



Transportation Improvement Board
March 22-23, 2012 – Wenatchee, Washington
Location: Coast Wenatchee Center Hotel
201 N. Wenatchee Avenue
Wenatchee, WA 98801
(509) 662-1234

March 22, 2012
WORK SESSION AGENDA

WORK SESSION

	<i>General Matters</i>		Page
2:00 p.m.	Local Presentations	Clint Ritter	
	<i>Projects & Program Matters</i>		
2:30 p.m. A.	Rapid Actions Report	Steve Gorcester	85
2:45 p.m. B.	City of Yakima: Martin Luther King, Jr. Boulevard	Clint Ritter	86
3:15 p.m. C.	Spokane County: Farwell Road	Clint Ritter	88
3:45 p.m. D.	2012 Schedule and Preliminary Program Call Size	Steve Gorcester	90
4:15 p.m. E.	Criteria Development	Steve Gorcester	
	1. Current Criteria for November 2012 Project Selection		92
	2. New Criteria Methodology Development – Status Report		93
5:15 p.m. F.	Adjournment	Chair Irish	

Dinner on your own



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March 23, 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. Public Hearing: WAC Chapters 479-01, 479-05, 479-10, 479-14	Chair Irish	1
9:30 a.m.	3. GENERAL MATTERS		
	A. Approval of January 27, 2012 Minutes	Chair Irish	53
	B. Communications	Steve Gorcester	
	1. Ferndale may condemn seven properties for roadwork – <i>Bellingham Herald</i>		57
	2. Condemnations in Ferndale near resolution – <i>Bellingham Herald</i>		58
	3. Groundbreaking on route from Renton to Sounder station – <i>Tukwila Reporter</i>		59
	4. Work to start in May on Silverdale roundabout – <i>Kitsap Sun</i>		60
	5. Yakima underpass project underfunded and overdue – <i>Yakima Herald-Republic</i>		62
	6. Funding problem could impact Gig Harbor's road project – <i>The News Tribune</i>		64
	7. Gig Harbor reaches tentative deal with developer – <i>The News Tribune</i>		65
	8. Gig Harbor Council approves deal w/Hogan Enterprises – <i>The Peninsula Gateway</i>		66
	9. Mayor Lester signs letter to Olympia – <i>Bainbridge Island Review</i>		68
	10. Finally, Winslow's 'friendlier' future street is ready – <i>Kitsap Sun</i>		70
	11. Officials hail M Street project – <i>Auburn-Reporter</i>		73
	12. B'ham earns certification for environmentally friendly project – <i>The Bellingham Herald</i>		76
	13. Appreciation letter from City of Sprague		77
9:45 a.m.	4. GUEST SPEAKERS		
	A. Representative Mike Armstrong – Post-Session Update		
	B. Douglas County Commissioner Steve Jenkins – Customer Perspective		
10:15 a.m.	5. 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 (1/1/12-2/29/12)	Clint Ritter	78
10:45 a.m.	6. ACTION ITEMS	Steve Gorcester	
	A. City of Yakima: Martin Luther King, Jr. Boulevard		86
	B. Spokane County: Farwell Road		88
	C. 2012 Schedule and Preliminary Program Call Size		90
11:00 a.m.	7. FUTURE MEETINGS	Steve Gorcester	
	June 21-22 Vancouver (The Heathman Lodge)		
	September 27-28 Walla Walla (Marcus Whitman)		
	November 15-16 Bellingham (Lakeway Inn)		
11:05 a.m.	8. ADJOURNMENT	Chair Irish	



WAC Chapter 479 Revisions: Public Hearing March 23, 2012

BACKGROUND

At the January board meeting, the final draft of revisions to WAC Chapters 479-01, 479-05, 479-10, and 479-14 were approved to release for public comment through the Code Reviser's Office (CRO). The comment notification was filed with the CRO on January 30, 2012 and listed in Washington State Register 12-04-067. An announcement of the revisions and comment period was posted on the TIB website and notification was sent via e-mail to all customers. The comment period ended on March 12, 2012.

STATUS

The WAC revisions are attached and found on pages 2 – 47.

To date, three written comments have been received prior to the comment closing period. These documents can be found on pages 48 – 51.

A summary of the recommended revisions based on written comments can be found on page 52.

If adopted, the WACs will take effect 31 days after filing the appropriate paperwork to the CRO.

RECOMMENDATION

Board action will be taken immediately following the March 23, 2012 public hearing.

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 (~~(-)~~) 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.~~

~~(e))~~ 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 or~~)) 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;~~

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

city sidewalk programs only);

~~((iii))~~ (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
3/15/12 8:53 AM

Urban project transfer for
[Page 23]

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 SCPP 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:

(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.

[]

Bushman, Eileen (TIB)

From: Gorcester, Steve (TIB)
Sent: Monday, March 12, 2012 5:47 PM
To: Long, Blane
Cc: Rahul Nagalkar; Smith, Ken (Olympia); jlanger@BluewaterPM.com; spaget@oacsvcs.com; michael.schneider316@gmail.com; Laurel M. Dennis PE CVS-Life LEED AP (imdennis@earthlink.net); abremmer@bremmerllc.com; Bushman, Eileen (TIB)
Subject: RE: TIB VE Policy

Blane- The WAC public hearing, including the issue you commented on below, will be held at 9am March 23, 2012 at the Wenatchee Convention Center. Thank you for your interest. Steve Gorcester, WaTIB

From: Long, Blane [<mailto:Blane.Long@hdrinc.com>]
Sent: Wednesday, November 16, 2011 5:46 PM
To: Gorcester, Steve (TIB)
Cc: Rahul Nagalkar; Smith, Ken (Olympia); jlanger@BluewaterPM.com; spaget@oacsvcs.com; michael.schneider316@gmail.com; Laurel M. Dennis PE CVS-Life LEED AP (imdennis@earthlink.net); abremmer@bremmerllc.com
Subject: TIB VE Policy

Dear Steve,

At the November 9 SAVE Cascadia Chapter meeting, we had lively discussion around the modification of TIB VE policy. Although there is support for the list of characteristics of project types that benefit from VE, there is concern about raising the threshold from \$2.5 million to \$10 million. We have learned that the Washington Department of Enterprise Services (formerly General Administration) has established its threshold at \$5 million. There was a general consensus at the meeting that this threshold is also appropriate for TIB projects.

We understand the board will be making a decision tomorrow. We will participate in any hearings relative to recommended changes that TIB may be presenting for RCW.

Thanks for your consideration of our recommendation about the threshold. If you have any questions or need additional information, please contact Rahul Nagalkar, SAVE Cascadia Chapter President at (206) 587-3797 or me.

Blane Long
Vice-President
Cascadia Chapter of SAVE International
cell 360-72-7682

Bushman, Eileen (TIB)

From: Scott Smith [ssmith@g-o.com]
Sent: Friday, February 10, 2012 9:14 AM
To: Bushman, Eileen (TIB)
Subject: Comments on WAC revisions

Hi Eileen,

I thought many of your proposed WAC revisions are beneficial and timely especially the ones regarding the changes to the threshold in VE studies. However, I did have a few comments on some of the other proposed WAC changes. Thank you for your time and consideration of my comments. Here they are.

1. WAC 479-05-170 proposed change is to increase engineering costs to 30% and include special studies as an engineering cost. I recommend against this change for the following reasons:
 - a) I believe that eliminating the separation between engineering and special studies discourage engineers from requesting special studies when they are needed. Here is a possible scenario: The engineer has good reason to believe that contaminated soils may be in the project limits. But he knows that if he requests an investigation his costs will exceed 30% of construction costs. So instead of the investigation he hopes the contamination does not exist and if it does it will be removed during the construction (at a premium cost). The irony is that the costs to remove the contaminated soils will most likely be reimbursed by TIB as a funding increase since the contamination was "unanticipated." Yet, the investigative work that could have reduced costs and prevented the change orders, schedule delays, public frustration etc. is not reimbursable.
 - b) The vast majority of projects do not have need of special studies (other than the Cultural Resource Survey). However, once in a while a project has a unique issue that requires a special study. Special studies could be as high as 10% or more of the construction costs, such as when the special study results in a significant decrease in construction costs, e.g. having a geotech investigate the feasibility of full depth reclamation. Treating all projects the same in terms of reimbursement of engineering costs, shifts a higher and unequal financial burden to agencies with projects needing special studies.
 - c) I don't see the reason for the change. Is there frustration at TIB that agencies are asking for reimbursement of work as a special study when it should be included as engineering? If so, a better approach to reduce or eliminate this problem is to better define to local agencies what a special study is and what it is not.
2. My other comment on WAC 479-05-170 is the last sentence regarding engineering increases beyond 30% for small city projects "...when an unforeseen issue arises that is beyond the control of the local agency." A review of engineering percentages for small city sidewalk projects and SCAP projects with low construction costs will most probably show that even without unforeseen issues that most of these types of projects exceed the current 25% limit and many exceed the 30% limit.

If after review it is determined that typical small city sidewalk projects and other small SCAP projects are exceeding current engineering limits then consideration should be given to revising the WAC to increase the percentage of engineering costs to the percentage that more accurately reflect actual engineering percentages.
3. WAC 479-05-171 Reimbursement of Cultural Resource Study. I was unclear what this WAC revision means. After the revision I don't know whether the Cultural Resource Study is included as engineering or not included as an engineering cost.
4. WAC 479-14-431 There is a typo in the last sentence. The last part of the sentence the word previous should be corrected to pervious.
5. The WACs or project selection process regarding sustainability should be revised to discourage the "artificial greening" of projects. I saw several projects that included unnecessary sustainability items in order to get points during project selection. Examples include an installation of an innovative stormwater quality treatment facility to treat stormwater, only to have the stormwater conveyed to and mixed with a much larger volume of untreated water and then treated again in an existing treatment facility, and pervious sidewalks being installed in places that did not make sense, such as the one proposed to run nearly adjacent to an underutilized storm detention pond. Efforts should be made to reduce this type of artificial greening. One way to do it would be to also award points to projects that use

existing facilities to avoid adverse environmental impacts. For example, if the goal is to eliminate increasing stormwater runoff without adversely affecting the environment (such as increasing the project footprint with detention ponds), then a project that uses existing stormwater treatment facilities to achieve these goals should get the same points as one that uses pervious pavements. By awarding points on this basis, projects that are currently in areas where sustainability is practiced would not have to add unnecessary and costly sustainability items in order to compete with projects in locations where sustainability is not practiced.

