio, is also taking a positive attitude. “I’m relieved that the city won’t cut me off from my customers. Most of them are regulars and I’m sure they’ll still be coming to my shop, even though it might take them an extra couple of minutes to get here, because they like to come for tastings and to just socialize with each other.”

After it’s all said and done, “it will be better for me and for everyone in the long run,” she added.

Mona Sarrensen, manager of the Inn at Gig Harbor, agreed. “We’re supportive of the project,” Sarrensen said. “We’re very excited about the improvements it will make and we trust that the contractor will make sure everyone has easy access to the Inn.”

Ike Van Syke, owner of Tanglewood Grill said his group has been meeting with the city since last summer to prepare for the project. “We’ve been aware of it for quite some time,” Van Syke said. “Obviously, we’re very concerned about traffic flow, but the city has assured us that they’re going to minimize the impact as much as possible and we’re taking them at their word on that.”

The city is very aware of the impact, Karlinsey said. “We realize that the construction is going to be ugly and that there will be an impact on the area, but it will be worth it in

the end and in the long run. There will be safety improvements and pedestrian improvements.”

Meanwhile, he said, the city is “really trying to spread the word and prepare people for this project. Our motto is ‘Make it difficult for stakeholders not to know about this project’,” before it starts.

To that end, the city has scheduled two public hearings on the project. The first, on Jan. 25 will be geared primarily toward residents and interested citizens. The second, on Feb. 2, will be geared to business and property owners. Anyone is welcome to attend either hearing.

For information, visit [cityofgigharbor.net](http://cityofgigharbor.net) or contact Marcos McGraw at (253) 853-2647.



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# Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
<b>EPP Program</b>							
3-E-177(001)-1	COLLEGE PLACE	FY 2013 Expanded Preservation Project	Design	DE	30,534	0	Director
3-P-802(001)-1	DUVALL	FY 2013 Expanded Preservation Project	Design	DE	25,025	0	Director
3-E-164(001)-1	EPHRATA	FY 2013 Expanded Preservation Project	Design	DE	23,675	0	Director
3-E-183(001)-1	GRANDVIEW	FY 2013 Expanded Preservation Project	Design	DE	19,214	0	Director
-W-190(001)-1	HOQUIAM	FY 2013 Expanded Preservation Project	Design	DE	22,764	0	Director
-P-813(001)-1	ORTING	FY 2013 Expanded Preservation Project	Design	DE	22,300	0	Director
-P-117(001)-1	PACIFIC	FY 2013 Expanded Preservation Project	Design	DE	12,095	0	Director
J-W-126(001)-1	SEDRO WOOLLEY	FY 2013 Expanded Preservation Project	Design	DE	15,727	0	Director
3-P-133(001)-1	STEILACOOM	FY 2013 Expanded Preservation Project	Design	DE	10,000	0	Director
3-E-178(001)-1	TOPPENISH	FY 2013 Expanded Preservation Project	Design	DE	18,240	0	Director
3-W-978(001)-1	YELM	FY 2013 Expanded Preservation Project	Design	DE	18,000	0	Director
<b>Total EPP Change</b>						<b>0</b>	
<b>RTP Program</b>							
7-5-188(010)-1	KELSO	Kelso Drive Overlay	Audit	CC FV AD	259,644	11,090	Director



# Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
7-5-188(011)-1	KELSO	Holcomb Road	Design	DE	12,500	0	Director
<b>Total RTP Change</b>						<b>11,090</b>	

### SCAP Program

6-E-921(003)-1	ASOTIN	Second Street	Design	DE	22,588	0	Director
6-E-908(002)-1	COLTON	Rimrock Street	Design	DE	50,000	0	Director
6-W-832(004)-1	CONCRETE	Main Street	Design	DE	41,197	0	Director
-W-827(008)-1	COUPEVILLE	Madrona Way	Withdrawn	WD	0	-454,195	Director
-P-818(004)-1	DARRINGTON	Sauk Avenue	Design	DE	38,000	0	Director
-W-838(004)-1	EVERSON	North Washington Street	Design	DE	51,300	0	Director
-E-935(005)-1	GOLDENDALE	East Collins Drive	Design	DE	45,000	0	Director
6-P-820(006)-1	GRANITE FALLS	South Granite Avenue	Design	DE	79,629	0	Director
6-E-896(002)-1	LATAH	Main Street	Design	DE	47,700	0	Director
6-E-944(007)-1	NACHES	Naches Avenue	Audit	CC FV AD	351,897	-2,654	Director
6-E-944(106)-1	NACHES	Allan Road Improvements	Audit	FV AD	80,273	0	Director
6-E-915(003)-1	OAKESDALE	Front Street	Design	DE	54,420	0	Director



# Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
6-E-882(106)-1	OROVILLE	SR 97 Sidewalks	Final Voucher	CC	20,250	0	Director
6-E-865(002)-1	SOAP LAKE	Main Avenue	Design	DE	65,330	0	Director
6-P-815(002)-1	SOUTH PRAIRIE	Emery Ave/3rd St/Tubbs Rd	Design	DE	23,367	0	Director
6-E-918(004)-1	ST. JOHN	Park Avenue	Design	DE	57,000	0	Director
6-W-974(004)-1	STEVENSON	Columbia Avenue	Audit	CC FV AD	128,618	7,537	Director
6-E-947(009)-1	ZILLAH	First Avenue	Contract Completion	CC	846,498	30,642	Director

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**Total SCAP Change                    -418,670**

## SCPP Program

2-E-868(003)-1	ALMIRA	FY 2013 Sidewalk Maintenance Project	Construction	DE CN	79,000	0	Director
2-W-832(002)-1	CONCRETE	FY 2010 Sidewalk Maintenance Project	Audit	CC FV AD	92,303	-7,697	Director
2-E-878(002)-1	COULEE DAM	2009 WSDOT Chip Seal	Audit	CC AD	50,285	-19,715	Director
2-E-878(003)-1	COULEE DAM	FY 2012 Sidewalk Maintenance Project	Audit	CC FV AD	98,618	3,778	Director
2-P-818(001)-1	DARRINGTON	FY 2012 Crack Seal Project	Audit	CC FV AD	43,887	-2,899	Director
2-E-857(003)-1	ELECTRIC CITY	FY 2013 Seal Coat Project	Construction	DE CN	50,302	0	Director
2-E-879(001)-1	ELMER CITY	2009 WSDOT Chip Seal	Audit	CC AD	18,081	-11,919	Director



# Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-W-838(001)-1	EVERSON	FY 2013 Seal Coat Project	Construction	DE CN	35,308	0	Director
2-E-911(004)-1	GARFIELD	FY 2012 Overlay Project	Audit	CC FV AD	70,175	1,304	Director
2-E-911(005)-1	GARFIELD	FY 2012 Seal Coat Project	Audit	FV AD	23,706	0	Director
2-E-911(006)-1	GARFIELD	FY 2013 Overlay Project	Construction	DE CN	57,131	0	Director
2-E-935(001)-1	GOLDENDALE	FY 2012 Overlay Project	Audit	CC FV AD	105,918	1,477	Director
-E-935(002)-1	GOLDENDALE	FY 2013 Seal Coat Project	Construction	DE CN	46,546	0	Director
-W-833(001)-1	HAMILTON	FY 2013 Overlay Project	Construction	DE CN	109,650	0	Director
-W-969(002)-1	ILWACO	FY 2013 Sidewalk Maintenance Project	Construction	DE CN	57,902	0	Director
-E-889(003)-1	IONE	FY 2012 Sidewalk Maintenance Project	Audit	FV AD	139,363	0	Director
2-E-927(002)-1	KAHLOTUS	FY 2013 Sidewalk Maintenance Project	Construction	DE CN	71,000	0	Director
2-W-949(002)-1	LA CENTER	FY 2013 Overlay Project	Construction	DE CN	125,000	0	Director
2-E-912(003)-1	LACROSSE	FY 2013 Sidewalk Maintenance Project	Design	DE	1,500	0	Director
2-W-828(001)-1	LANGLEY	FY 2013 Overlay Project	Construction	DE CN	99,068	0	Director
2-E-896(001)-1	LATAH	FY 2013 Sidewalk Maintenance Project	Construction	DE CN	10,731	0	Director
2-E-852(003)-1	MANSFIELD	FY 2012 Sidewalk Maintenance Project	Audit	CC FV AD	19,625	0	Director



# Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-E-880(002)-1	NESPELEM	2009 WSDOT Chip Seal	Audit	CC AD	65,043	-29,957	Director
2-E-881(003)-1	OKANOGAN	FY 2009 Crack Seal Project	Audit	CC AD	39,990	-14,010	Director
2-E-882(002)-1	OROVILLE	FY 2013 Overlay Project	Construction	DE CN	81,011	0	Director
2-E-916(003)-1	PALOUSE	FY 2012 Seal Coat Project	Audit	FV AD	21,304	0	Director
2-E-883(003)-1	PATEROS	FY 2013 Seal Coat Project	Construction	DE CN	71,000	0	Director
-W-972(004)-1	SOUTH BEND	FY 2013 Sidewalk Maintenance Project	Construction	DE CN	47,060	0	Director
-E-874(004)-1	SPRAGUE	FY 2013 Overlay Project	Construction	DE CN	155,250	0	Director
W-841(003)-1	SUMAS	FY 2012 Seal Coat Project	Audit	FV AD	31,624	0	Director
E-866(002)-1	WARDEN	FY 2013 Sidewalk Maintenance Project	Construction	DE CN	100,000	0	Director
2-E-854(003)-1	WATERVILLE	FY 2013 Overlay Project	Construction	DE CN	124,649	0	Director

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**Total SCPP Change                    -79,638**

**SP Program**

P-W-156(P04)-1	BELLINGHAM	Meador Avenue Pedestrian Bridge	Audit	CC FV AD	175,000	0	Director
P-E-004(P01)-1	CHELAN COUNTY	Penny Road	Design	DE	46,326	0	Director
P-P-115(P02)-1	CLYDE HILL	NE 24th Street	Design	DE	14,113	0	Director



# Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
P-W-832(P01)-1	CONCRETE	Superior Avenue	Design	DE	13,030	0	Director
P-E-870(P07)-1	DAVENPORT	Third Street	Design	DE	9,527	0	Director
P-P-802(P01)-1	DUVALL	NE Cherry Valley Road	Audit	CC FV AD	228,000	0	Director
P-E-013(P01)-1	GRANT COUNTY	Valley Road	Audit	CC FV AD	62,295	0	Director
P-E-903(P03)-1	KETTLE FALLS	SR 395 South Side Sidewalk	Audit	CC FV AD	284,002	0	Director
-W-197(P01)-1	LACEY	Yelm Highway SE	Design	DE	24,132	0	Director
-P-804(P08)-1	NORTH BEND	Downtown ADA Retrofit	Audit	CC FV AD	91,837	-8,289	Director
-E-929(P01)-1	POMEROY	S 10th Street	Audit	CC FV AD	198,065	6,842	Director
-W-965(P04)-1	TOLEDO	Augustus Street	Contract Completion	CC	111,113	348	Director
P-E-846(P02)-1	WASHTUCNA	Main Street (SR 260)	Design	DE	35,500	0	Director

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**Total SP Change                    -1,099**

**UAP Program**

8-4-177(006)-1	COLLEGE PLACE	College Avenue & Rose Street	Design	DE	0	0	Director
8-2-985(006)-1	FERNDAL	Main Street	Audit	CC FV AD	837,078	0	Director
8-1-134(014)-1	FIFE	70th Avenue E	Construction	CN	3,000,000	0	Director



# Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-1-117(005)-2	PACIFIC	Stewart Road (8th St E)	Bid Award	BA	377,688	-26,273	Director
8-1-117(006)-1	PACIFIC	Stewart Road	Withdrawn	DE WD	0	0	Director
8-1-027(066)-1	PIERCE COUNTY	176th Street E	Design	DE	0	0	Director
8-1-101(154)-1	SEATTLE	Elliott Avenue W/15th Avenue W	Audit	CC AD	2,012,212	-1,362,649	Director
8-1-101(156)-2	SEATTLE	NE Northgate Way/N 105th Street	Construction	CN	543,956	0	Director
-1-142(010)-1	SNOHOMISH	Avenue D	Construction	CN	657,900	0	Director
-3-165(084)-1	SPOKANE	Francis Avenue	Bid Award	BA	1,641,162	-857,038	Director
-1-128(091)-1	TACOMA	Stadium Way	Construction	CN	1,212,040	0	Director
-1-198(003)-1	WOODINVILLE	NE Woodinville-Duvall Road	Design	DE	0	0	Director
<b>Total UAP Change</b>						<b>-2,245,960</b>	

### UCP Program

9-P-105(006)-1	AUBURN	M Street SE	Construction	CN	3,000,000	0	Director
9-P-102(014)-1	RENTON	S Lake Washington Road and I/S Improvements	Construction	CN	1,755,496	0	Director
9-P-102(015)-1	RENTON	Strander Boulevard Extension	Bid Award	CN BA	1,650,000	0	Director
9-W-029(002)-1	SKAGIT COUNTY	Anderson/LaVenture Road	Construction	CN	5,500,000	0	Director



# Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
				<b>Total UCP Change</b>		<b>0</b>	
				<b>Total Change</b>		<b>-2,734,276</b>	

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

## Scope Change Request Staff Review Urban Corridor Program (UCP)

**Board Meeting Date:** January 27, 2012

REGION	West	FUNDING YEAR	FY 2007
LEAD AGENCY	Lewis County	PROPOSED BID AWARD	3/15/2012
PROJECT NUMBER	9-W-021(003)-1	PROJECT LENGTH	2.39 miles
PROJECT NAME	Airport Road Extension Chamber Way to Mellen St	AADT	6,100
CURRENT PHASE	<b>Design Phase approved on January 04, 2006</b>	FUNCT CLASS	Collector
		VE STUDY	Completed

Phase	TIB Funds	Local Funds	Total Cost
DESIGN	Funds approved for Design 176,869	365,631	542,500
	Funds approved for Right of Way 282,012	582,988	865,000
CONSTRUCTION	Funds estimated for Construction 2,541,119	5,253,119	7,794,238
	<b>TOTAL</b>	3,000,000	6,201,738
		6,201,738	9,201,738

NONELIGIBLE COST	0	TIB REIMBURSEMENT RATIO	32.6%
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**LOCAL MATCH** LEWIS COUNTY \$500,000; WSDOT \$2,479,846; City of Chehalis \$1,917,200; Chehalis-Centralia Airport \$332,800; CCA Retail Two \$971,892 for a total of \$6,201,738

**EXISTING FACILITIES** Narrow two-lane roadway with no pedestrian facilities. The south 1/3 of the roadway will be a new alignment connecting to the existing improvements on Louisiana Avenue.



**PROPOSED WORK** The project constructs a section of new roadway and reconstructs an existing section of Airport Road. The proposed section includes two travel lanes with a continuous left-turn lane through most of the section, as well as curb and gutter on both sides. A multi-use path will be constructed on one side only, due to the close proximity of I-5.

**PROJECT BENEFITS** Increase mobility  
Improves safety  
Opens business access and encourage development

**DISCUSSION** This project was originally funded in November 2005. In late 2008 the project became a coordinated effort between the County and WSDOT due to the close correlation with the I-5 Mellen Street to Blakeslee Junction Project (MTB). Airport Road will serve as a Collector Distributor (CD) lane along I-5.

In 2010 this project was placed on the contingency list due to the delayed project status, therefore suspending all Construction Phase TIB funds.

At the September 2011 Board meeting, members were notified of the potential to incorporate this project with the MTB Project in an effort to minimize cost and effort. Redefining this project allows the projects to be completed as one without separate bidding and project accounting.

The County and WSDOT have been working closely to ensure that both agency's Contract plans are agreeable. Since this project will be constructed along with the I-5 widening project, it makes sense to coordinate efforts to minimize time, dollars spent and multiple agency involvement. An interagency agreement is being drafted and the intent is to transfer the remaining funds upon execution of the agreement.

**JUSTIFICATION** Justification for the change in project scope is detailed below:

- Ease of project administration
- Economy of scale in bidding
- TIB dollars in the ground

**RECOMMENDATION** TIB staff recommend restoring to active status and support a scope change to incorporate the Airport Road project into the MTB Project, which would allow WSDOT to administer both projects as one. The scope change results in a transfer of \$2,934,856 in UCP Funds to WSDOT, which includes the remaining approved design phase funds.

# AIRPORT ROAD POTENTIAL PROJECTS





**Washington State  
Department of Transportation**  
**Paula J. Hammond, P.E.**  
Secretary of Transportation

**Southwest Region**  
11018 Northeast 51st Circle/P.O. Box 1709  
Vancouver, WA 98668-1709  
360-905-2000/Fax 360-905-2222  
TTY: 1-800-833-6388  
[www.wsdot.wa.gov](http://www.wsdot.wa.gov)

January 11, 2012

Steve Gorcester, Director  
Transportation Improvement Board  
505 Union Avenue SE, Suite 350  
PO Box 40901  
Olympia, WA 98504-0901

Dear Mr. Gorcester:

Thank you for meeting with us and the County last week to discuss ways to more effectively deliver projects in the Chehalis/Centralia area.

The Washington State Department of Transportation (WSDOT) supports incorporating the Airport Road project into its larger I-5 Mellen Street to Blakeslee Junction project (MTB) and administering all aspects of the project necessary to achieve completion. The project, including the Airport Road project, will now be known as MTB. WSDOT is committed to ensuring project completion per the County's Contract Plans as bid in MTB. This will minimize project administration and contract costs of the Airport Rd portion of work, which is an important piece of the overall project and the intended goals.

We are currently working with TIB on a project agreement that will implement this scope change and accomplish payment.

