



Transportation Improvement Board  
November 15-16, 2012 – Bellingham, Washington  
Location: Lakeway Inn  
714 Lakeway Drive  
Bellingham, WA 98229  
360-671-1011

November 15, 2012  
WORK SESSION AGENDA

WORK SESSION

|           |                                                  |                                          | Page |
|-----------|--------------------------------------------------|------------------------------------------|------|
|           | <i>General Matters</i>                           |                                          |      |
| 1:30 p.m. | A. Local Presentations                           | Greg Armstrong                           |      |
| 2:15 p.m. | B. Street Light Utilities & Gift of Public Funds | Guy Bowman<br>Assistant Attorney General |      |
|           | <i>Increase Request</i>                          |                                          |      |
| 3:00 p.m. | C. City of Kalama: N. 4 <sup>th</sup> Street     | Greg Armstrong                           | 18   |
|           | <i>Projects &amp; Program Matters</i>            |                                          |      |
| 3:30 p.m. | D. 2012 Project Selection                        | Steve Gorcester & TIB Engineers          | 19   |
| 4:45 p.m. | E. Adjournment                                   | Chair Irish                              |      |

*Dinner on your own*



Transportation Improvement Board  
November 15-16, 2012 – Bellingham, Washington  
Location: Lakeway Inn  
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September 28, 2012 – 9:00 a.m.  
BOARD AGENDA

|            |                                                                                             | Page               |
|------------|---------------------------------------------------------------------------------------------|--------------------|
| 9:00 a.m.  | 1. CALL TO ORDER                                                                            | Chair Irish        |
| 9:05 a.m.  | 2. GENERAL MATTERS                                                                          |                    |
|            | A. Approval of September 28, 2012 Minutes                                                   | Chair Irish 1      |
|            | B. Communications                                                                           | Steve Gorcester    |
|            | 1. Chico Way ready to go round and round earlier than expected – <i>Kitsap Sun</i>          | 6                  |
|            | 2. Malden christens new road – <i>Whitman County Gazette</i>                                | 8                  |
|            | 3. WA State TIB: Solid-State Streetlight Demo for Small Communities – <i>The Light Post</i> | 9                  |
|            | 4. Tacoma streets to see less maintenance because of budget cuts – <i>News Tribune</i>      | 10                 |
|            | 5. Letter from Kenneth McKune Re Goldendale project                                         | 13                 |
| 9:15 a.m.  | 3. NON-ACTION ITEMS                                                                         |                    |
|            | A. Chair's Report to the Board                                                              | Chair Irish        |
|            | B. Executive Director's Report                                                              | Steve Gorcester    |
|            | C. Financial Report                                                                         | Alicia Martinelli  |
|            | D. Project Activity Report (9/1/12-10/31/12)                                                | Greg Armstrong 14  |
| 10:30 a.m. | 4. ACTION ITEMS                                                                             |                    |
|            | A. City of Kalama: N. 4 <sup>th</sup> Street Increase Request                               | Greg Armstrong 18  |
|            | B. 2012 Project Selection                                                                   | Steve Gorcester 19 |
|            | C. Special Election: Vice Chair                                                             | Chair Irish 20     |
| 10:55 a.m. | 5. FUTURE MEETINGS                                                                          | Steve Gorcester    |
|            | January 24-25, 2013 (Tumwater)                                                              |                    |
|            | March 28-29 (Vancouver)                                                                     |                    |
|            | May 30-31 (Chelan)                                                                          |                    |
|            | September 26-27 (Clarkston)                                                                 |                    |
|            | November 21-22 (Bellevue)                                                                   |                    |
| 11:00 a.m. | 6. ADJOURNMENT                                                                              | Chair Irish        |

**Transportation Improvement Board  
September 28, 2012  
Marcus Whitman Hotel  
Walla Walla, Washington**

**MINUTES**

**TIB BOARD MEMBERS PRESENT**

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

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

**TIB STAFF**

Steve Gorcester  
John Dorffeld  
Vaughn Nelson  
Eileen Bushman/recorder

**TIB BOARD MEMBERS NOT PRESENT**

Mr. Jim Albert  
Secretary Paula Hammond  
Mr. Harold Taniguchi (*attended Thursday meeting*)

**CALL TO ORDER**

Chair Irish called the meeting to order at 9:08 a.m. He welcomed two new board members, Kennewick Councilmember Bob Olson and Snohomish County Planning Director Clay White.