Sincerely,

Scott Smith
Gray & Osborne, Inc.
107 S. 3rd St
Yakima, WA 98901

Ph(509)453-4833
Fx(509)453-5953

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14 N.W Division Street
Post Office Box 214
Wilbur, WA 99185-0214

March 9, 2012

Washington State Transportation Improvement Board
Eileen Bushman
P.O. Box 40901
Olympia, WA 98504-0901

Re: HB 1028

Dear Ms. Bushman:

The provisions of 479-14-111 allow cities the option to include or exclude prison populations when determining eligibility for state grants. We must keep in mind that the cities with nearby prisons receive benefits from the prison activities (retail purchases, local trade from prison purchasing, increased traffic counts, etc.).

On the surface, this bill would seem to only have significance to those cities with prisons nearby. However, in some cases, exclusion of the prison population may give unfair advantages to cities whose base population is less than 5,000 persons.

For example:

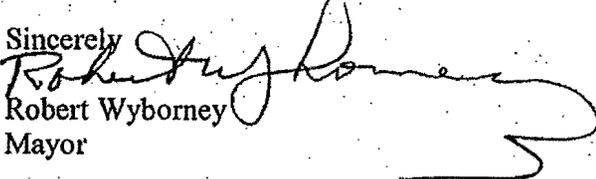
If a city's population is 7,500 (including prisoners), that city would fall under TIB's Urban Program. That agency would compete regionally with the larger cities such as Spokane, Kennewick, Vancouver, or Seattle. If that city excluded the prison population, and the population fell below 5,000, that city would then fall under TIB's Small City Program.

The unfair advantage in this case would relate to ADT, pedestrian safety, increase in traffic accidents, and perhaps freight mobility. This criterion would weigh heavily in the SCAP application and the small cities without prisons nearby would have to compete against a city who receives the monetary advantage of an urban agency. Additionally, we believe that when public meetings were held in the communities where prisons were intended to be constructed, increase in financial benefit to those communities may have been a deciding factor.

This is only one example. We are certain that if more thought were to take place, other scenarios would be brought forth.

We strongly urge TIB to visit with the Washington State legislature to rescind HB 1028.

Sincerely


Robert Wyborney
Mayor

SUMMARY OF RECOMMENDED CHANGES TO THE WAC REVISIONS

TIB staff recommend the following changes based on general housekeeping changes and written comments received.

1. Add "advertisement" for clarification:
WAC 479-05-051 Project phases. Projects authorized by the board are divided into the following phases:
...
(2) Bid advertisement phase – Documents that must be received prior to phase approval include: ...

2. Delete WAC 479-05-171:
~~**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.**~~

3. Correct "previous" to "pervious:"
WAC 479-14-431 Award criteria for the sidewalk program.
...
(4) Sustainability - Improves sidewalk width, provides hardscaping and appropriate plantings, addresses low impact development or natural drainage practices, and encourages pervious surface use.

**Transportation Improvement Board
January 27, 2012
Ramada
Olympia, Washington**

MINUTES

TIB BOARD MEMBERS PRESENT

Mayor James Irish, Chair
Commissioner Mike Wilson, Vice Chair
Mr. Jim Albert
Councilmember Jeanne Burbidge
Councilmember Sam Crawford
Ms. Kathleen Davis
Mr. Mark Freiberger

Secretary Paula Hammond
Commissioner Greg Partch
Ms. Heidi Stamm
Mr. Harold Taniguchi
Mr. John Vodopich
Mr. Ralph Wessels

TIB STAFF

Steve Gorcester
Clint Ritter
Vaughn Nelson
Eileen Bushman/recorder

TIB BOARD MEMBERS NOT PRESENT

Mr. Todd Coleman
Ms. Laura Philpot (*attended Thursday meeting*)
Mr. Steve Thomsen (*attended Thursday meeting*)
Mr. Jay Weber

CALL TO ORDER

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

GENERAL MATTERS

A. Approval of November 18, 2011 Minutes

MOTION: It was moved by Commissioner Wilson with a second from Councilmember Burbidge to approve the minutes of the November 18, 2011 board meeting as presented. Motion carried with one abstention from Mr. Albert.

B. Communications

Steve Gorcester referred the board to the articles in the board packet. He specifically noted two articles, one in the *Tukwila Reporter* that referenced the Strander project that the board recently approved and the other, "Aberdeen and Hoquiam 'Come Together' to Bridge the Myrtle Street Divide," demonstrated the success of the Expanded Preservation Program. Councilmember Crawford mentioned the Bellingham Herald article regarding the Bakerview/I-5 project and that the Whatcom County Council had approved providing the remaining funds needed for that project.

LEGISLATIVE UPDATE

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

- *Connecting Washington* was a good process; however, implementation of many recommendations would require going out to ballot, which may not be successful in the current economic climate.
- To keep the barrel fee from going to ballot, she is possibly thinking of modifying it to a smaller amount. She is working on getting bipartisan support as it is important that this effort remains in the forefront.
- ESHB 2053, the additive transportation funding bill, was revived from the 2011 legislative session and would provide money for TIB for additional grants to cities and urban counties and for storm water

permit compliance in connection with funded projects. This bill is actually a bridge to a larger revenue package that will likely come out in 2014.

- There is a capital budget bill that would be a perfect fit for the streetlight retrofit program.
- If initiatives go to the ballot in November, it is important that transportation funding is not tied with the General Fund.

NON-ACTION ITEMS

A. Chair's Report – Chair Irish introduced new board member Jim Albert. He was appointed by the Governor, replacing Paul Ingiosi as the OFM representative.

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

Legislative

- The Governor's transportation revenue package, HB 2660 & SB 6455, would provide TIB about \$30 million per biennium in new law funding to be used for street maintenance. If this passed, it would allow the Expanded Preservation Program (EPP) to be made permanent and provide additional funding to the sidewalk program. Steve reiterated the board's discussion during the Thursday work session in which the board agreed to increase the sidewalk program to a total of \$5 million and not fund EPP if the session ends without new funding.
- The Transportation Committee Chairs were briefed on TIB's legislative agenda. There was positive support for the streetlight retrofit program, which could possibly be funded through a fee bill. During the Thursday work session, the board directed staff to do a study for implementation of this type of program by researching utility partnerships, gleaning streetlight cost data from customers, and determining local agencies who could pilot the program.

Project Issues

- Statute requires that agencies receiving TIB grants have certified full funding within 12 months of grant award. Agencies listed below did not have full funding, resulting in the following actions:
 - > City of Buckley – SR 165: withdrawn
 - > City of Lynnwood – 204th Street: City Council voted to fund
 - > Spokane County – Farwell Road: waiting for federal funds; may need to appear before the board at the March meeting
 - > City of Yakima – Martin Luther King grade separation: city working on funding shortfall; may need to rescind project

Personnel

- Theresa Anderson tendered her resignation.

Project Events (all are ribbon cuttings)

- City of Carnation – Entwistle Street
- City of Westport – Downtown Revitalization (Westhaven Drive and North Nyhus Street)

Upcoming Events

- Renton Strander Boulevard Extension – January 31 at 10:00 a.m.

C. Financial Report

Steve Gorcester reported the following:

- The fund balance has dropped by \$6 million from last month, resulting in a fund balance of \$36 million. The rapid action initiative helped decrease the fund balance.
- To eliminate problems during heavy billing, the year's bond debt has been paid during the first quarter.

- The account balance peaked in summer 2011 and is on a downward trend, with leveling off expected in the next few months.
- The December 2011 financial statement showed a net of -\$4.485 million indicating that we spent more than we took in for that month. This also helped lower the fund balance.
- The average turn-around time for the current payment cycle is about eight days.

D. Project Activity Report

Clint Ritter reported that of the 27 funded expanded preservation projects, 11 had already received design approval. A total of 34 projects were in design and 29 projects had closed out. Notable changes included surpluses from Seattle Elliott Avenue (\$1.4 million) and Spokane Francis Avenue (\$857,038). Coupeville received federal funding to cover all the costs of their Madrona Avenue project, resulting in a withdrawal of the TIB grant (\$454,195). During this reporting period, there was a total decrease in TIB obligations of \$2,734,276.

ACTION ITEMS

- A. Lewis County: Airport Road Scope Change Request** – 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 would serve as a Collector Distributor (CD) lane along I-5.

In 2010 this project was placed on the contingency list due to delays, therefore suspending all TIB construction funds.

At the September 2011 board meeting, members were informed of the possibility to incorporate Airport Road with the MTB project in an effort to minimize cost and effort. The scope change would restore contingency funds and WSDOT would incorporate the project into Mellen Road. Redefining the project in this way allows all the projects to be completed as one without separate bidding and project accounting.

An interagency agreement is being drafted and the intent is to transfer the remaining funds upon execution of the agreement. TIB has received letters of support for this project coordination from WSDOT and Lewis County.

TIB staff recommend restoring the project to active status and supporting a scope change to incorporate the Airport Road project into the Mellen Street project, allowing WSDOT to administer both projects as one. The scope change results in a transfer of \$2,900,000 in UCP funds to WSDOT.

The risk to TIB is in spending the entire \$2.9 million regardless of the actual cost of the project. TIB would not receive a surplus if the project goes under budget. However, if the cost goes over budget, TIB's investment is restricted to the \$2.9 million, with no additional funds to WSDOT.

MOTION: It was moved by Councilmember Crawford with a second from Commissioner Wilson to restore the Airport Road contingency funds and approve a scope change to incorporate the Lewis County Airport Road project into the WSDOT I-5/Mellen Street to Blakeslee Junction project. Motion carried unanimously.

It was noted that Airport Road was the final project on the contingency list.

- B. WAC Revisions** – During the 2011 legislative session, SSB 5797 passed into law, eliminating the Urban Arterial Trust Account (UATA) with all deposits transferred into the Transportation Improvement Account. Additional revisions were made to provide rules for EHB 1028, which changes population thresholds based on state correction facilities population, and to implement RCW 47.261.185.

Some major changes included:

- Repealing WAC Chapter 479-12 (UATA)
- Changing landscaping limit to 5% of contract (479-05-130)
- Eliminating “special studies” and increasing engineering limit to 30% of contract cost (479-05-170)
- Providing qualifications for small city projects to be administered by another agency (479-05-035)
- Changing VE requirements and utilizing project assessments for VE studies (479-05-040)
- Modifying the delayed projects process (479-05-211)
- Incorporating correctional facility population for program thresholds (WAC 479-05)

MOTION: It was moved by Councilmember Crawford with a second from Councilmember Burbidge to release revisions made to WAC 479-01, 479-05, 479-10, and 479-14 for public comment with final adoption after the public hearing. Motion carried unanimously.

FUTURE MEETINGS

The next meeting is scheduled for March 22-23, 2012 in Wenatchee. Meeting notices will be sent out on March 2, 2012.