Yours very truly,

A handwritten signature in black ink, appearing to read 'Bart Gernhart'.

Bart Gernhart, P.E.  
Assistant Regional Administrator

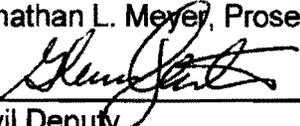
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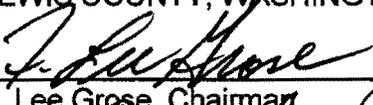
**BE IT FURTHER RESOLVED** that Chairman of the Board of County Commissioners is authorized to sign the attached Letter of Support for Lewis County.

DONE IN OPEN SESSION this 23<sup>rd</sup> day of January, 2012.

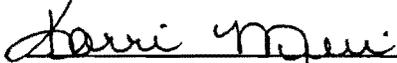
APPROVED AS TO FORM  
Jonathan L. Meyer, Prosecuting Attorney

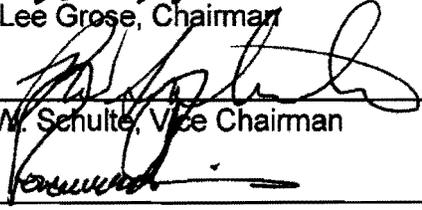
  
\_\_\_\_\_  
Civil Deputy

BOARD OF COUNTY COMMISSIONERS  
LEWIS COUNTY, WASHINGTON

  
\_\_\_\_\_  
F. Lee Grose, Chairman

ATTEST:

  
\_\_\_\_\_  
Karri Muir, Clerk of the Board

  
\_\_\_\_\_  
P.W. Schulte, Vice Chairman

  
\_\_\_\_\_  
Ron Averill, Member



## *Lewis County Department of Public Works*

Timothy R. Elsea, PE, Director / County Engineer

Rodney Lakey, PE, Assistant County Engineer

January 11, 2012

Mr. Steve Gorchester, Executive Director  
Transportation Improvement Board  
P.O. Box 40901  
Olympia, WA 98504-0901

RE: Letter of Support to Transfer Lead Agency Status (Lewis County to WSDOT)  
Airport Road Extension Project (Chamber Way to Mellen St.)  
TIB Project Number: 9-W-021(003)-1

Dear Mr. Gorchester:

This letter is provided to continue efforts associated with Airport Road Extension Project that will complete corridor improvements from Chamber Way in the City of Chehalis to Mellen Street in the City of Centralia including a portion of Lewis County's Airport Road. This project is near design completion and representatives from the Washington State Department of Transportation (WSDOT) and Lewis County met with you and Transportation Board (TIB) staff on January 4, 2012 to discuss construction options. At that meeting, WSDOT outlined their Interstate 5 / Mellen to Blakeslee (MTB) project which incorporates a portion of Lewis County's Airport Road Extension Project. WSDOT, Lewis County and TIB agreed that administration and construction costs would be significantly reduced under one overall project. To accomplish this action, TIB proposed a scope change to the Airport Road grant that would change Lead Agency status to WSDOT for construction of the Airport Road Extension Project.

Lewis County concurs with the proposed scope change by the Transportation Improvement Board to redefine the current Airport Road grant and incorporate the project into WSDOT's I-5/Mellen Street to Blakeslee Junction (MTB) project. The

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Chehalis, WA 98532  
☎ 360.740.3380  
☎ 360.740.2741

Erik Martin, PE, Manager

### *Administration, Engineering, Utilities & Real Estate Services*

2025 NE Kresky Ave.  
Chehalis, WA 98532  
☎ 360.740.1123

### *Solid Waste Services*

Post Office Box 180  
Centralia, WA 98531  
☎ 360.740.1451  
☎ 360.330.7805

Steve Skinner, Manager

agreement to incorporate the Airport Road project into the WSDOT project minimizes project administration and contract costs by eliminating the need to account for the projects separately. We acknowledge that funds remaining in the TIB grant after the January 27, 2012 Board Meeting will revert to WSDOT in payment for incorporating Airport Road improvements into the I-5 MTB construction. We recognize upon execution of the project agreement TIB will no longer be a party to the Airport Road project. Additionally, it is our understanding that upon approval by the TIB, Lewis County shall have satisfied its financial obligation for the completion of the Airport Road Project and all permitting, construction, and project administration responsibilities shall be conveyed to WSDOT. County staff will continue engineering support during advertisement and construction for Airport Road related issues.

Lewis County appreciates the cooperative efforts from both TIB and WSDOT to complete this important corridor between the City of Chehalis and the City of Centralia. Please contact Public Works Director Tim Elsea at 360-740-2697 ([tim.elsea@lewiscountywa.gov](mailto:tim.elsea@lewiscountywa.gov)) if you have any questions or need additional information.

Sincerely,



F. Lee Grose, Chairman  
Board of County Commissioners

cc: Bart Gernhart, P.E., Assistant Regional Administrator for Engineering  
Tim Elsea, P.E., Director/ County Engineer



## **WAC Chapter 479 Revisions**

### **January 26, 2012**

#### **BACKGROUND**

During the 2011 Legislative Session, SSB 5797 passed into law, merging the UATA and TIA. Also passed into law was EHB 1028, which changes population thresholds based on state correction facilities population. WAC revisions were made to address these new laws and to clarify changes in other areas.

#### **STATUS**

WAC revisions to Chapters 479-01, 479-05, 479-10, and 479-14 are found on pages 47 – 92. After review by the board, they will be available to customers for comment via the TIB website. If there are no substantial changes, a public hearing will be held at the March meeting in Wenatchee.

#### **RECOMMENDATION**

The board is requested to approve the WAC revisions for public comment.

AMENDATORY SECTION (Amending WSR 07-18-050, filed 8/30/07, effective 9/30/07)

**WAC 479-01-010 Organization of the transportation improvement board.** The transportation improvement board is a twenty-one member board, organized under the provisions of RCW 47.26.121. The board administers (~~the urban arterial trust account,~~) the transportation improvement account (~~(~~7~~)~~) and the small city pavement and sidewalk account.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-01-010, filed 8/30/07, effective 9/30/07; 03-16-077, § 479-01-010, filed 8/4/03, effective 9/4/03. Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-01-010, filed 11/23/99, effective 12/24/99. Statutory Authority: 1995 c 269 § 2601. 95-22-056, § 479-01-010, filed 10/30/95, effective 11/30/95. Statutory Authority: Chapter 47.26 RCW. 95-04-072, § 479-01-010, filed 1/30/95, effective 3/2/95; 90-11-035, § 479-01-010, filed 5/10/90, effective 6/10/90; 83-22-021 (Order 83-01, Resolution Nos. 770, 771 and 772), § 479-01-010, filed 10/26/83; Order 31 (part), § 479-01-010, filed 11/8/67.]

AMENDATORY SECTION (Amending WSR 07-18-050, filed 8/30/07, effective 9/30/07)

**WAC 479-01-040 Definitions and acronyms.** The following definitions and acronyms apply:

- (1) TIB - The transportation improvement board.
- (2) Board - The transportation improvement board refers to the group of board members defined in RCW 47.26.121 and does not include the executive director or staff.
- (3) Director - The executive director of the transportation improvement board.
- (4) Staff - Refers to the employees of the transportation improvement board excluding the executive director.
- (5) Agency - All cities, towns, counties, and transportation benefit districts eligible to receive board funding.
- (6) Local agency official - Refers to a local agency elected official or staff who is authorized to sign contracts on the city, town, county, or transportation benefit district's behalf.
- (7) Urban area - Refers to the portion of a county within the federal urban area boundary as designated by the Federal Highway Administration and/or Washington state's Growth Management Act.
- (8) Six-year transportation plan - Refers to the city or county six-year transportation plan for coordinated transportation program expenditures per RCW 35.77.010 and 36.81.121.
- (9) Small city - Refers to an incorporated city or town with

a population of less than five thousand.

(10) Sidewalk program - Refers to both the urban and small city sidewalk programs.

(11) Population - Is defined as office of financial management official published population at the time of application.

(12) Highway urban area population - As published by the office of financial management.

(13) Scope change - Refers to a change in the physical characteristics and/or dimensions of a project.

~~((14) ((RJT route jurisdiction transfer.~~

~~(15) RTP road transfer program (also known as the))~~ CHAP - City Hardship Assistance Program (~~(or CHAP))~~).

~~((16) UATA urban arterial trust account.~~

~~(17))~~ (15) TIA - Transportation improvement account.

~~((18))~~ (16) Matching funds - All funds contributed to a project other than TIB funds.

(17) Construction ready - Is defined as a project that has design, plans specifications and estimates, right of way, permits, and all sources of match funding to enable advertisement for bids.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-01-040, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-01-040, filed 11/23/99, effective 12/24/99. Statutory Authority: Chapter 47.26 RCW. 95-04-072, § 479-01-040, filed 1/30/95, effective 3/2/95; 90-11-035, § 479-01-040, filed 5/10/90, effective 6/10/90.]