**GENERAL MATTERS**

**A. Approval of March 23, 2012 Minutes**

**MOTION:** It was moved by Councilmember Crawford with a second from Commissioner Wilson to approve the minutes of the March 23, 2012 board meeting as presented. Motion carried unanimously.

**B. Communications**

Steve Gorcester referred the board to the articles in the board packet. He specifically noted three articles of interest: 1) Lincoln Avenue grade separation (*Yakima Herald-Republic*), which is now open and performing quite well with the other half of the couplet slated to move forward in spring 2013; 2) Pierce County out of compliance with the Growth Management Act (*The News Tribune*), which would affect eligibility for TIB funds; and, 3) Othello Street project delay (*Columbia Basin Herald*) due to fund shortage.

**NON-ACTION ITEMS**

**A. Chair' Report** - Chair Irish noted that Commissioner Wilson lost his bid for re-election and would no longer be eligible to sit on the board. Commissioner Wilson is not able to attend his last meeting in November and offered parting remarks of the appreciation to the board.

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

***Personnel***

- Alicia Martinelli has been hired to replace Rhonda Reinke. Alicia will start her new position as CAO on October 16, 2012. She comes to TIB from AWC and has her Master's in Public Administration from Evergreen College.

***Project Issues***

- Pacific Stewart Road was placed on stop work order until environmental and right-of-way issues are completed. The city is currently in negotiations with Gordon Trucking over right-of-way, and until that is resolved, the project cannot move forward. The city has been operating without a Public Works Director and the Mayor was court-ordered to fill positions needed by the city, including a Public Works Director.

- Kennewick Olympia Street will be proceeding to construction in 2013. TIB staff met with the city on Sept. 27, 2012 to ensure this project was moving forward.

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

- |                                         |                                  |
|-----------------------------------------|----------------------------------|
| • Seattle – East Marginal Way           | • Ellensburg – Dolarway Road     |
| • Sedro Woolley – Moore Street          | • Shoreline – Aurora Corridor    |
| • Federal Way – Pacific Highway South   | • Blaine – Peace Portal Drive    |
| • Cashmere – Sunset Highway             | • Fairfield – East Main Street   |
| • Yakima – Lincoln Avenue               | • Tacoma – Alaska Way            |
| • Spokane – Martin Luther King, Jr. Way | • Spokane – Havana Street Bridge |
| • Bothell – Wayne Curve                 | • Pierce County – Canyon Road    |
| • Lacey – Carpenter Road                | • Thurston County – Yelm Highway |
| • Sultan – Sultan Basin Road            | • Richland – Keene Road          |

**Upcoming Events (all ribbon cuttings)**

- SeaTac 154<sup>th</sup> Street – October 3 at 11:00 a.m.

**C. Delayed Projects Report**

John Dorffeld referred the Board to Delayed Projects Report in the board packet. He noted there are five projects in Stage 1 delay and two in Stage 2 that have been moved to contingency. The Stage 2 delayed projects are City of Kent (SE 256<sup>th</sup> Street) and City of Richland (Center Parkway).

The City of Kent had a funding shortfall, but has subsequently received a loan from the Public Works Trust Fund and will appear before the Board in January to seek restoration of TIB construction funds.

The City of Richland received a grant from Benton Franklin Council of Governments to make up their funding shortfall and are scheduled to advertise in spring 2013.