OTHER BUSINESS

- Mr. Wessels shared information he brought back from the Transportation Research Board (TRB) Conference in Washington, D.C. regarding accelerated bridge techniques used in Maryland. The techniques used helped reduce project cost through short timeframes and more efficient planning. He noted that TIB members and staff should be mindful of new models that TIB could adopt.
- Ms. Hammond mentioned that as an executive board member of the TRB, much time is spent reviewing and discussing budgets and the reauthorization bill. She stated that this year there may not be a reauthorization bill.
- Ms. Stamm believes there are opportunities for state DOTs and local agencies to work together on pavement projects, bridge development, and other transportation issues.

ADJOURNMENT

The meeting adjourned at 10:35 a.m.

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Feb, 6, 2012

Ferndale may condemn seven Main Street properties for roadwork

RALPH SCHWARTZ / THE BELLINGHAM HERALD

FERNDALE - The City Council is expected to decide at its next meeting whether to condemn portions of seven properties along Main Street, to keep a project to widen the street between Douglas and Church roads on schedule.

In a circumstance City Clerk Sam Taylor said was "very rare," Ferndale may need to go to court to assert its authority to move forward with the \$4.3 million road project as a public benefit, which trumps the right of property owners to keep their land.

Owners of two of the properties, a condominium complex and the Seventh Day Adventist Church, were expected to sign sale agreements before the council considered condemnation, Main Street project manager Katy Radder said Wednesday, Feb. 1.

Negotiations will continue with other owners, including Ferndale Mobile Village and rental-home owner Homer Hughes, in an attempt to avoid a court order requiring them to cede the property to the city, Radder said.

Hughes, a Sedro-Woolley resident, owns a house at 2353 Mountain View Road. He has said he opposes the Main Street project, which would include a new center turn lane, sidewalks and wider travel lanes to accommodate bicyclists.

Some property owners are holding out for better sale prices, Radder said. The city is allowed to purchase properties only at fair market value, although city officials may increase their offer if the owner can document that the city has underestimated the property's value.

None of the condemnations would affect buildings; for the most part, they would take strips of property along Main Street. The city wants to secure the properties quickly enough to begin construction in June.

Property owners will have a chance to speak at the council meeting, which begins at 6 p.m. Monday, Feb. 6, at 5694 Second Ave.

Reach RALPH SCHWARTZ at ralph.schwartz@bellinghamherald.com or call 360-715-2266.

[Click to Print](#)

Mar, 5, 2012

Condemnations in Ferndale near resolution: Main Street widening will start on schedule

RALPH SCHWARTZ / THE BELLINGHAM HERALD

FERNDALE - City officials have reached agreement with property owners along Main Street after condemning parts of five properties for a street-widening project.

Three of four property owners have been paid, according to city documents, and work to widen Main Street between Douglas and Church roads will begin as scheduled in June.

Clyde Watkins and Katherine Harrison, owners of an 18-acre lot on the corner of Main and Church streets, haven't agreed on a price but have given the city permission to take a 34 1/2-foot-wide strip along Main Street so the road project can start, city project manager Katy Radder said.

The Jones Family Trust, which owns an apartment complex at Main and Hendrickson Road and an adjacent vacant property, also has not agreed to a price, but the city is paying the trust \$15,999, according to a list of payment claims the City Council is expected to approve Monday, March 5.

Radder said that payment was the amount the city had offered the trust. The total purchase price may be higher.

The city by law must pay a property owner fair market value for land it condemns. If the property owner and city disagree on the amount, the final sale price could be determined by a judge.

Homer Hughes, the owner of a multifamily rental home at 2353 Mountain View Road, reversed course and accepted a payment of \$15,000 for his property frontage. Initially he was unwilling to negotiate selling his strip of property because he opposed the Main Street project.

The city also completed a deal with Ferndale Estates, LLC, owners of Ferndale Mobile Village, paying \$20,000 to use a 20-foot-wide cut through the mobile home park. The purchase of an easement on this strip of land will allow crews to access the Main Street stormwater system.

The city's property purchases are not affecting any buildings.

The \$4.3 million project will add sidewalks, a center turn lane and extra space for bicyclists. Funding for the project, including property purchases, is coming from the city and a state grant.

Reach RALPH SCHWARTZ at ralph.schwartz@bellinghamherald.com or call 360-715-2266.

Groundbreaking on east-west route from south Renton to Sounder station



Tukwila Mayor Jim Haggerton speaks at the groundbreaking recently for the extension of Strander Boulevard into south Renton.

Charles Cortes, The Reporter
FEBRUARY 11, 2012 · UPDATED 12:02 PM

Local, regional, and state leaders broke ground recently on a critical step toward creating a new east-west route across south Renton and a connection to an improved Sounder station in Tukwila.

The project is the extension of Southwest 27th Street/Strander Boulevard under the Burlington Northern Santa Fe tracks.

This project is a collaboration of Renton, Tukwila, The Boeing Co., Amtrak, BNSF Railway, Union Pacific Railroad, Sound Transit, the State of Washington (including Transportation Improvement Board, Freight Mobility Strategic Investment Board, and the Washington State Department of Transportation), and the U.S. Department of Transportation.

The new east-west route also will provide an alternate route to Interstate 405 between Interstate 5 and State Route 167. It's also an effort to promote transit use by creating the connection to Sound Transit's Sounder station in Tukwila.

"We're excited about what this enhanced access to transit will do to help spark further development in the Valley, including here at Longacres," said Renton Mayor Denis Law. "Once the full build-out is completed, we will have a new corridor for freight, which is critical to so many businesses in the Green River Valley, the largest industrial area in Washington state."

Julia Patterson, [Sound Transit Board](#) vice chair and County Council member, said the "new connection between Renton and Tukwila will provide convenient commuter access to Sound Transit's permanent Tukwila Sounder Station, which, when complete, will serve nearly 400 transit users a day-plus King County Metro's RapidRide F line."



Work to start in May on Silverdale roundabout

By Brynn Grimley

Tuesday, February 14, 2012

SILVERDALE — Work on a proposed \$1.5 million roundabout for Silverdale is slated to begin in May, according to Kitsap County Public Works senior planner Tina Nelson.

The county recently received a \$1.2 million grant from the Washington State Transportation Improvement Board to pay for the project, reducing the county's share to \$314,581. On Monday night, commissioners commended Nelson for the grant before approving a contract to accept and begin using the money.

The roundabout has been in the works since 2009. It is planned for where Newberry Hill Road meets Chico Way and Silverdale Way. The county views its installation as a way to reduce the number of crashes recorded at the intersection.

The county will advertise for bids in March, and a contractor will be selected in late March or early April. Once a contractor is hired, a construction start date will be finalized, Nelson said. The county and contractor will hold a public meeting to help people navigate the roads before construction begins.

"There are 22,000 cars a day that go through that intersection, and we are not going to close the movement coming off the freeway or going to the freeway," Nelson said. "Access to and from Chico Way will be limited if not eliminated at times."

The best option for drivers will be to find alternate routes during construction, Nelson said. The project should be complete by November.

Despite criticism from people who don't want the roundabout installed — they feel it would exacerbate traffic problems — few changes have been made to its design. A "Welcome to Silverdale" feature will be at the center of the circle and sidewalks will increase pedestrian safety.

One change from earlier plans is the type of streetlights installed. Instead of using the lights that line most of the county's roadways, decorative lighting similar to that along Greaves Way near the Waaga Way interchange will be installed.

At a January 2011 meeting, Nelson told a group of people living along Chico Way and Silverdale Way that 14 accidents were reported at the intersection between 2005 and 2009. From a transportation perspective that's a significant number over a short period of time, Nelson said.

A reduced speed limit in the circle will slow cars and people will be forced to yield while waiting to enter.

The circle will be built with two lanes, but only one will be used initially. When the county expands Silverdale Way to four lanes — a project still more than 10 years away — both lanes will be utilized.

"We're trying to make improvements with the intent they won't need to be expanded down the road," Commissioner Josh Brown said. Adding the circle is just one piece of the puzzle for improving traffic flow in and out of Silverdale, he said.



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From the Yakima Herald-Republic Online News.

Posted on Wednesday, February 15, 2012

Yakima underpass project underfunded and overdue
City officials expect Lincoln Avenue portion to be completed by May, but wait on Legislature's approval of revenue proposal before proceeding with next phase
by Mark Morey
Yakima Herald-Republic

YAKIMA, Wash. -- It's no sure thing, but the city of Yakima hopes the Legislature will consider approving \$5 million to complete the financially troubled underpass project.

A bipartisan group of lawmakers is considering a proposal that would dedicate \$1 billion in bond-supported revenue for public construction projects.

That legislative proposal is pending as the state waits for a revenue forecast today, with more developments possible early next week.

How the money would be divvied up or applied for remains to be determined, but Yakima and other cities have presented key legislators with a wish list.

With funding for the city's own shortfall a priority this year, interim city manager Michael Morales said it's important to show interest whenever money might be available.

Morales said the city must keep the project on a fast track because if the economy improves, prices will only go up as contractors focus on more lucrative jobs.

Morales said the connection between jobs and public projects also can't be ignored, a point that has been made by supporters of the legislative proposal, dubbed Jobs Now.

"If you look out there, the biggest projects that are keeping people working are public projects," Morales said.

Last May, a construction problem on the first of the two Yakima underpasses set the city back \$4 million for the second one.

Meanwhile, the city is projecting that final paving and other finishing touches on the first underpass on Lincoln Avenue will be completed in May. It was first scheduled to be done last year, but the construction problem and cold weather slowed completion of the paving.

Work stalled when the contractor found that the wrong method had been chosen for stabilizing the ground under the road. That caused the funding shortfall because the city had to shift money intended for the Martin Luther King Jr. Boulevard underpass to Lincoln.

The city is still negotiating with the contractors over who is to blame for choosing the wrong stabilization method.

The total project is estimated to cost more than \$36 million, with almost \$20 million of that in federal funding, city officials say.

That makes the prospect of more federal money unlikely.

Last month, the Association of Washington cities asked its members for proposals that could benefit from state funding. The request came as the Legislature was considering bonding off the revenue from existing taxes, such as the hazardous-materials tax, as a way to fund public infrastructure projects.

That revenue source has traditionally been used to directly fund transportation projects, but Rep. Hans Dunshee, D-Snohomish, and Rep. Judy Warnick, R-Moses Lake, are working on a proposal to authorize the bond funding.

Dunshee said he would like to see about \$1 billion made available for public projects across the state. He said he had yet to review the list submitted by the cities or consider how that would fit into the funding package.

* Mark Morey can be reached at 509-577-7671 or mmorey@yakimaherald.com.