AMENDATORY SECTION (Amending WSR 07-18-050, filed 8/30/07, effective 9/30/07)

**WAC 479-01-050 Administrative costs.** The costs for board activities, staff services, and facilities will be paid out of the transportation improvement account (~~and the urban arterial trust account~~) as determined by the biennial appropriation.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-01-050, filed 8/30/07, effective 9/30/07; 03-16-077, § 479-01-050, filed 8/4/03, effective 9/4/03. Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-01-050, filed 11/23/99, effective 12/24/99. Statutory Authority: 1995 c 269 § 2601. 95-22-056, § 479-01-050, filed 10/30/95, effective 11/30/95.]

AMENDATORY SECTION (Amending WSR 07-18-050, filed 8/30/07, effective 9/30/07)

**WAC 479-01-060 Executive director--Powers and duties.** The board appoints an executive director who will serve at its pleasure to carry out the board priorities and the mission of the agency including the following administrative duties:

- (1) The executive director will direct and supervise all

day-to-day activities of the staff.

(2) The executive director is the appointing authority of the staff and may authorize subordinates to act in the executive director's place to carry out administrative duties.

~~(3) ((The executive director has waiver authority for value engineering studies as described in WAC 479-05-040.~~

~~(4))~~ The executive director has sidewalk deviation authority as described in WAC ~~((479-12-500 and))~~ 479-14-200.

~~((5))~~ (4) The executive director has administrative increase authority for projects up to the following levels:

(a) Urban ~~((corridor))~~ program - Fifteen percent of project costs or seven hundred fifty thousand dollars whichever is less.

~~(b) ((Urban arterial program - fifteen percent of project costs or seven hundred fifty thousand dollars whichever is less.~~

~~(c))~~ Small city arterial program - Up to one hundred twenty-five thousand dollars.

~~((d) Road transfer))~~ (c) City hardship assistance program - Up to seventy-five thousand dollars.

~~((e))~~ (d) Sidewalk program - Up to fifty thousand dollars for small city projects; zero for urban projects.

~~((f))~~ (e) Small city preservation program - Up to two hundred thousand dollars within available funding limitations.

(f) Small city federal match within the limits set by the board in accordance with WAC 479-14-215.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-01-060, filed 8/30/07, effective 9/30/07.]

AMENDATORY SECTION (Amending WSR 07-18-050, filed 8/30/07, effective 9/30/07)

**WAC 479-05-020 Six-year transportation plan.** Projects selected in the priority array must be included in the local agency's six-year transportation plan prior to receiving authorization to proceed on the project.

Small city preservation projects identified through pavement condition ratings are not required to appear in the local agency's six-year transportation plan.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-05-020, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-05-020, filed 11/23/99, effective 12/24/99.]

AMENDATORY SECTION (Amending WSR 07-18-050, filed 8/30/07, effective 9/30/07)

**WAC 479-05-030 A registered professional engineer must be in charge.** All projects using ((~~UATA~~)) TIA funds will be supervised by a professional engineer registered in the state of Washington.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-05-030, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-05-030, filed 11/23/99, effective 12/24/99.]

NEW SECTION

**WAC 479-05-035 Qualifications for small city projects administered by another agency.** A local agency that has a small city arterial program or small city preservation project may elect to have, or the executive director may require, the project administered by another city, a county, state department of transportation, or state transportation improvement board when:

(1) The local agency does not have certification acceptance from the state department of transportation per the Washington state department of transportation local agency guidelines manual, chapter 13; or

(2) The executive director determines that the local agency has no internal capacity to directly administer transportation projects.

[]

AMENDATORY SECTION (Amending WSR 08-10-012, filed 4/24/08, effective 5/25/08)

**WAC 479-05-040 Value engineering study (~~(requirements)~~) and reimbursable costs.** A value engineering study is required for urban projects with total project costs exceeding (~~(two and one half)~~) ten million dollars or (~~(when determined)~~) may be required by the executive director (~~(to be in the best interest of the project)~~) when the project has at least one of the following characteristics:

- (1) Significant project complexity;
- (2) Significant structures;
- (3) Significant right of way;
- (4) Multiple alignment options;
- (5) Environmentally sensitive areas;
- (6) Complex interagency involvement.

The value engineering study (~~(requirement)~~) is completed when the local agency submits the recommendation report to TIB. TIB may consider what recommendations are accepted or rejected when evaluating any funding increase or scope change request.

[Statutory Authority: Chapters 47.26 and 47.66 RCW. 08-10-012, § 479-05-040, filed 4/24/08, effective 5/25/08. Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-05-040, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-05-040, filed 11/23/99, effective 12/24/99.]

AMENDATORY SECTION (Amending WSR 07-18-050, filed 8/30/07, effective 9/30/07)

**WAC 479-05-051 Project phases.** Projects authorized by the board are divided into the following phases:

(1) Design phase - Documents that must be received prior to phase approval include:

(a) Signed funding status form confirming that the funding partners are fully committed;

(b) Page from the adopted six-year transportation plan which lists the project;

(c) Signed fuel tax agreement; (~~and if applicable~~)

(d) Consultant agreement (small city arterial and small city sidewalk programs only).

(2) Bid phase - Documents that must be received prior to phase approval include:

(a) Signed bid authorization form that contains:

(i) Plans and specification package;

(ii) Written confirmation of funding partners; and

(iii) Confirmation that full funding is available for the project;

(b) Signed confirmation that right of way is acquired or possession and use agreement is in place;

(c) Engineer's estimate is in final format; (~~and if applicable~~

~~(i))~~) (d) Consultant agreement (small city arterial and small

city sidewalk programs only);

~~((+ii))~~ (e) Certification that a cultural resource assessment was completed;

~~((+iii))~~ (f) Traffic signal warrants.

(3) Construction phase - Documents that must be received prior to phase approval include:

(a) Updated cost estimate form signed by a local agency official and the project engineer;

(b) Bid tabulations; and

(c) Description of cost changes.

(4) Project closeout phase - Documents that must be received prior to phase approval include:

(a) Updated cost estimate form signed by a local agency official and the project engineer;

(b) Final summary of quantities; and

(c) Accounting history signed by a local agency official or the financial manager.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-05-051, filed 8/30/07, effective 9/30/07.]

AMENDATORY SECTION (Amending WSR 07-18-050, filed 8/30/07, effective 9/30/07)

**WAC 479-05-060 Methods of construction.** All construction using ((~~UATA or~~)) TIA funds shall be advertised, competitively bid and contracted, except:

- (1) Utility and railroad relocations and adjustments;
- (2) Government force work;
- (3) Work eligible from the small works roster; and
- (4) Local agencies may be otherwise exempt from bidding requirements if so authorized by an applicable statute contained in chapter 36.77, 35.22, 35.23, or 35.27 RCW.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-05-060, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-05-060, filed 11/23/99, effective 12/24/99.]

AMENDATORY SECTION (Amending WSR 07-18-050, filed 8/30/07, effective 9/30/07)

**WAC 479-05-080 Standard specifications.** The current edition of the *Standard Specifications for Road, Bridge, and Municipal Construction* or equivalent, will be used as the standard for design and construction of board funded projects.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-05-080, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-05-080, filed 11/23/99, effective 12/24/99.]

AMENDATORY SECTION (Amending WSR 07-18-050, filed 8/30/07, effective 9/30/07)

**WAC 479-05-100 Utility adjustments or relocations.** Utility adjustments or relocations may be reimbursed using the following criteria:

- (1) If it is a direct cost for utility adjustments that are owned by the local government;
- (2) If the utility provider owns the property in fee title; or
- (3) If the utility franchise agreement requires the local agency

to pay for those utility adjustments or relocations required by state or local government.

Upgrading of utilities is not eligible for reimbursement by ((UATA-~~or~~)) TIA funds.

If the proposed work will cause a significant change in scope, the agency must seek board approval.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-05-100, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-05-100, filed 11/23/99, effective 12/24/99.]

AMENDATORY SECTION (Amending WSR 07-18-050, filed 8/30/07, effective 9/30/07)

**WAC 479-05-120 Street illumination and traffic control devices.** Traffic control devices for an approved project may be purchased and installed under RCW 35.22.620(3), 35.23.352(1), and 36.77.065(3) by:

(1) The contractor for the construction phase of the project;

or

(2) Local agency employees.

((UATA-~~or~~)) TIA funds may be used in the costs to underground service connections for street illumination and traffic signal services within the approved project scope.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-05-120, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-05-120, filed 11/23/99, effective 12/24/99.]

AMENDATORY SECTION (Amending WSR 07-18-050, filed 8/30/07, effective 9/30/07)

**WAC 479-05-130 Project landscaping and aesthetic improvements.** Cost of landscaping and aesthetic improvements is limited to ~~((three))~~ five percent of the total eligible ~~((authorized project costs))~~ construction contract amount.

(1) Landscaping includes:

(a) Cost of trees, shrubs, sod, and other plant material.

(b) Top soil and bark.