**D. Financial Report**

Steve Gorcester reported the following:

- The fund balance in the urban account is \$45 million.
- Heavy billing from summer construction resulted in \$12 million payments in last two months.
- The account balance history illustrates normal cycles; decreasing in fall to match higher payments and increasing in spring when local agency billing is minimal.
- Account balance may rise in spring 2013, but will balance out due to demand in the fall.
- TIB's inventory relies on a balance between design and construction payments. Construction payments are currently at 81.4%. Optimal target is between 70% and 80%. This will get back into the target range, with construction payments made in fall and design funding coming up in spring with the larger call size.

**E. Project Activity Report**

John Dorffeld reported that there was activity on a total of 192 projects since the last reporting period. This resulted in a net decrease of \$10,308,362 in TIB obligations. Notable changes included surpluses from 17 agencies totaling \$9.3 million.

**ACTION ITEMS**

It was the consensus of the board to switch the order of the action items. The 2012 Call for Projects Update needed to be ratified before the board could determine confirmation of the 2013 Legislative Agenda.

- A. 2012 Call for Projects Update** – The Board set the preliminary 2012 call size of \$79 million at its March meeting. TIB has recovered more than \$15 million in surpluses from low bids since November 2011. The combination of low inventory and surpluses from low bids allows the Board to add \$26 million to the projected 2012 call size.

The \$15 million from surpluses is unexpected cash in the fund balance that needs to be allocated for 2013 expenditure. Since over 80% of preservation funding expends in the first summer, staff recommends allocating the surplus funds to the new Arterial Preservation Program (\$8,000,000) and to

additional resurfacing of small city arterials with an emphasis on Red Towns (\$5,000,000). It is recommended to add \$10 million to the Urban Arterial Program.

The remaining \$2 million of the initial \$15 million surplus could go toward implementation of the Solid State Streetlight Demonstration Projects in seven selected sites. However, the LED street light feasibility update was discussed during the Thursday work session. Part of that discussion focused on the assurance that any savings from the LED lighting needed to be passed onto the local agencies, rather than given as profit to the utility company. Additionally, the Board questioned whether purchasing new lights for private power companies constitutes a gift of public funds. This issue needed to be researched further and more data collected. The demo agencies that are serviced by private utility companies are Buckley (Puget Sound Energy) and Palouse (Avista).

The following table illustrates the recommended change to the 2012 call size:

| Program                                   | Amount Requested     | March Call Size     | September Call Size  | Difference          |
|-------------------------------------------|----------------------|---------------------|----------------------|---------------------|
| Urban Arterial                            | \$158,000,000        | \$60,000,000        | \$70,000,000         | \$10,000,000        |
| Arterial Preservation                     | \$12,700,000         | \$3,000,000         | \$11,000,000         | \$8,000,000         |
| Urban Sidewalk                            | \$10,200,000         | \$3,500,000         | \$4,500,000          | \$1,000,000         |
| Small City Arterial                       | \$36,800,000         | \$10,000,000        | \$10,000,000         | -0-                 |
| Small City Sidewalk                       | \$4,800,000          | \$1,500,000         | \$2,500,000          | \$1,000,000         |
| Small City Preservation                   | \$7,700,000          | \$1,000,000         | \$6,000,000          | \$5,000,000         |
| <b>Subtotal</b>                           | <b>\$230,000,000</b> | <b>\$79,000,000</b> | <b>\$103,000,000</b> | <b>\$24,000,000</b> |
| Solid State Streetlight Demo Projects (7) |                      |                     | \$2,000,000          | \$2,000,000         |
| <b>Total</b>                              |                      |                     | <b>\$105,000,000</b> | <b>\$26,000,000</b> |

**MOTION:** It was moved by Councilmember Crawford with a second from Councilmember Burbidge to approve the updated call size to:

- Urban Arterial - \$70M
- Urban Sidewalk - \$4M
- Small City Sidewalk - \$2M
- Small City Preservation - \$6M
- Arterial Preservation - \$11M
- Small City Arterial - \$10M
- Street Light Demo Projects, with subsequent board approval of any implementation of projects within a private utility - \$2M

**AMENDED MOTION:** It was moved by Mr. Wessels with a second from Mr. Weber to increase the Urban and Small City Sidewalk Programs by \$500,000 each. The amended motion approves the updated call size to:

- Urban Arterial - \$70M
- Urban Sidewalk - \$4.5M
- Small City Sidewalk - \$2.5M
- Small City Preservation - \$6M
- Arterial Preservation - \$11M
- Small City Arterial - \$10M
- Street Light Demo Projects, with subsequent board approval of any implementation of projects within a private utility - \$2M

Motion carried unanimously.