ANDY SAWYER/Yakima Herald-Republ

A sign reminds motorists that the Lincoln Avenue underpass is not yet open Wednesday, Feb. 15, 2011. The new target completion date is May of 2012.

The News Tribune

Funding problem could impact Gig Harbor's major spring road project

BRETT DAVIS

LAST UPDATED: FEBRUARY 16TH, 2012 02:51 PM (PST)

Gig Harbor's major \$4.2 million road project to widen and reconstruct sections of Point Fosdick Drive and 56th Street this spring is in jeopardy because a developer has backed out of its portion of the funding, according to city officials.

The project is short between \$800,000 and about \$1 million, Mayor Chuck Hunter said during Thursday morning's Gig Harbor Chamber of Commerce-sponsored Public Affairs Forum at Cottesmore of Life Care.

"We are lacking funds on that because of a developer committed to providing \$1.25 million, and now they are not providing that," city Project Engineer Marcos McGraw confirmed.

The city could make due with \$800,000, McGraw said, but the developer in question balked at that as well.

Neither Hunter nor McGraw would identify the developer, although McGraw did say it was a major property owner along Point Fosdick Drive.

McGraw said the developer backed out in December after being notified that Gig Harbor had been awarded a \$2.6 million state grant through the Transportation Improvement Board. The grant is a major reason for the project moving forward.

Project plans call for the construction of a new roadway and the removal of the old asphalt roadway. In addition, look for installation of a new storm drain system, sanitary sewer force main, additional turn lanes, curb/gutter sidewalks, as well as sidewalks, streetlights and landscape medians.

Construction is set to begin on May 18 with a tentative completion date of May 1, 2013.

With negotiations under way between the developer and Gig Harbor, both city officials remained cautiously optimistic.

"We are hopeful that it can be resolved and be mutually beneficial to every party involved," McGraw said. "We're diligently working on that."

"We're proceeding like it will," Hunter said of the project going ahead on schedule, "but I don't know."

Look for more details as they become available.

Reporter Brett Davis can be reached at 253-853-9243 or by email at brett.davis@gateline.com. Follow him on Twitter, [@gateway_brett](#).

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The News Tribune

Gig Harbor reaches tentative deal with developer to save major spring road project

Hogan Enterprises would contribute now for traffic capacity assurance, traffic impact fee credits

BRETT DAVIS

LAST UPDATED: MARCH 6TH, 2012 11:22 AM (PST)

Gig Harbor's major road project to widen and reconstruct sections of Point Fosdick Drive and 56th Street this spring is back on track due to a tentative agreement between the city and WWR Properties, doing business as Hogan Enterprises. The agreement was made possible due to events that transpired earlier in the afternoon, it was announced at Monday night's special meeting of the Gig Harbor City Council.

Current estimated total cost of the project is \$3.76 million, with just under \$639,000 of that total amount still needed to keep the project moving forward.

Under the tentative agreement, which will be tweaked and presented before the city council during its next regular meeting on March 12, Hogan Enterprises would contribute \$400,000 to the project now in return for assurance on traffic capacity and traffic impact fee credits.

The remaining \$239,000 necessary for the project would either come from the city's Civic Center Debt Reserve Account, which has some \$3 million, according to City Administrator Rob Karlinsey, or the city could put up \$400,000 now and when the developer gets its site plan approved, the remaining \$239,000 would go to the city.

Karlinsey explained that he thinks Hogan Enterprises will effectively end up owing about \$900,000 total, with impact fees credited against the up-front amount the developer pays.

"That's the cash needed to make the project a go," Karlinsey said.

Because Hogan Enterprises, a major property owner along Point Fosdick Drive, does not have an approved and funded site plan/development project, it can't make good on its summer pledge to contribute \$1.25 million to the project.

Gig Harbor was awarded a \$2.6 million state grant through the Transportation Improvement Board. The grant requires bid advertisements to go out no later than March 19, as well as a notice to proceed for the contractor no later than May 18, or else risk losing the TIB grant, effectively dooming the project.

"The most important thing is it's structured so it doesn't hurt the city financially," Mayor Chuck Hunter said of the agreement. "I think we can live with that."

Randy Boss, agent for Hogan Enterprises, was in attendance, and in a post-meeting phone interview said the developer he represents did not get special consideration.

"I want to make sure everyone understands we are not getting some sweetheart deal from the city," he said. "That's not the case. We told the city in the letter we would contribute private funds to the project."

The letter in question is a non-binding letter of intent from the developer to the city dated July 7, 2011.

The \$1.25 million figure quoted in the letter was a city estimate, Boss said.

The purpose of letter, he said, was to make sure the city got a state grant to carry out the project.

He added he didn't care for what he characterized as a "we owe them money" attitude coming from some council members.

"It's not our road," Boss said. "It's the city's road."

The News Tribune

Gig Harbor City Council approves deal with Hogan Enterprises

Major spring road project to move ahead

BRETT DAVIS

LAST UPDATED: MARCH 13TH, 2012 12:02 PM (PDT)

As part of its consent agenda, the Gig Harbor City Council approved an agreement Monday night authorizing Mayor Pro Tem Steve Ekberg to execute a voluntary mitigation agreement with WWR Properties — doing business as Hogan Enterprises — in the amount of \$638,000.

This means the city's major spring road project to widen and reconstruct sections of Point Fosdick Drive and 56th Street is back on track. The project had been in jeopardy because Hogan Enterprises does not have an approved and funded site plan/development project, and could not make good on its summer pledge to contribute \$1.25 million to the project.

Because Gig Harbor was awarded a \$2.6 million state grant through the Transportation Improvement Board that requires advertisements to go out no later than March 19, as well as a notice to proceed for the contractor no later than May 18, or else risk losing the TIB grant, coming together on an agreement in a timely factor was essential.

As proposed on Monday of last week during a special meeting of the city council, the agreement between the Gig Harbor and Hogan Enterprises calls for the developer to contribute \$400,000 to an interest-bearing account, with the remaining \$238,000 paid to the city after approval of the developer's Olympic Towne Center project.

Funds needed for the road project before the contractually obligated \$238,000 were available would be covered by the Civic Center Debt Reserve fund until the agreed-upon funds were received. If Hogan Enterprises is unable to get project approval, the \$400,000 is non-refundable and the \$238,000 would not be collected. In such an event, the remaining \$238,000 would come out of the Civic Center Debt Reserve fund.

At least one Gig Harbor resident, however, was not happy with how deal was struck.

Helen Nupp addressed the council, saying she thought the city was remiss in not giving the public a chance to comment on the agreement. There was no public comment allowed at the March 5 special meeting of the council.

She presented the council with a three-page letter detailing what she viewed as a lack of transparency.

"On March 10, when I spoke to several business owners in the area that would be affected by this proposed project, no one had any knowledge about the hearing today with this Agreement on today's agenda," she wrote in the letter. "Not one person could tell me about today's Hearing, had heard about it from the City, nor had they been kept informed about any progress on this proposed project."

She continued: "In a week's time, it was supposed to be carefully looked at, discussed, debated and signed. Certainly affected business owners or adjacent residents had no knowledge of this proposed Agreement. Does this seem to you to be adequate public notice to the citizens of this city on this issue? I doesn't to me."

In other business:

- By a vote of 5-2, the council, following a public hearing, adopting on the first reading the extension of interim regulations relating to the development in flood hazard and buffer areas, so as to be in compliance with the Endangered Species Act. Council members Ken Malich and Michael Perrow voted against the ordinance.
- The council conducted a public hearing and heard the first reading of an ordinance allowing the extension of city water and sewer services to properties within the Urban Growth Areas of Gig Harbor without the need for annexation. The ordinance will be on the consent agenda for a second reading at the

next council meeting on March 26.

- The council held a public hearing and first reading of an ordinance regarding collective marijuana gardens. Due to recent law enforcement activities, lawsuits and other potential changes to state law, city staff recommend extending interim regulations regarding marijuana gardens until the conflict between state and federal laws are addressed. The interim regulations were set to expire on April 11.
- The council had a first reading to consider an ordinance that would remove parking in fire lanes from a criminal offense under the International Fire Code to a gross misdemeanor more in line with current parking violations with a proposed penalty of \$25.

Some council members thought the \$25 fine wasn't a severe enough penalty for blocking a fire lane and potentially costing a life or lives.

"It doesn't balance for me," Council member Perrow said. "I think this is going to be a little too nice."

"It seems like we're not taking it seriously," Council member Derek Young remarked.

City staff agreed to look into the matter further, with an emphasis on an appropriate fine and a look into how other jurisdictions handle fire lane parking violations, and revisit the issue at the next council meeting.

- Council member Young, who serves as chair of the Public Transportation Improvement Conference, reported on Pierce Transit's new boundaries approved unanimously at Thursday night's meeting. The new boundaries will shrink to exclude Western Pierce County, including all areas west of the Narrows Bridge except Gig Harbor.

Pierce Transit's boundaries will be reduced by more than 200 square miles by mid-spring, assuming the Pierce County Council approves the map.

Pierce County Council has 30 days to terminate the new boundaries or they will be instated. Cities have 60 days to opt out of Pierce Transit if they're unhappy with the redrawn boundaries.

"That's unlikely," Young said. "So that's it."

Redrawing Pierce Transit's boundaries was triggered by last year's budget cuts that reduced or eliminated transit services to parts of the county.

The new map goes into effect on May 8.

Reporter Brett Davis can be reached at 253-853-9243 or by email at brett.davis@gateline.com. Follow him on Twitter, [@gateway_brett](https://twitter.com/gateway_brett).

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BAINBRIDGE ISLAND REVIEW

Mayor Lester signs letter to Olympia

By RICHARD D. OXLEY

Bainbridge Island Review Staff Writer

FEBRUARY 23, 2012 · UPDATED 4:07 PM

Council Member Debbi Lester has joined a long list of other Washington mayors who have come together to send a message to lawmakers in Olympia.

Lester added her signature to a letter designed to convey the urgent need to increase funding for local transportation needs — the current system isn't cutting it.

"This letter is a broader view of the principles of cities on what they would like to see come out of a transportation package," said Ashley Probart, legislative and policy advocate for the Association of Washington Cities. "We want to be involved with our own rescue which means local transportation options that work."

For example, the letter claims that while local governments receive 11 cents out of the \$.375 gas tax, the construction cost index has risen by 77 percent. The ultimate purpose of the letter is to encourage legislators to pass a transportation package to meet the needs of Washington's cities and support local transportation options. Mainly needed is funding for roads projects, an issue islanders are familiar with.

"This is the first time in nearly 15 years that a local transportation options bill has been presented which provides greater authority for local jurisdictions," Lester said.