(c) Irrigation and tree grates.

(d) Labor for installation.

(2) Aesthetic improvement includes:

(a) Ornamental lighting.

(b) The local agency share of the cost of undergrounding of utilities.

(c) Public art.

(d) Special surfacing treatments (stamped concrete, pavers).

(e) Labor for installation.

(3) Items not considered landscaping or aesthetic improvements are:

(a) Erosion control treatments.

(b) Wetland mitigation (plantings) required by federal or state regulations.

(c) Property restoration.

Requests for increases in landscaping and related costs are subject to WAC 479-05-201, 479-05-202, and 479-05-203. Landscaping costs in excess of the ((three)) five percent limit may be paid for by funding sources other than TIB funds.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-05-130, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-05-130, filed 11/23/99, effective 12/24/99.]

AMENDATORY SECTION (Amending WSR 07-18-050, filed 8/30/07, effective 9/30/07)

**WAC 479-05-131 Mitigation costs and limitations.** Mitigation costs may include:

(1) Sound walls/berms: Unless required by specific regulations, TIB will not participate in this cost.

(2) Superfund sites: TIB funds will not participate in the cost of cleanup.

(3) Bridges: Bridge designs exceeding the most cost effective are not eligible for participation.

(4) Wetlands: Mitigation in excess of what is required by

federal or state requirements is not eligible to be reimbursed.

((~~UATA or~~)) TIA funds may not be used for excessive design, mitigation beyond federal or state requirements, or other unusual project features.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-05-131, filed 8/30/07, effective 9/30/07.]

AMENDATORY SECTION (Amending WSR 07-18-050, filed 8/30/07, effective 9/30/07)

**WAC 479-05-140 Acquisition of rights of way.** Right of way for board funded projects shall be acquired in accordance with chapters 8.26 RCW and 468-100 WAC. Reimbursement of right of way acquisition costs are eligible within the design phase of the project.

At bid phase, right of way acquisitions should be completed and certified. If all right of way cannot be certified, the local agency must have possession and use agreements for the remaining parcels.

If under any circumstances right of way purchased with board funds is subsequently sold or transferred to a nontransportation purpose, the proceeds of the sale or equivalent value shall be placed in the local agency's appropriate transportation fund and expended solely for street or road improvement purposes.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-05-140, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapters

47.26 and 47.66 RCW. 99-24-038, § 479-05-140, filed 11/23/99, effective 12/24/99.]

AMENDATORY SECTION (Amending WSR 07-18-050, filed 8/30/07, effective 9/30/07)

**WAC 479-05-141 What is eligible for reimbursement of right of way costs.** Only the square footage needed for the roadway is eligible to be reimbursed, unless:

(1) It is deemed by TIB to be in the best interest of the project to purchase the entire parcel;

(2) An entire parcel take is required by local resolution; or

(3) An uneconomic remnant will remain.

If after the completion of the project, the uneconomic remnant is sold, transferred, or rezoned to make it an economic remnant, the proceeds of any sale will be placed back in the local agency's (~~meter vehicle~~) appropriate transportation fund to be used for street or road improvement purposes only.

In the event the project is not built, TIB funds expended for right of way may be requested to be refunded to the board.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-05-141, filed 8/30/07, effective 9/30/07.]

AMENDATORY SECTION (Amending WSR 07-18-050, filed 8/30/07, effective 9/30/07)

**WAC 479-05-170 Reimbursement of engineering costs.** Design and construction engineering costs eligible for reimbursement are limited to ~~((twenty-five))~~ thirty percent, or twenty percent if funded as construction ready, of the approved contract bid amount, ~~((excluding special studies or right-of-way))~~ plus costs designated as construction other.

Surveying and materials testing costs, even if they are part of the contract costs, are considered part of construction engineering and are subject to the ~~((twenty-five))~~ thirty percent limit or twenty percent limit if funded as construction ready. Exceptions to the ~~((twenty-five))~~ thirty percent engineering limit, or twenty percent engineering limit if funded as construction ready, may be considered for small city projects when an unforeseen issue arises that is beyond the control of the local agency. The local agency may request an increase through WAC 479-05-202 processes.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-05-170, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-05-170, filed 11/23/99, effective 12/24/99.]

AMENDATORY SECTION (Amending WSR 07-18-050, filed 8/30/07, effective 9/30/07)

**WAC 479-05-171 Reimbursement of cultural resource assessment costs for TIB funded projects.** If a cultural resource assessment is required by the state department of archaeology and historical preservation, (~~(TIB will reimburse the normal costs required for the assessment. The assessment is considered part of design engineering, is not a special study, and not included in the twenty five percent limitation in WAC 479-05-170)~~) the assessment will be eligible for reimbursement.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-05-171, filed 8/30/07, effective 9/30/07.]

AMENDATORY SECTION (Amending WSR 09-09-002, filed 4/1/09, effective 5/2/09)

**WAC 479-05-211 When a project is considered delayed.** Projects are considered delayed when one of the following occurs:

- (1) Urban (~~(corridor)~~) program projects do not reach construction phase within (~~(five))~~ four years and six months.
- (2) (~~(Urban arterial program projects do not reach construction~~

~~phase within four years and six months.~~

~~(3))~~ Projects awarded funding as "construction (~~(only)~~) ready" will be considered delayed if construction does not begin within one year of funding becoming available.

~~((4))~~ (3) All other programs must reach construction phase within two years and six months.

The award date or date funding is made available to the local agency by TIB, whichever is earlier, is the starting point in calculating the delay date.

[Statutory Authority: Chapter 47.26 RCW. 09-09-002, § 479-05-211, filed 4/1/09, effective 5/2/09; 07-18-050, § 479-05-211, filed 8/30/07, effective 9/30/07.]

AMENDATORY SECTION (Amending WSR 07-18-050, filed 8/30/07, effective 9/30/07)

**WAC 479-05-212 The stages of delayed projects.** For TIB funded projects, there are ~~((three))~~ two stages of delay:

(1) Stage 1 delay - If the project does not meet the project target date per WAC 479-05-211.

~~(2) ((Stage 2 delay if the project does not meet the revised bid date as agreed in Stage 1 delay under WAC 479-05-213(1), or one year after Stage 1 delay.~~

~~(3))~~ Stage ~~((3))~~ 2 delay - If the project does not meet the revised bid date as agreed to under Stage ~~((2))~~ 1 delay under WAC

479-05-213(~~(+2)~~) (1), or one year after (~~(Stage 2 delay)~~) being designated as a Stage 1 delayed project.

~~((The executive director has discretion when moving projects from one stage of delay to the next and may consider pending bid dates or other indications or impending progress.))~~

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-05-212, filed 8/30/07, effective 9/30/07.]

AMENDATORY SECTION (Amending WSR 07-18-050, filed 8/30/07, effective 9/30/07)

**WAC 479-05-213 Review and consequences of delay.** Delayed projects will be reviewed as follows:

(1) Stage 1 - (~~(agency plan letter)~~) Delayed project. The TIB staff report the delayed project to the board at a regularly scheduled board meeting. The executive director requests a letter from the local agency (~~(to respond with a progress plan to get back on schedule.~~

~~(2) Stage 2 explanation and commitment. The local agency provides TIB staff with an explanation of)~~ explaining why the project continues to be delayed and a commitment date which is acceptable to the executive director or board.

(~~(+3)~~) (2) Stage (~~(3 hearing)~~) 2 - Contingency project. If the agency misses the agreed upon date(s) or deadlines set in the Stage (~~(2)~~) 1 review, the (~~(agency will be provided a hearing in front~~

~~of the board at the next regularly scheduled meeting. The result of the hearing will include an absolute date for resolution which is agreed to by the board.~~

~~If the local agency does not meet the absolute date for resolution as agreed to by the board in the Stage 3 hearing, the project may be suspended or the agency may be requested to withdraw the project and reapply for funding in a later application cycle))~~  
project will be designated a contingency project. The board must restore a contingency project to active status before approval to access additional TIB funds may be authorized by the executive director.

A project remaining on the contingency list for twelve months will have the grant funds terminated. The agency may reapply for funding in a later grant application cycle.

The executive director has discretion when moving projects from one stage of delay to the next and may consider pending bid dates or other indications of impending progress.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-05-213, filed 8/30/07, effective 9/30/07.]

#### REPEALER

The following sections of the Washington Administrative Code are repealed:

WAC 479-05-013  
1/21/12 3:32 PM

Urban project transfer for

[Page 68 ]

OTS-4560.1

WAC 479-05-041

completion.

When a value engineering study may be  
waived.

AMENDATORY SECTION (Amending WSR 08-21-005, filed 10/2/08, effective 11/2/08)

**WAC 479-10-110 Who is eligible for small city preservation program funds.** Agencies eligible to receive small city pavement program funding are incorporated cities with a population less than five thousand. For the purposes of determining population, cities may exclude the population of any state correctional facility located within the city.

[Statutory Authority: Chapter 47.26 RCW. 08-21-005, § 479-10-110, filed 10/2/08, effective 11/2/08.]

AMENDATORY SECTION (Amending WSR 10-14-027, filed 6/28/10, effective 7/29/10)

**WAC 479-10-170 Small city match funding eligibility and application.** Cities may request matching funds for projects that meet TIB eligibility requirements for small city preservation program funding as described in WAC 479-10-120 and 479-10-121. A TIB funding application form must be submitted to apply for match funding.

The executive director may award match funding on a first-come,

first-served basis to the limit established in WAC 479-14-215 or otherwise set by the board.

[Statutory Authority: Chapter 47.26 RCW. 10-14-027, § 479-10-170, filed 6/28/10, effective 7/29/10.]

AMENDATORY SECTION (Amending WSR 07-18-050, filed 8/30/07, effective 9/30/07)

**WAC 479-14-011 Programs funded from the transportation improvement account.** The transportation improvement account funds the ((~~urban corridor~~)) following programs:

- (1) The urban program;
- (2) The small arterial city program:
  - (a) Grants; and
  - (b) Federal match funding.
- (3) The sidewalk programs:
  - (a) Urban sidewalk program; and
  - (b) Small city sidewalk program.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-14-011, filed 8/30/07, effective 9/30/07.]

AMENDATORY SECTION (Amending WSR 07-18-050, filed 8/30/07, effective 9/30/07)

**WAC 479-14-111 Who is eligible to receive urban ((~~corridor~~)) program funding.** Eligible agencies are:

- (1) Counties that have an urban area;

(2) Incorporated cities with a population of five thousand or more. For the purposes of determining population, cities may include the population of any state correctional facility located within the city. Agencies exceeding population of five thousand are eligible pending designation as a federal urban area following the next federal census; and

(3) Transportation benefit districts.

Generally, the eligible agency will be designated as the project lead. However, the executive director may designate another agency as lead in the best interest of project completion or for convenience to both parties.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-14-111, filed 8/30/07, effective 9/30/07.]

AMENDATORY SECTION (Amending WSR 07-18-050, filed 8/30/07, effective 9/30/07)

**WAC 479-14-121 What projects are eligible for urban (~~corridor~~) program funding.** Eligible projects are:

(1) Improvements on federally classified arterials; (~~or~~)

(2) Within a city qualifying for urban designation upon the next federal census as long as the project carries a federal arterial functional classification; or

(3) Within the urban growth area in counties which are in full compliance with Washington state's Growth Management Act.

Any urban street that is not functionally classified at the time of award must obtain federal functional classification prior to approval to expend board funds.

Sidewalks with five feet minimum clear width are required on both sides of the arterial unless a deviation is granted under WAC 479-14-200.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-14-121, filed 8/30/07, effective 9/30/07.]

AMENDATORY SECTION (Amending WSR 07-18-050, filed 8/30/07, effective 9/30/07)

**WAC 479-14-131 Award criteria for the urban (~~corridor~~) program.** The board establishes the following criteria for use in evaluating urban (~~corridor~~) program grant applications:

(1) Mobility improvements - Includes system connectivity, improves flow of vehicles and freight, and extends or completes corridor for network connections.

(2) (~~Local support demonstrates initiative to achieve full funding and project completion.~~) Physical condition - Includes pavement, structural, and geometric design features of the arterial.

(3) Growth and development improvements - Provides or improves access to urban centers, economic development, supports annexation agreements, and increases residential density.

(4) Safety improvements - Addresses accident reduction,

elimination of roadway hazards, corrects roadway deficiencies, and eliminates railroad at-grade crossing.

(5) (~~Mode accessibility additions to or enhancements of high occupancy vehicle and nonmotorized transportation modes.~~)  
Sustainability - Improves mode accessibility, reduces or eliminates water detention, and encourages energy reduction technology and use of recycled materials.

(6) Constructability - Demonstrates a strong likelihood to achieve full funding, obtain permits, acquire right of way, and reach construction within the timelines established in WAC 479-05-211.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-14-131, filed 8/30/07, effective 9/30/07.]

AMENDATORY SECTION (Amending WSR 07-18-050, filed 8/30/07, effective 9/30/07)

**WAC 479-14-141 Regions of the urban (~~corridor~~) program.**  
The board allocates urban (~~corridor~~) program funding across (~~three~~) five regions to ensure statewide distribution of funds. The (~~three~~) five regions are as follows:

(1) Puget Sound region includes eligible agencies within King, Pierce, and Snohomish counties.

(2) (~~East region includes eligible agencies within Adams, Asotin, Benton, Chelan, Columbia, Douglas, Ferry, Franklin, Garfield, Grant, Kittitas, Klickitat, Lincoln, Okanogan, Pend~~

~~Oreille, Spokane, Stevens, Walla Walla, Whitman, and Yakima counties.~~

~~(3) West region includes eligible agencies within Clallam, Clark, Cowlitz, Grays Harbor, Island, Jefferson, Kitsap, Lewis, Mason, Pacific, San Juan, Skagit, Skamania, Thurston, Wahkiakum, and Whatcom counties.)~~ Northwest region includes eligible agencies within Clallam, Island, Jefferson, Kitsap, San Juan, Skagit, and Whatcom counties.

(3) Northeast region includes eligible agencies within Adams, Chelan, Douglas, Ferry, Grant, Lincoln, Okanogan, Pend Oreille, Spokane, Stevens, and Whitman counties.

(4) Southeast region includes eligible agencies within Asotin, Benton, Columbia, Franklin, Garfield, Kittitas, Klickitat, Walla Walla, and Yakima counties.

(5) Southwest region includes eligible agencies within Clark, Cowlitz, Grays Harbor, Lewis, Mason, Pacific, Skamania, Thurston, and Wahkiakum counties.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-14-141, filed 8/30/07, effective 9/30/07.]

AMENDATORY SECTION (Amending WSR 07-18-050, filed 8/30/07, effective 9/30/07)

**WAC 479-14-151 Funding distribution formula for the urban ((corridor)) program.** The statewide distribution of urban ((corridor)) program funds is allocated between regions according to the following formula:

The average of the ratios of region urban area population (RUP) divided by the statewide urban population (SUP) plus region functionally classified lane miles within the urban area (RFC) divided by statewide functionally classified lane miles within urban areas (SFC).

$$\frac{(RUP/SUP) + (RFC/SFC)}{2}$$

The board may adjust the regional allocation by plus or minus five percent to fully fund the approved list of regional projects. When requested by the board, TIB staff will update the regional allocation to ensure equitable distribution of funds.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-14-151, filed 8/30/07, effective 9/30/07.]

AMENDATORY SECTION (Amending WSR 07-18-050, filed 8/30/07, effective 9/30/07)

**WAC 479-14-161 Matching requirement for the urban ((~~corridor~~)) program.** The urban ((~~corridor~~)) program provides funding which will be matched by other funds as follows:

(1) For cities:

(a) If the city valuation is under \$1.0 billion, the matching rate is ten percent of total project costs for arterial and sidewalk projects. Pavement preservation projects require five percent match of total project costs.

(b) If the city valuation is \$1.0 billion to \$2.5 billion, the rate is fifteen percent of total project costs.

(c) If the city valuation is over \$2.5 billion, the rate is twenty percent of total project costs.

(2) For counties:

(a) If the road levy valuation is under \$3.0 billion, the rate is ten percent of total project costs.

(b) If the road levy valuation is between \$3.0 billion to \$10.0 billion, the rate is fifteen percent of total project costs.

(c) If the road levy valuation is over \$10.0 billion, the rate is twenty percent of total project costs.

The board uses the current published valuation from the department of revenue.

(3) For transportation benefit districts, the match is based

on the valuation of the city or county in which it is located. If the project lies within more than one city or county, the match is determined by the city or county that has the greatest valuation.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-14-161, filed 8/30/07, effective 9/30/07.]

AMENDATORY SECTION (Amending WSR 07-18-050, filed 8/30/07, effective 9/30/07)

**WAC 479-14-200 Sidewalk deviation authorities for the urban ((~~corridor~~)) program.** The board recognizes the need for pedestrian facilities on arterial roadways and has required that sidewalks be provided under the urban ((~~corridor~~)) program. A sidewalk deviation may be requested by the lead agency and may be granted under the following authorities:

(1) The executive director has administrative authority to grant sidewalk deviations as follows:

(a) On both sides if the roadway is a ramp providing access to a limited access route;

(b) On both sides of a designated limited access facility if:

(i) Route is signed to prohibit pedestrians; or

(ii) Pedestrian facilities are provided on an adjacent parallel route;

(c) On one side if the roadway is a frontage road immediately adjacent to a limited access route; or

(d) On one side if the roadway is immediately adjacent to a railroad or other facility considered dangerous to pedestrians.

(2) All other sidewalk deviation requests require board action.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-14-200, filed 8/30/07, effective 9/30/07.]