Probart said that previous transportation packages passed in Washington have given a significant share to the state. He noted the packages passed in 2003 and 2005 which instated a 14.5 cent gas tax, but only 1 cent was given to cities and counties.

"That half a penny is 16 million dollars a year divided by the four million city residents in Washington State," Probart said. "That's about \$4 per capita."

According to Lester, the letter is also partially in support of SB 6582 which is currently being considered by legislators in Olympia. The bill has three focuses. It would allow counties the option to have voter approved gas taxes ranging from one to three cents that would be split 60/40 between the county and the city. It would allow voter approved motor vehicle excise taxes that again would be shared between the county and city at a 60/40 split. It also provides the option of instituting a vehicle fee of up to \$40 — separate than tab fees.

"The fee is something the city could consider. To date we, as a council have opted not to," Lester said. "...this is either a city or county option."

Lester also noted two other transportation bills being considered by lawmakers, SB 6455 and SB 6150, which she cites as “fee bills” that could create more revenue for transportation purposes. She said that the new revenue would enable \$130 million that would fund the Transportation Improvement Board and the Safe Routes to Schools programs.

“We locally have benefitted from both those programs,” Lester said. “Transportation Improvement Board funding covered much of the Winslow Way Reconstruction and the Public Works Department has been successful in receiving grants from the Safe Routes to Schools program.”

Probart said that with the transportation packages currently being considered in Olympia, a larger share of revenue may find its way to local governments for transportation purposes.

Attached to the letter is a list of principles they ask legislators to adhere to: provide stable funding for the state’s transportation system; allocate funds to cities in the most effective way possible including grants for smaller cities; and provide long-term funding to help keep pace with federal or state-initiated mandates among other ideals.

Lester’s signature joins 21 others, so far, from large and small cities from Port Townsend to Spokane.

Contact Bainbridge Island Review Staff Writer Richard D. Oxley at roxley@bainbridgereview.com or 206-842-6613.



Finally, Winslow's 'friendlier' future street is ready

By Tristan Baurick

Saturday, February 25, 2012

BAINBRIDGE ISLAND — Tom von Schrader has a vision for the street of the future. Built on the idea that roadways should do more than just channel cars from one place to another, this street of the future should also be a pleasure to walk and along, with places to step aside, sit down and shoot the breeze. It should take seriously the needs other modes of transportation, like bicycles and wheelchairs. It should be beautiful, with public art interspersed with gardens and trees. And it should do what it can to lessen its impact on the environment.

For von Schrader, a landscape architect who has helped redesign streets around the country, the new Winslow Way comes the closest to meeting his vision.

"I'm proud of how it all works together, how the planters and rain gardens improve pedestrian safety by keeping the cars away, and how the wider sidewalks and the street furniture create community gathering areas," said von Schrader, an island resident who helped lead the Winslow Way redesign for his Seattle-based firm, SvR. "It just makes a friendlier downtown."

After more than a decade of talking about the project — and then years of debating it and nearly a year of waiting for the oft-delayed construction to end — Winslow now has a new main street. Streetlight installation remains the only significant work not yet completed.

Bainbridge Community Development Director Chris Wierzbicki admits it may take some getting used to. Some of the street's new features look a little strange, and more than a few motorists have had trouble navigating the added landscaped areas and a few reconfigured lanes. But with a little time, Wierzbicki is confident the rebuilt street will foster the walkable, environmentally-sustainable and community-oriented downtown islanders have long desired.

The biggest improvements, he said, are the ones no one can see.

"It's easy to forget that so much was replaced underground," he said. "We have all-new sewer and water, and we have stormwater (infrastructure) where we really had none."

Before the project, Winslow Way's underside was a tangle of old, cracked and sometimes leaky sewer pipes. Water traveled through a mismatched system of narrow

and wide pipes that the fire department was concerned might not have enough capacity for handling a big downtown fire.

Much of the street's stormwater was sent straight into Eagle Harbor with hardly any filtering or treatment to remove the mix of motor oil, heavy metals and other roadway contaminants that amount to one of the largest sources of Puget Sound pollution.

Now five 72-inch-wide filters under the street ensure that much of the runoff is treated.

"Winslow gets a tremendous amount of traffic and a lot cars sitting there dripping oil with all the on-street parking," Wierzbicki said. "Having these filters will make a huge difference."

The new street has several other features aimed at treating stormwater.

Nine rain gardens use soil and plant root systems to naturally absorb and filter water flowing from the street surface and channeled in through pipes.

Several stormwater planters and four swales along the south side of the street will act in much the same way.

Wierzbicki said the pit-like planters and rain gardens, with their expanses of exposed soil, aren't much to look at now, but and they should be more appealing once the grasses and native shrubs have a couple years to grow.

Small sections of porous pavement next to street trees are yet another way to pull water off the street surface.

Other earth-friendly amenities include six solar-powered compacting trash cans, new recycling bins and one planned electric vehicle charging station near Madrone Lane.

"Way back when we started this, the code words were 'art,' 'garden,' and 'ecology,'" von Schrader said. "Those were the design aspirations for the street."

The main art elements of the new street are several rain and river-inspired public art pieces embedded into the street's sidewalks. According to artist Bruce Myers, the wide steel rings are reminiscent of the raindrops falling in water. Several sidewalk inlays depict stones, leaves and cedar branches found in dry river beds.

Most of the street's existing public art was preserved, including the sidewalk mosaic outside Nola Cafe and the undulating fish sculpture outside Chase Bank.

While eight trees were removed during construction, Wierzbicki says 13 large and nine medium trees were planted to replace them.

Several trees were planted in special pits that provide structural support for the street but allow tree roots to spread out in uncompacted soil under the paved surface.

Wierzbicki said the project was the first to earn low-impact development points from the state Transportation Improvement Board, which gave the project a \$2.2 million grant.

"The sustainable features really added to our ranking, helping pay for a large portion of this project," Wierzbicki said.

The \$5.6 million project also received \$1.6 million in grant funding from the federal government and a \$1 million contribution from Winslow Way property owners. Just under \$800,000 came from the city's utility funds.

Wierzbicki and von Schrader agree that the most noticeable improvement is the sidewalks. The old Winslow Way was infamous for busted walkway and narrow sections that made it difficult for pedestrians to pass each other and impossible for disabled people to get through.

"It was just a cracked mess," Wierzbicki said.

Pointing to a sidewalk utility pole near Finch Place, Wierzbicki noted that people in wheelchairs had to go into the street to get by. Now there's enough room for the pole and a wheelchair with a few feet to spare.

Before the project, Winslow Way's sidewalks were between three and five feet wide. Now the sidewalk widths are between six and eight feet.

"Now you see people starting to walk next to each other rather than behind each other, and there's places for them to pull off and talk," Wierzbicki said.

Von Schrader said the combination of wider sidewalks and landscaped areas allowed his design team to create small areas for pedestrians to stop and chat out of the flow of foot traffic. Many of these spots have new benches to encourage longer visits.

He hopes the pedestrian and bicycle improvements — including 19 new bike racks and a bike lane between Highway 305 and Ericksen Avenue — will encourage more people to walk or pedal into and around town. Getting around without a car, he added, leads to more social interaction, safer roads, less pollution and healthier bodies. The new Winslow Way, he said, exemplifies what urban planners are calling "complete streets" — streets that meet the needs and desires of more than just motorists.

Because the street goes even further with substantial above- and below-ground infrastructure to lessen Winslow's environmental impacts, von Schrader said Winslow Way could serve as a unique example for other cities.

"Not a lot of communities have done a retrofit to this degree, with all the bells and whistles," he said. "It's really a cutting-edge street."

AUBURN-REPORTER.com

Officials hail M Street project; \$22.2M undertaking to improve major Auburn corridor



City leaders and some of its funding partners on the M Street project participate in Tuesday's groundbreaking ceremony.

By [ROBERT WHALE](#)

Auburn Reporter News reporter

MARCH 1, 2012 · 12:22 PM

On a chilly Tuesday afternoon, 10 years from its first warm twinkling in an engineer's eye, after countless meetings between Auburn, various state and federal agencies and the Burlington Northern Santa Fe Railroad, the \$22.5 million M Street Southeast grade-separation project between 4th and 6th streets southeast took its first step.

That is, numerous officials marched up to the microphone under a tent at the foot of Highway 18 to talk about a mind-numbing funding process now complete, praise partnerships that made it happen, then grip golden shovels and turn the first dirt.

Terry Finn, director of government relations for BNSF, recounted one of the rarest marvels of all.

"Mayor Lewis and the Council, you actually got the railroad to cough up \$18 or \$20 million dollars ... and that's quite a miracle in itself," said Finn.

"Sometimes miracles do happen," responded Auburn Mayor Pete Lewis.

Actual street construction may begin as early as late April or early May. The City will notify the public 30 days before it closes the streets there.

The Fast Corridor project calls for separating M Street Southeast from the at-grade rail crossing by building a railroad bridge, raising the tracks four feet and lowering M Street under the rail line. At the same time, it takes what until now has been a two-lane roadway and adds lanes and a turn-pocket for 4th Street. Construction also calls for bike lanes and sidewalks.

Multiple sources, including the federal and state governments, the Ports of Tacoma and Seattle, and BNSF are contributing funds.

Stoking the fire under the collective rump is BNSF's 18-year-old plan to reopen its Stampede Pass Line to longer freight trains and improve the Pass tunnel. Completion of that work will push 20 trains daily, some of them a half-mile long and moving at five miles an hour, through Auburn.

"From a regional standpoint, the reason we are getting state funding and why the ports are putting money into this is because they want to be able to use these tracks for heavier, longer trains and want to put more trains on the tracks," Project Manager Jacob Sweeting recently told the Auburn Reporter. "Without the grade separation, the impacts to the roadway would be too much. Without it, in the near future Auburn would see many trains crossing at that location, and that whole side of town would be completely gridlocked, and the congestion would spill onto Auburn Way South and onto SR 18 and SR 167."

The bottleneck is under SR 18. There are no sidewalks there, and traffic narrows to two lanes. It's a dangerous area. The City gets calls all the time, especially from people who live in King County Housing Authority housing, Sweeting said.

The maximum depth of the new construction will be about 21 feet below the existing street level. The wall is expected to be about 25 feet high at the maximum, although the walls on either side of the street will be about the same height.

To provide room for the project, the City of Auburn bought 10 full properties and portions of the roadway frontage, eight of them on the east side of M Street and 23 other properties.

The project also calls for the addition of stormwater detention and treatment facilities, landscaping and other aesthetic treatments.