NEW SECTION

**WAC 479-14-211 Who is eligible to receive small city arterial program funding.** An eligible agency is an incorporated city or town that has a population of less than five thousand. For the purposes of determining population, cities may exclude the population of any state correctional facility located within the city.

[]

NEW SECTION

**WAC 479-14-215 Small city match funding allocation.** Within the small city arterial program, ten percent of the annual allocation may be portioned as an amount available for small cities to match federal funding provided for local government federal aid of transportation, on a first come/first served basis.

[]

NEW SECTION

**WAC 479-14-221 What projects are eligible for small city arterial program funding.** To be eligible for funding, a proposed project must improve an arterial that meets at least one of the following standards:

(1) Serves as a logical extension of a county arterial or state highway through the city; or

(2) Acts as a bypass or truck route to relieve the central core area; or

(3) Serves as a route providing access to local facilities such as:

- (a) Schools;
- (b) Medical facilities;
- (c) Social centers;
- (d) Recreational areas;
- (e) Commercial centers;
- (f) Industrial sites.

Sidewalks are required on one side of the roadway unless a deviation is granted under WAC 479-14-200.

[]

#### NEW SECTION

**WAC 479-14-231 Award criteria for the small city arterial program.** The board establishes the following criteria for use in evaluating small city arterial program grant applications:

(1) Safety improvement - Projects that address accident reduction, hazard elimination, and roadway deficiencies.

(2) Pavement condition - Replaces or rehabilitates street surfaces and structural deficiencies.

(3) Local support - Projects that improve network development and address community needs.

(4) Sustainability - Improves network development of street system, reduces or eliminates water detention, and encourages energy reduction technology and use of recycled materials.

[]

NEW SECTION

**WAC 479-14-241 Regions of the small city arterial program.**

The board allocates small city arterial program funding across three regions to ensure statewide distribution of funds. The three regions are as follows:

(1) Puget Sound region includes eligible agencies within King, Pierce, and Snohomish counties.

(2) East region includes eligible agencies within Adams, Asotin, Benton, Chelan, Columbia, Douglas, Ferry, Franklin, Garfield, Grant, Kittitas, Klickitat, Lincoln, Okanogan, Pend Oreille, Spokane, Stevens, Walla Walla, Whitman, and Yakima counties.

(3) West region includes eligible agencies within Clallam, Clark, Cowlitz, Grays Harbor, Island, Jefferson, Kitsap, Lewis, Mason, Pacific, San Juan, Skagit, Skamania, Thurston, Wahkiakum, and Whatcom counties.

[]

NEW SECTION

**WAC 479-14-251 Funding distribution formula for the small city arterial program.** The statewide distribution of small city arterial program funds is allocated between regions according to the following formula:

Region small city population divided by statewide small city population.

The board may adjust the regional allocation by plus or minus five percent to fully fund the approved list of regional projects. When requested by the board, staff will update the regional allocations to ensure equitable distribution of funds.

[]

NEW SECTION

**WAC 479-14-261 Matching requirement for the small city arterial program.** There is no match requirement for cities with a population of five hundred or less. Cities with a population over five hundred must provide a minimum match of five percent of the total project cost.

[]

NEW SECTION

**WAC 479-14-270 Small city federal match funding eligibility and application.** Cities with a population under five thousand may request grant funds to match a federal grant. The project must meet TIB eligibility requirements for the small city arterial program described under WAC 479-14-221. A TIB funding application form must be submitted to apply for federal match funding.

[]

NEW SECTION

**WAC 479-14-271 Restriction on use of small city federal match funding.** Federal match funds are only for transportation projects funded through federal transportation grants. All other local funding sources must be sought before applying for federal match funds from TIB.

[]

NEW SECTION

**WAC 479-14-272 Small city federal match funding priority.**

The priority for funding federal match applications is the order in which the applications are received until the funds are fully allocated.

[]

NEW SECTION

**WAC 479-14-273 If small city federal match funding is fully allocated.** If an eligible application is received after all of the apportioned funding is committed, TIB may use small city preservation program funds as described in WAC 479-10-011 and 479-10-174. If all SCAP and SPPP funds are committed, the local agency may present their project to the board at the next scheduled board meeting after receiving the notice of denial from TIB staff. The notice of denial may be in the form of an e-mail or letter.

[]

NEW SECTION

**WAC 479-14-274 Small city match funding increases.**

Increases in federal match funding for chosen projects may be made within the executive director's authority in accordance with WAC 479-01-060.

[]

NEW SECTION

**WAC 479-14-402 Sidewalk program subprograms.** In order to provide equity for project grant funding, the sidewalk program is divided into the urban sidewalk program and the small city sidewalk program.

[]

NEW SECTION

**WAC 479-14-411 Who is eligible to receive sidewalk program funding.** Each of the subprograms has separate criteria for agency eligibility as follows:

(1) Urban sidewalk program agency eligibility:

(a) Incorporated cities with a population of five thousand and over.

(b) Incorporated cities with a population less than five thousand which are located within a federally designated urban area.

(c) Counties with a federally designated urban area.

(2) Small city sidewalk program agency eligibility:  
Incorporated cities with a population under five thousand.

[]

NEW SECTION

**WAC 479-14-421 What projects are eligible for sidewalk program funding.** Minimum project requirements for each subprogram are as follows:

(1) Urban sidewalk program project eligibility:

(a) Must be on or related to a functionally classified route;  
and

(b) Primary purpose of the project is transportation and not recreation.

(2) Small city sidewalk program project eligibility:

(a) The project must be located on or related to a street within the TIB designated arterial system; and

(b) Primary purpose of the project is transportation and not recreation.

For both of the subprograms, TIB does not participate in the cost for right of way acquisitions.

For the urban sidewalk program, TIB does not provide funding increases.

[]

#### NEW SECTION

**WAC 479-14-431 Award criteria for the sidewalk program.** The board establishes the following criteria for use in evaluating sidewalk program grant applications for both urban and small city sidewalk projects:

(1) Safety improvement - Projects that address hazard mitigation and accident reduction.

(2) Pedestrian access - Projects that improve or provide access

to facilities including:

- (a) Schools;
- (b) Public buildings;
- (c) Central business districts;
- (d) Medical facilities;
- (e) Activity centers;
- (f) High density housing (including senior housing);
- (g) Transit facilities;
- (h) Completes or extends existing sidewalks.

(3) Local support - Addresses local needs and is supported by the local community.

(4) Sustainability - Improves sidewalk width, provides hardscaping and appropriate plantings, addresses low impact development or natural drainage practices, and encourages previous surface use.

[]

NEW SECTION

**WAC 479-14-441 Regions of the sidewalk program.** The board allocates sidewalk program funding across three regions to ensure statewide distribution of funds. The three regions are as follows:

(1) Puget Sound region includes eligible agencies within King, Pierce, and Snohomish counties.

(2) East region includes eligible agencies within Adams, Asotin, Benton, Chelan, Columbia, Douglas, Ferry, Franklin, Garfield, Grant, Kittitas, Klickitat, Lincoln, Okanogan, Pend Oreille, Spokane, Stevens, Walla Walla, Whitman, and Yakima counties.

(3) West region includes eligible agencies within Clallam, Clark, Cowlitz, Grays Harbor, Island, Jefferson, Kitsap, Lewis, Mason, Pacific, San Juan, Skagit, Skamania, Thurston, Wahkiakum, and Whatcom counties.

[]

NEW SECTION

**WAC 479-14-451 Distribution formula for the sidewalk program.**

For the purpose of allocating funds, the sidewalk program is divided into two subprograms, the urban sidewalk program and the small city sidewalk program. The distribution formulas are as follows:

(1) Urban sidewalk program - The average of the ratios of region urban area population (RUP) divided by statewide urban population (SUP) plus region functionally classified lane miles within the urban area (RFC) divided by statewide functionally classified lane miles within urban areas (SFC).

The equation is as follows:

$$\frac{(RUP/SUP) + (RFC/SFC)}{\quad}$$

(2) Small city sidewalk program - Region small city population divided by statewide small city population.

For either program, the board may adjust regional allocations by plus or minus five percent to fully fund the approved list of regional projects. When requested by the board, staff will update the regional allocations to ensure equitable distribution of funds.

[]

NEW SECTION

**WAC 479-14-461 Matching requirement for the sidewalk program.** The sidewalk program provides funding which will be matched by other funds as follows:

(1) The urban sidewalk program requires a match of at least twenty percent of total project costs.

(2) Small city sidewalk program matching rates are dependent on the city population as follows:

(a) Cities with a population of five hundred and below are not required to provide matching funds.

(b) Cities with a population over five hundred but less than five thousand, require a match of at least five percent of the total project costs.

# Characteristics of Projects Valued at Less Than \$10M That Can Benefit from Value Engineering

## Structures

- Bridges, flyovers, and underpasses
- Walls (sound, retaining)
- Animal crossings

## New Roads (All)

### Right-of-Way

- Significant number of owners (number of negotiations)
- High-cost properties
- Purchase requires condemnation

### Alignment Options

- Grade separation
- Alternatives for differing routes
- Archaeological impacts

### Environmentally Sensitive Areas

- Hazardous materials
- Wetlands
- Fish windows (schedule impacts/timing)
- Fish habitat (project siting/alignment)
- Endangered species (animal and plant)

### Other Agency Involvement

- Railroad negotiations where project encroaches or crosses railroad property
- State negotiations where project encroaches state property
- Federal agency involvement, e.g., USACE



## Criteria Development

January 26, 2011

### BACKGROUND

In order to select the best projects and make the best investment with TIB dollars, the Board Visioning Committee and the Executive Director have reviewed the current criteria. From this review, a new method of evaluating project applications is being developed by TIB staff. The four criteria categories, Safety, Mobility, Growth & Development, and Physical Condition will serve as the primary drivers for project selection. Projects will be ranked based on category score combined with the score from the cross-cutting elements, sustainability and constructability, which will apply to all urban projects. This staff review is an update from the prior discussion at the board meeting in November 2011.

### CATEGORIES AND PURPOSE

Criteria Category	Purpose
Safety	Make investments that mitigate and prevent accident potential.
Mobility	Promote a highly connected system of multimodal facilities. Extend or complete improvements between natural termini.
Growth & Development	Support economic development, provision of jobs, and orderly growth in downtowns and designated activity centers.
Physical Condition	Correct deficiencies in poor geometric condition, structural integrity, and dilapidation.
Sustainability	Prefer investments designed to minimize a project's burden on energy, environment, and quality of life.
Constructability	Prefer investments with a strong likelihood of achieving full funding and construction.

### SUMMARY OF DEVELOPMENT STATUS

Band	Status
Safety	Staff is working with CH2MHill to develop a safety analysis spreadsheet tool to replace the outdated dollar loss approach. Methodology follows new Highway Safety Manual.
Mobility	Staff worked with Fehr and Peers to develop a new Level of Service evaluation tool. The Mobility criteria are in draft form.
Growth & Development	Staff is working with Berk and Associates. Draft criteria should be prepared by February 2012.
Physical Condition	TIB staff is developing in house by reviewing methods from SCPP and using prior physical condition criteria.
Sustainability	Review current sustainability criteria that were developed recently.
Constructability	TIB staff is in the process of developing.

**IMPLEMENTATION TIMELINE**

TIB staff anticipated using 2011 applications as a beta test for the new criteria with the intent of applying the new criteria to the 2012 call for projects. Criteria modifications are proving more extensive than expected and it is now clear 2011 applications will not contain the necessary data to support the beta test. Instead, we need to modify the 2012 applications to obtain the necessary data. The Board needs to consider options for the implementation timeline consider the setback to the beta testing plan.

**Implementations Options:**

- Attempt to collect necessary data for 2011 sample projects.
- Obtain data from 2012 applications and run the priority array based on two criteria models.
- Obtain data from 2012 applications and partially implement criteria changes.
- Obtain data from 2012 applications and delay implementation until 2013.

**RECOMMENDATION**

For discussion and staff direction. No action needed.

## Draft Criteria Banding Categories

<p><b><u>Safety</u></b> Corrects unsafe conditions, prevents human and property damage.</p>	Accidents	Hazards	Obviously substandard field identifiable unsafe conditions	Insufficient traffic control, channelization
<p><b><u>Growth &amp; Development</u></b> Maximize development potential and appropriate project locations.</p>	Economic vitality	Support for CBD	Support for other activity centers	Support for jobs
<p><b><u>Physical Condition</u></b> Maximize development potential and appropriate project locations.</p>	Pavement Condition	Subsurface deficiency	Damaged infrastructure components	Substandard width
<p><b><u>Mobility</u></b> Maximize development potential and appropriate project locations.</p>	Modal sufficiency	Congestion relief	Network continuity	

+

<b>Sustainability</b>	<b>Constructability</b>
Improves project quality through sustainable design	Provides a reasonable expectation of completion
Modal	Funding
Energy	Construction readiness
Environment	Least cost/value considerations
Recycling	Plan consistency

## Criteria Banding Example

Safety			Growth & Development			Physical Condition			Mobility		
Rank	Project	Score	Rank	Project	Score	Rank	Project	Score	Rank	Project	Score
1	Project F	92	1	Project G	94	1	Project D	93	1	Project C	87
2	Project D	87	2	Project J	93	2	Project H	87	2	Project I	79
3	Project I	84	3	Project E	86	3	Project A	81	3	Project E	77
4	Project H	77	4	Project F	71	4	Project F	78	4	Project H	76
5	Project C	73	5	Project H	60	5	Project B	75	5	Project A	65
6	Project G	65	6	Project C	55	6	Project G	66	6	Project J	63
7	Project A	45	7	Project I	50	7	Project J	58	7	Project B	62
8	Project J	41	8	Project B	40	8	Project C	57	8	Project F	60
9	Project E	40	9	Project A	40	9	Project I	53	9	Project G	35
10	Project B	38	10	Project D	37	10	Project E	49	10	Project D	35



## **Strategic Plan**

January 26, 2011

### **BACKGROUND**

At the March 2011 board meeting, the board approved the formation of the Visioning Committee to work on a vision for TIB and direction for the future. The Visioning Committee met three times and returned to the full board at the September 2011 with recommendations. The Core Values were approved as part of those recommendations. Reviewing and updating the TIB Strategic Plan was among the many proposals set forth by the Visioning Committee. It was the consensus of the board during that meeting, that the Visioning Committee would be the appropriate group to update the Strategic Plan.

### **STATUS**

The Strategic Plan currently focuses on financial recovery rather than connecting the core values to the programs. Improvements and updates are needed to incorporate performance measures, which would be used for the executive director's performance evaluation.

The Visioning Committee will meet to work out the details and return to the full board with recommendations. The mission, vision, program purpose, and objectives are listed below for board discussion as a starting point for the Visioning Committee's initial meeting.

### **Mission**

The TIB funds high priority transportation projects in communities throughout the state to enhance the movement of people, goods and services.

### **Vision**

Fully Funded and Completed Projects

### **Core Values**

- Improve and Innovate
- Manage Projects to Ribbon Cutting
- Be a Catalyst for Project Completion
- Dollars in the Ground, Not in the Bank

### **Purpose and Programs**

The purposes of the TIB programs are to enhance safety, increase mobility, encourage growth & development, and improve physical condition, while keeping in mind sustainability and constructability.

Funding Programs	Eligible Agencies
<b>URBAN ARTERIAL PROGRAM (UAP)</b> <ul style="list-style-type: none"> <li>Projects improve safety, structural condition and increase mobility.</li> </ul>	<i>Incorporated Cities 5,000 &amp; over Population AND Urban Counties</i>
<b>URBAN CORRIDOR PROGRAM (UCP)</b> <ul style="list-style-type: none"> <li>Projects support economic development, encourages local funding contributions and environmentally responsive transportation solutions.</li> </ul>	<i>Incorporated Cities 5,000 &amp; over Population AND Urban Counties</i>
<b>SMALL CITY ARTERIAL PROGRAM (SCAP)</b> <ul style="list-style-type: none"> <li>Projects preserve and improve the arterial roadway system in a manner that is consistent with local needs.</li> </ul>	<i>Incorporated Cities under 5,000 Population</i>
<b>SMALL CITY PRESERVATION PROGRAM (SCPP) AND (EPP)</b> <ul style="list-style-type: none"> <li>Projects rehabilitate &amp; maintain the roadway system, in some cases, in partnership with WSDOT or county paving projects.</li> </ul>	<i>Incorporated Cities under 5,000 Population (expanded to all cities with A.V. under \$1 billion for 2012)</i>
<b>SMALL CITY FEDERAL MATCH PROGRAM</b> <ul style="list-style-type: none"> <li>Must be eligible under SCAP and have an existing federal transportation grant. Gives small cities the opportunity to receive federal funds.</li> </ul>	<i>Incorporated Cities under 5,000 Population</i>
<b>CITY HARDSHIP ASSISTANCE PROGRAM (CHAP)</b> <ul style="list-style-type: none"> <li>Projects on qualified routes that are in need of maintenance and rehabilitation.</li> </ul>	<i>Cities under 25,000 with a qualifying CHAP route under WAC 479-10-220</i>
<b>SIDEWALK PROGRAM (SP)</b> <ul style="list-style-type: none"> <li>Projects enhance and promote pedestrian safety and mobility by providing access and addressing pedestrian system continuity and connectivity.</li> </ul>	<i>Urban Program – same as UAP</i>  <i>Small City Program – same as SCAP</i>

**Top Level Objectives**

- Help customers achieve full funding
- Select high value projects
- Ensure funding is used properly and in a reasonable time frame
- Minimize bureaucracy and complexity
- Put the money to work
- Seek innovation and process improvement
- Maintain a positive reputation with customers and legislators
- Maximize project cost efficiency
- Encourage more sustainable design and construction

**RECOMMENDATION**

For information and discussion only, no action needed.