Improved conditions

City officials cite numerous benefits:

- Elimination of safety hazards, including those that face the 50 school buses that cross the BNSF tracks at that location every day.
- Elimination of the possibility of pedestrian-train accidents with the addition of the sidewalks and pedestrian crossings.
- Abatement of sound pollution. With the tracks separated from the street, engineers will no longer need to lay on the horns every time they cross.
- Safety improvements. The pavement in the project area is in poor condition, and its replacement, designed to handle traffic loading for the next 25 to 30 years, should be much quieter and safer.

The \$12.5 A Street Northwest connection between 3rd Street Northwest and 14th Street Northwest also emerged from the 1994 Stampede Pass study. It will create a parallel route along the BNSF mainline tracks and connect the 15th Street and

the Third Street grade separations. Two other projects, the 3rd Street Grade Separation and the 277th Street grade separation, are done.

The A Street connection will allow people actually get back and forth across the BNSF tracks when the Stampede Pass rail is operating and trains are on the tracks, alleviating overall congestion through the train tracks. It also connects a route from downtown Auburn not only to the 15th Street Northwest business district but all the way up to 277th Street via B Street. When that's done, it will result in another almost complete north-south connector between the northern edge of the city and the downtown. Most of the funding is federal grants. Big chunk is donated work from developer and donated right of way the City already has.

"This is another sign of what we are trying to achieve in Auburn," Lewis said. "This is one of our oldest projects that we started ... Here is another sign of the progress that we're making."

=====

BY THE NUMBERS

The M Street Grade-Separation Project will:

- Lower the roadway by about 20 feet.
- Move 40,000 cubic yards of material or 150,000 wheelbarrows.
- Relocate and rebuild almost two miles of underground sewer, storm, water and electrical utilities.
- Reconstruct more than 3,000 feet of railroad tracks with two side-by-side, 100-foot-long steel bridges.
- Build almost a mile of sidewalk where there are no sidewalks, or the sidewalks are falling apart.
- Build more than 22,000-square-feet of retaining wall, about half the size of a football field.
- Create or sustain 800 jobs.
- Over the next 20 years, for every \$1 spent on the project, realize more than \$20 of benefit, for a total net benefit of more than \$440 million at the end of a 20-year span.
- Reduce the amount of time that people wait for trains by more than 3,000 hours per day, saving more than \$2 million gallons of fuel in a two-year period.

Source: Project Manager, Jacob Sweeting

Contact Auburn Reporter News reporter Robert Whale at rwhale@auburn-reporter.com or 253-833-0218, ext. 5052.

[Click to Print](#)

Mar, 4, 2012

Bellingham earns certification for environmentally friendly street project

JARED PABEN / THE BELLINGHAM HERALD

BELLINGHAM - Using LEDs for streetlights, porous pavement and concrete partially made from old toilets helped the city of Bellingham win a special certification for an environmentally friendly street project.

Bellingham Public Works built a missing segment of the Whatcom Creek Trail with its Meador/Kansas/Ellis streets project, which included an on-street trail and pedestrian bridge over Whatcom Creek.

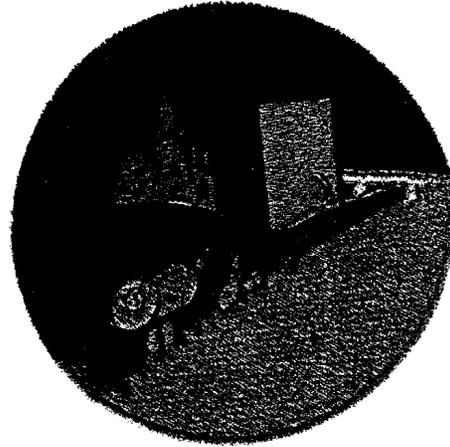
The project won a Greenroads Certification at the silver level, one of the first projects to reach that level, according to Public Works. The "Poticrete" sidewalk - pavement partially made with crushed toilets - alone prevented more than five tons of waste from going to the landfill, according to Public Works.

Greenroads rates road design and construction for sustainability. It uses a checklist, and projects gain certification by getting a high enough score on the list.

Oak Harbor also received Greenroads certification this year.

Reach JARED PABEN at jared.paben@bellinghamherald.com or call 715-2289. Read the Politics Blog at blogs.bellinghamherald.com/politics.

City of Sprague
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Sprague, Washington 99032
509-257-2662
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March 1st, 2012

TIB
P. O. Box 40901
Olympia, WA. 98504-0901

RECEIVED

MAR 05 2012

TIB

Dear Transportation Improvement Board,

The City of Sprague would like to express our appreciation for the work that you do and the grants that have been awarded to our city.

Over the many years, Sprague City has been the recipient of chip seal and overlay projects and sidewalk maintenance projects. We are currently receiving funding to reconstruct the street, culvert and sidewalks through our main business district on First Street. Next, we will be working on a preservation prioritization project.

Your staff has been excellent at working with our engineer by keeping in touch with us, preparing and submitting project application, overseeing the grants and helping with the completion of the projects.

These awarded grants have provided our city with quality maintenance for our sidewalks and streets that we otherwise could never afford. The citizens feel very fortunate to have received these grants.

Thank you for the many opportunities we have received,

A handwritten signature in cursive script that reads "Audrey Lynn".

Mayor, Audrey Lynn



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
EPP Program							
3-E-168(001)-1	CHENEY	FY 2013 Expanded Preservation Project	Design	DE	11,571	0	Director
3-P-132(001)-1	MILTON	FY 2013 Expanded Preservation Project	Design	DE	36,352	0	Director
3-P-804(001)-1	NORTH BEND	FY 2013 Expanded Preservation Project	Design	DE	24,000	0	Director
3-E-844(001)-1	OTHELLO	FY 2013 Expanded Preservation Project	Design	DE	29,919	0	Director
3-E-923(001)-1	PROSSER	FY 2013 Expanded Preservation Project	Design	DE	22,080	0	Director
1-E-182(001)-1	SELAH	FY 2013 Expanded Preservation Project	Design	DE	19,200	0	Director
1-W-826(001)-1	SEQUIM	FY 2013 Expanded Preservation Project	Design	DE	26,112	0	Director
1-P-823(001)-1	STANWOOD	FY 2013 Expanded Preservation Project	Design	DE	7,403	0	Director
1-E-181(001)-1	UNION GAP	FY 2013 Expanded Preservation Project	Design	DE	59,400	0	Director

Total EPP Change 0

RTP Program

7-5-188(011)-1	KELSO	Holcomb Road	Construction	CN	125,000	0	Director
7-1-132(002)-1	MILTON	Porter Way	Design	DE	40,232	0	Director

Total RTP Change 0



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
SCAP Program							
6-E-921(002)-1	ASOTIN	2nd Street	Audit	CC FV AD	606,116	34,568	Director
6-W-837(008)-1	BLAINE	H Street	Audit	CC FV AD	500,000	0	Director
6-P-808(011)-1	BUCKLEY	SR 165	Withdrawn	WD	0	-600,000	Director
6-P-115(001)-1	CLYDE HILL	84th Avenue NE	Construction	CN	462,000	0	Director
6-P-818(004)-1	DARRINGTON	Sauk Avenue	Withdrawn	WD	0	0	Director
-P-820(005)-1	GRANITE FALLS	South Granite Avenue	Audit	CC FV AD	631,699	-7,877	Director
-E-889(001)-1	IONE	Houghton Street	Design	DE	48,875	0	Director
-W-953(007)-1	KALAMA	North 4th Street	Design	DE	80,486	0	Director
-W-834(005)-1	LA CONNER	S Second Street	Audit	CC FV AD	345,325	22,607	Director
6-E-850(009)-1	LEAVENWORTH	Front Street	Construction	CN	800,000	0	Director
6-E-942(002)-1	MABTON	7th Avenue	Construction	CN	536,751	0	Director
6-W-957(006)-1	MONTESANO	Main Street	Design	DE	120,000	0	Director
6-E-915(B04)-1	OAKESDALE	Steptoe Street Bridge	Design	DE	11,500	0	Director
6-E-882(I06)-1	OROVILLE	SR 97 Sidewalks	Audit	CC FV AD	31,247	10,997	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
6-W-976(001)-1	RAINIER	Second Street	Construction	CN	256,319	0	Director
6-E-885(003)-1	TONASKET	3rd Street, 5th Street, 6th Street, Western Avenue	Design	DE	50,800	0	Director
6-E-947(009)-1	ZILLAH	First Avenue	Audit	FV AD	846,498	0	Director
Total SCAP Change						-539,705	

SCPP Program

2-E-851(003)-1	BRIDGEPORT	FY 2013 Overlay Project	Construction	DE CN	89,800	0	Director
2-E-924(003)-1	DAYTON	FY 2013 Seal Coat Project	Construction	DE CN	69,621	0	Director
2-E-940(002)-1	GRANGER	FY 2012 Overlay Project	Audit	CC FV AD	113,558	-4,482	Director
2-E-889(004)-1	IONE	FY 2013 Sidewalk Maintenance Project	Construction	DE CN	49,500	0	Director
2-W-953(003)-1	KALAMA	FY 2013 Seal Coat Project	Construction	DE CN	67,735	0	Director
2-E-903(001)-1	KETTLE FALLS	2011 WSDOT Chip Seal Project	Audit	CC FV AD	69,581	-874	Director
2-E-862(004)-1	MATTAWA	FY 2012 Overlay	Audit	CC FV AD	248,911	-30,559	Director
2-W-840(001)-1	NOOKSACK	FY 2013 Overlay Project	Construction	DE CN	122,936	0	Director
2-E-872(002)-1	ODESSA	2011 WSDOT Seal Coat Project	Audit	CC FV AD	54,629	-10,541	Director
2-E-916(004)-1	PALOUSE	FY 2013 Sidewalk Maintenance Project	Construction	DE CN	88,000	0	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-E-873(003)-1	REARDAN	FY 2013 Sidewalk Maintenance Project	Construction	DE CN	93,632	0	Director
2-E-917(001)-1	ROSALIA	FY 2012 Overlay Project	Audit	CC FV AD	116,973	7,095	Director
2-W-972(003)-1	SOUTH BEND	FY 2012 Overlay Project	Audit	CC FV AD	87,204	-2,299	Director
2-E-899(001)-1	SPANGLE	FY 2013 Overlay Project	Construction	DE CN	98,819	0	Director
2-E-946(002)-1	WAPATO	FY 2013 Overlay Project	Construction	DE CN	270,000	0	Director
Total SCPP Change						-41,660	

SP Program

P-P-123(P01)-1	BEAUX ARTS VILLAGE	108th Avenue SE	Audit	CC FV AD	128,104	-3,338	Director
P-E-859(P01)-1	GRAND COULEE	Spokane Way	Design	DE	24,700	0	Director
P-W-953(P06)-1	KALAMA	Military Rd/Cloverdale Rd	Construction	CN	233,990	0	Director
P-E-903(P05)-1	KETTLE FALLS	SR-395 (North Side)	Audit	CC FV AD	192,945	0	Director
P-P-111(P02)-1	KIRKLAND	12th Avenue	Audit	CC FV AD	190,824	-6,176	Director
P-E-862(P01)-1	MATTAWA	Boundary Avenue	Audit	CC AD	98,416	-13,750	Director
P-P-804(P01)-1	NORTH BEND	North Bend Way	Design	DE	18,772	0	Director
P-E-915(P03)-1	OAKESDALE	First Street (SR 27)	Audit	CC FV AD	169,642	-2,998	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
P-W-976(P02)-1	RAINIER	Dakota Street	Construction	CN	86,866	0	Director
P-P-207(P02)-1	SAMMAMISH	244th Avenue NE	Contract Completion	CC	156,000	0	Director
P-P-101(P03)-1	SEATTLE	Ravenna Avenue NE	Design	DE	0	0	Director
P-W-965(P04)-1	TOLEDO	Augustus Street	Contract Completion	CC	111,113	348	Director
Total SP Change						-25,914	

UAP Program

8-5-948(004)-1	BATTLE GROUND	SE Grace Avenue Phase 1	Construction	DE CN	3,359,791	0	Director
8-5-006(038)-1	CLARK COUNTY	NE 10th Avenue	Design	DE	800,000	-192,861	Director
8-4-170(007)-1	CLARKSTON	12th Street	Design	DE	41,006	0	Director
8-3-902(005)-1	COLVILLE	Third Avenue	Construction	CN	1,488,000	0	Director
8-3-161(009)-1	EAST WENATCHEE	Eastmont Avenue	Withdrawn	DE WD	0	0	Director
8-4-173(029)-1	KENNEWICK	Steptoe Street (Phase 2)	Construction	CN	2,561,640	0	Director
8-2-018(006)-1	KITSAP COUNTY	Newberry Hill Road/Silverdale Way/Chico Way	Construction	DE CN	1,258,321	0	Director
8-1-199(013)-1	LAKEWOOD	Murray Road SW and 150th Street SW	Construction	DE CN	750,000	0	Director
8-2-839(007)-1	LYNDEN	Kok Road	Audit	CC FV AD	418,132	-86,411	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-1-143(006)-1	MARYSVILLE	Ingraham Blvd	Contract Completion	CC	1,021,713	38,976	Director
8-2-155(016)-1	MOUNT VERNON	Freeway Drive	Audit	CC FV AD	328,495	-62,093	Director
8-1-133(002)-1	STEILACOOM	Sequalish Street/Lexington Street	Construction	DE CN	1,152,278	0	Director
Total UAP Change						-302,389	

UCP Program

9-P-105(006)-1	AUBURN	M Street SE	Bid Award	BA	2,630,509	-369,491	Director
9-W-156(004)-1	BELLINGHAM	West Bakerview Road	Design	DE	300,000	0	Director
9-P-114(005)-1	BOTHELL	SR-522	Construction	DE CN	4,000,000	0	Director
9-P-111(003)-1	KIRKLAND	NE 120th Street	Design	DE	500,000	0	Director
9-W-021(003)-1	LEWIS COUNTY	Airport Road Extension	Audit	CN BA CC FV AD	3,000,539	539	Director
9-P-205(002)-1	MAPLE VALLEY	Maple Valley Highway (SR 169)	Construction	CN	1,083,018	0	Director
9-P-027(018)-1	PIERCE COUNTY	Pioneer Way E	Construction	DE CN	814,000	0	Director
9-P-027(019)-1	PIERCE COUNTY	Wollochet Drive NW	Construction	DE CN	2,150,000	0	Director
9-P-107(011)-1	REDMOND	NE Union Hill Road	Design	DE	871,881	0	Director
9-P-102(011)-1	RENTON	Rainier Avenue S	Bid Award	BA	6,939,700	0	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
9-P-207(002)-1	SAMMAMISH	244th Avenue NE	Construction	CN	1,107,000	0	Director
9-P-101(020)-1	SEATTLE	5th Avenue N (Mercer Corridor West project)	Design	DE	1,000,000	0	Director
9-P-202(005)-1	SHORELINE	Aurora Avenue N (SR 99)	Withdrawn	WD	0	0	Director
9-P-116(013)-1	TUKWILA	Andover Park W	Design	DE	0	0	Director
9-E-181(002)-1	UNION GAP	Valley Mall Boulevard Extension	Audit	CC FV AD	5,570,025	0	Director
Total UCP Change						-368,952	
Total Change						-1,278,620	

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



Rapid Action – Urban Projects

March 22, 2012

BACKGROUND

In order to maintain a stable, positive account balance while not accumulating excessive cash, the board funded 17 urban projects in the November 2011 call that were construction ready. These 17 projects applied for the rapid action call and completed a *Supplemental Call Construction Ready Questionnaire*. To be eligible for funding as a rapid action project, specific conditions were required.

- Projects must be advertised no later than March 19, 2012.
- Projects must give the contractor notice to proceed and file the notice with TIB staff no later than 5:00 p.m., May 18, 2012.
- Progress billings must begin promptly and be submitted regularly throughout construction.

If the specified conditions listed above are not met, the grant would terminate automatically.

This staff review gives an update on each of these projects.

PROJECT INFORMATION

The following is a complete list of the 17 rapid action projects. Since the March 19 deadline occurs a couple days prior to the board meeting, an updated list will be distributed at the meeting.

<u>Agency</u>	<u>Project</u>	<u>Status</u>
STEILACOOM	Sequalish Street/Lexington Street	Advertised
SNOHOMISH	Avenue D	Advertised
LAKEWOOD	Murray Road SW and 150th Street SW	Advertised
KITSAP COUNTY	Newberry Hill Road/Silverdale Way/Chico Way	Advertised
SPOKANE COUNTY	Wall Street/Waikiki Road/Mill Road	Pending
SPOKANE VALLEY	Sprague Avenue	Pending
KENNEWICK	Steptoe Street (Phase 2)	Pending
BATTLE GROUND	SE Grace Avenue Phase 1	Advertised
PIERCE COUNTY	Pioneer Way E	Advertised
PIERCE COUNTY	Wollochet Drive NW	Advertised
RENTON	S Lake Washington Road and I/S Improvements	Advertised
RENTON	Strander Boulevard Extension	Bid Awarded
AUBURN	M Street SE	Bid Awarded
GIG HARBOR	Point Fosdick Drive NW & 56th Street NW	Pending
MAPLE VALLEY	Maple Valley Highway (SR 169)	Pending
SAMMAMISH	244th Avenue NE	Advertised
SKAGIT COUNTY	Anderson/LaVenture Road	Advertised

RECOMMENDATION

No action needed. For information and discussion only.

City of Yakima

Martin Luther King Jr (MLK) Boulevard - N 1st St to N 1st Ave

Project Staff Review
FY 2012 Urban Corridor Program (UCP)
TIB Project 9-E-180(006)-1

Board Meeting Date: March 23, 2012
Bid Authorization Target Date: June 2012

Project Information

Existing Conditions

This project is part of a larger two east-west couplet system which will construct undercrossings at the BNSF main line tracks. Currently MLK design is at 95% and the right of way is certified.

The Lincoln Avenue undercrossing is under construction and is expected to be completed by summer of 2012.

Funding Summary

	Cost at Award	Change in Funding	Current Cost
TIB Funding	\$3,000,000	\$0	\$3,000,000
Yakima Funding	88,371	-88,371	0
FMSIB	2,000,000	0	2,000,000
BNSF	1,530,000	-800,511	729,489
PWTF	3,000,000	0	3,000,000
Yakima Transit	10,000	-10,000	0
Federal Funding	5,084,129	-3,963,242	1,120,887
Revenue Shortfall	0	0	(4,949,624)
Totals	\$14,712,500		\$14,800,000

Discussion

Project Issue:

RCW 47.26.086 requires urban TIB projects to certify full funding as stipulated below:

"Within one year after board approval of an application for funding, the lead agency shall provide written certification to the board of the pledged local and private funding for the phase of the project approved. Funds allocated to an applicant that does not certify its funding within one year after approval may be reallocated by the board."

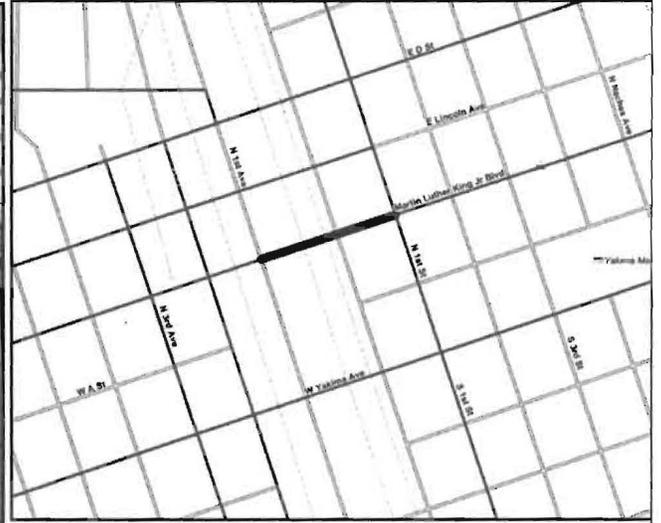
Board Actions:

The board selected this project at the November 17, 2006 meeting as a Construction Only project. Due to right of way issues and construction cost increases, the project was delayed and it was determined the project could not be constructed with existing funds. TIB suggested that the city reapply for this project. The board reselected this project at the November 21, 2010 meeting with a revised funding package and schedule. At the time of board approval, the city certified the project was fully funded.

Current Funding Shortfall:

Subsequent to certifying full funding, a design problem developed on the neighboring Lincoln Avenue undercrossing. The city was forced to use \$5 million of the money allocated to MLK to fix the Lincoln Avenue problem.

The city submitted an application for Federal FY 2012 TIGER 4 funding to secure full funding for the MLK project. The closing date for the FY 2012 TIGER 4 grant applications is March 19, 2012. A specific date of award has not been stated.



Staff Recommendation

Staff recommends continuation of TIB funding until award of TIGER 4 projects by WSDOT. At that time, if the city is unsuccessful in attaining full funding from TIGER 4, or any other means, the grant for the Martin Luther King, Jr. Boulevard project should be terminated.

Project Staff Review Urban Arterial Program (UAP)

Board Meeting Date: March 23, 2012

REGION	Northeast	FUNDING YEAR	FY 2012
LEAD AGENCY	Spokane County	PROPOSED BID AWARD	Jun 2012
PROJECT NUMBER	8-3-032(064)-1	PROJECT LENGTH	0.69 miles
PROJECT NAME	Farwell Road Cherry St to Market St	AADT	9,610
CURRENT PHASE	Pending	FUNCT CLASS	Principal
		VE STUDY	Not Required

Phase	TIB Funds	Local Funds	Total Cost
DESIGN Funds estimated for Design	40,967	262,491	303,458
CONSTRUCTION Funds estimated for Construction	360,818	2,311,906	2,672,724
TOTAL	401,785	2,574,397	2,976,182

NONELIGIBLE COST	0	TIB REIMBURSEMENT RATIO	13.5%
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LOCAL MATCH	SPOKANE COUNTY \$0; WSDOT \$0; Federal Funding \$2,574,397 for a total of \$2,574,397
EXISTING FACILITIES	Farwell Road is a narrow, two-lane principal arterial with no sidewalks or bike lanes. Approximately twenty percent of the road's average daily traffic is due to trucks. Drainage facilities are inadequate for storm events.
PROJECT BENEFITS	<ul style="list-style-type: none"> • Provides arterial link to North Spokane Corridor • Enhances safety and mobility for all transportation modes
PROPOSED WORK	<p>The project reconstructs the road to provide a three-lane section with dedicated bicycle lanes. Bio-filtration swales on both sides of the road provide collection and treatment of storm water on site.</p> <p>Construction of sidewalk on the backside of the drainage swales ensures maximum protection for pedestrians. The sidewalk ties directly into the "Children of the Sun" pathway along the North Spokane Corridor.</p>
DISCUSSION	<p>Prior to applying for TIB funding in 2010, the county was successful in obtaining federal funding for the design phase of the project. Farwell Road was the second highest rated project on the Spokane Regional Transportation Council (SRTC) Call for Projects for Years 2011-2012.</p> <p>The Board selected the project for UAP funding in November 2010.</p> <p>Revised Code of Washington (RCW) 47.26.086 requires urban TIB projects to certify full funding as stipulated below.</p> <p style="padding-left: 40px;">"Within one year after board approval of an application for funding, the lead agency shall provide written certification to the board of the pledged local and private funding for the phase of the project approved. Funds allocated to an applicant that does not certify its funding within one year after approval may be reallocated by the board".</p>

In September 2010, SRTC released federal funding for the top rated project. The county received assurance at that time that SRTC would approve construction phase funding for Farwell Road as soon as federal dollars were available. SRTC thought federal funding would be available in 2011.

Congress has not yet reauthorized the Surface Transportation Program that provides federal funding for highly priority MPO projects such as Farwell Road.

In February 2012, TIB staff met with SRTC to discuss the federal funding commitment for Farwell Road. SRTC determined the county must reapply for federal funding during their next Call for Projects anticipated for summer 2012.

**STAFF
RECOMMENDATION**

Staff recommends continuation of TIB funding for the project if the county provides a viable plan for full funding of the construction phase of the Farwell Road project no later than July 1, 2012.

If the county does not have a plan to achieve full funding of the construction phase, staff recommends the Board terminate the project and reallocate funding to other projects.



Schedule and Preliminary Program Call Size Recommendation for November 2012

March 22, 2012

BACKGROUND

In November 2011, the Board was able to offer a call size of nearly \$122 million. TIB staff refined the demand estimates and considered the most recent revenue forecast to propose a call size for November 2012. The rapid action initiatives that were put in place, beginning March 2011, have stabilized the TIA account balance, preventing further growth. Since the high account balance is currently under control, a call size approximately equal to available revenue should be made to maintain a stable account balance and future grant obligations.

At the January 2012 board meeting, the board discussed increasing the sidewalk program to allow it to have more impact on larger projects. For the November 2012 call, staff has recommended a \$5 million call, an increase of \$3 million.

This year the legislature passed a bill giving \$3.1 million to the TIA account and \$.4 million to the SCPP account in the current biennium and \$5 million each biennium after.

Assumptions made in the calculation for the Transportation Improvement Account (TIA) fund call size include:

- Outstanding obligations for current active projects (projection of monthly expenditures)
- Most recent revenue forecast
- Schedule of expenditures for new commitments
- Rapid action projects which will reduce account balance to \$10 million
- Projection of revenue including scenario testing (e.g., increased gas prices)
- \$400,000 of new law money will be used for SCPP program projects

STATUS

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

The Board may determine how best to spend the \$3.1 million allocated to the TIA account. The new money could be used either to increase the Urban Program or to continue the Expanded Preservation Program to cities with low assessed value.

Preliminary November 2012 Call Size

Program	Option 1	Option 2
Urban Program	\$63.0 million	\$60.0 million
*Small City Arterial Program	\$10.0 million	\$10.0 million
Urban Sidewalk Program	\$3.5 million	\$3.5 million
Small City Sidewalk program	\$1.5 million	\$1.5 million
Small City Pavement Preservation Program	\$1.0 million	\$1.0 million
Expanded Preservation Program	Not Offered	\$3.0 million
**TOTAL CALL	\$79.0 million	\$79.0 million

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

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

Proposed Schedule

Date	Milestone
March 22, 2012	Preliminary program call size presented to board
March 23, 2012	Board authorizes call for projects
June 1, 2012	Call for projects formally announced
June 1, 2012	Applications are available to agencies
June 1-30, 2012	Funding webinars and workshops for customers
August 24, 2012	Applications due
September - October 2012	Application evaluation and field reviews
November 15, 2012	Final program call size presented to board; Priority Array presented to board
November 16, 2012	Board adopts final program call size; Board adopts Priority Array and authorizes Executive Director to award selected projects

RECOMMENDATION

Staff recommends authorizing a call for projects beginning June 4, 2012 with a call size of \$79 million and determining the allocation of the new \$3.1 million.



Current Criteria for November 2012 Project Selection
March 22, 2012

BACKGROUND

Each year TIB staff reviews and revises as needed the selection criteria. There are no changes to the criteria points this year. At the January 2012 board meeting in Olympia the board discussed the banding criteria and the timeline to implement it. It was mentioned by Steve Gorcester that some of the improvements that have come from the discussions about criteria banding could be implemented into the current criteria but that a full overhaul would need to wait for another year to allow for full testing. Implementation of the new Criteria Banding System is being developed for November 2013.

STATUS

The only change to the November 2012 project selection process will be the implementation of the Level of Service Tool that was developed with Berk and Associates. Level of service factors are already part of the criteria set. The tool will be an improved method of calculating those points.

LEVEL OF SERVICE TOOL

The new level of service tool is a quick method for TIB staff to evaluate the level of service of a corridor or intersection using minimal data and time. The tool uses geometrics and traffic volume inputs to give a letter grade level of service output. TIB staff will be requiring traffic counts to verify the volume data on the applications.

The Level of Service tool is currently being programmed into TIB systems for internal use. It is also possible in the future that TIB will offer the tool on the TIB website for customers and the public to use. It may be a valuable asset for others to quickly evaluate their congestion without much more extensive traffic analysis.

Level of Service Calculator

Roadway Characteristics	Before	After
How many major intersections (signals/roundabouts/all-way stops) per mile along the study corridor?	0 - 2 (Expressway/urban uninterrupted flow)	0 - 2 (Expressway/urban uninterrupted flow)
Are any of the major intersections all-way stop controlled?	No	No
Are any of the major intersections roundabout controlled?	No	No
Does a Median or center turn lane exist OR are there exclusive left turn lanes at ALL major intersections/driveways?	No	No
Are there exclusive right turn lanes at major intersections?	No	No
Number of Through Lanes (each direction)	1	1

Based on the information above, there are either no traffic signals or a small number of signals on the study corridor.

Volume

Annual Average Daily Top-Way Volume (addition 8.7% peak-hour factor and 33% volume in peak direction. enter as a whole number, default)

Peak Hour Directional Volume (enter as a whole number)

Calculated Level of Service

Screenshot from LOS tool dashboard utility

RECOMMENDATION

Since the current criteria set has already been adopted by the board in past years, no action is needed.



New Criteria Methodology Development Status Report

March 22, 2012

BACKGROUND

In order to select the best projects and make the best investment with TIB dollars, the Visioning Committee reviewed the current criteria in June and September 2011. 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 January 2012.

STATUS

TIB staff is working toward implementing the new selection process for the November 2013 call for projects. The 2012 projects will be measured under the current criteria set; however, the applications will gather information for a test of the new criteria methodology.

Ranking

Each project will be evaluated under the relevant criteria set. TIB staff will encourage customers to apply under all applicable criteria; however, some applicants may opt out of a criteria set if it does not apply to their project.

Each criteria set will be worth 65 points. The cross-cutting elements of sustainability, worth 15 points, and constructability, worth 20 points, will be added to the score. This will give each project four scores of up to 100 points. Each project is then ranked within all criteria sets. Projects will be selected based on rank order, available funds within their region, and minimum criteria score.

Criteria Banding Selection 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

Categories And Section Criteria

Safety (65 pts max)

Criteria	Points
Potential for Safety Improvement	25
Predicted Crash Frequency	10
Counter Measures (CFM)	20
Qualitative Evaluation	10

Constructability (20 pts max)

Criteria	Points
Funding Sources	13
Construction Readiness	4
Ease of Implementation	3
Full Funding	3

Mobility (65 pts max)

Criteria	Points
Congestion and Level of Service	35
Network Connectivity	10
Modal Access	10
Mobility Features	10

Sustainability (15 pts max)

Criteria	Points
Adopted Agency Policy	3
Modal Measures	15
Energy Measures	9
Environmental Measures	7

Economic Development (65 pts max)

Criteria	Points
Public Support	20
Private Support	25
Quality	15
Location	5

Pavement Condition (65 pts max)

Criteria	Points
PCR Score	30
Structural Failure	12
Significant Design Flaws	10
Loading	8
Appearance	5

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. The tool is being tested by the TIB staff. Specific criteria detail is being developed with TIB staff and CH2MHill. Methodology follows new Highway Safety Manual.
Mobility	Staff worked with Fehr and Peers to develop a new Level of Service evaluation tool. Draft criteria are ready. The LOS tool is being integrated into TIB systems
Growth & Development	Staff is working with Berk and Associates. Band sections are developed and criteria detail should be ready by the end of March 2012.

Band	Status
Physical Condition	TIB staff is developing in house by reviewing methods from SCPP and using prior physical condition criteria. Draft criteria are ready.
Sustainability	Review current sustainability criteria that were developed recently.
Constructability	TIB staff is in the process of developing. Draft criteria are ready.

Next Steps

- Complete criteria details with application questions, points, and evaluation methods.
- Put together application to gather all the needed data.
- Beta test the applications using the banding method.

RECOMMENDATION

For discussion only. No action needed.