Steve Gorcester noted that the approved call is used only as a guide and that adding the additional \$1 million to the sidewalk programs will necessitate balancing the program against the account. The potential projects need to be reviewed to determine what amount can be spent. He clarified that this additional funding may or may not be available in November and the call size would be adjusted accordingly.

**B. 2013 Legislative Agenda** – The following table outlines the 2012 legislative agenda and outcomes and provides the proposal for the 2013 legislative session.

|                                        | <b>2012 Agenda</b>                                                             | <b>2013 Proposed Agenda</b>                                                                     |
|----------------------------------------|--------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|
| Alternative Fuel Revenue Participation | TIB was included in revenue participation from electric vehicle fee (EHB 2660) | Maintain message                                                                                |
| Urban Arterial Program                 | \$25-30 million per year                                                       | \$25-30 million per year                                                                        |
| Arterial Preservation Program          | Legislature provided funding of \$5 million per year from license renewal fees | Continue to seek \$3-5 million per year to support higher participation level of \$2 billion AV |
| Street Light Retrofit                  | \$2.5 million per year                                                         | \$2.5 million per year                                                                          |
| Small City Preservation Program        | No request was made but \$400,000 was provided                                 | None                                                                                            |
| <b>Total</b>                           | \$35-45 million per year                                                       | \$30-40 million per year                                                                        |

EHB 2660 raised various license renewal fees. A portion of this was allocated to TIB urban and small city programs through the 2012 Supplemental Transportation Budget (ESSB 2190), but is not codified into statute like all other TIB funding. One of the proposals for the 2013 legislative session is to request codification of the allocation of License Renewal Fees initiated in ESSB 2190.

The Street Light Retrofit proposal would require TIB to ask the Legislature for authority to spend the license fee revenue.

**MOTION:** It was moved by Councilmember Crawford with a second from Commissioner Wilson to approve the 2013 legislative agenda as follows:

- Urban Arterial Program: \$25-\$30 million per year
- Arterial Preservation Program: Continue to seek \$3-\$5 million per year (supports participation level of \$2B AV)
- Street Light Retrofit: \$2.5 million per year
- License revenue authority for Street Light Retrofit
- Codify License Renewal Fees allocation from the 2012 Supplemental Budget

Motion carried unanimously.

**C. City of Lacey: Carpenter Road Increase Request** – This was a joint project with City of Lacey and Thurston County. It was extremely complicated due to directing storm water into Lake Lois and building half an acre of wetland restoration. There were many businesses along this route that were disrupted by the construction, with additional flaggers needed at business driveways. The majority of the \$553,600 increase request comes from the necessity of extra flaggers, asphalt price adjustments, and “quiet pavement” to help reduce noise level. If approved, the funds would be paid out immediately to the city and county to close out the project.

**MOTION:** It was moved by Councilmember Crawford with a second from Councilmember Burbidge to approve an increase of \$553,600 for Carpenter Road project (Woodland Trail to Martin Way). Motion carried unanimously.

**D. 2013 Meeting Schedule** – The following meeting schedule was proposed to the Board:

| <b>DATE</b>     | <b>CITY</b> |
|-----------------|-------------|
| January 24-25   | Tumwater    |
| March 28-29     | Vancouver   |
| May 30-31*      | Chelan      |
| September 26-27 | Clarkston   |
| November 21-22  | Bellevue    |

\* Meeting date moved to FIFTH Thursday & Friday of month due to Memorial Day.

**MOTION:** It was moved by Councilmember Crawford with a second from Councilmember Burbidge to adopt the 2013 TIB meeting schedule as presented. Motion carried with Commissioner Parch abstaining.

**FUTURE MEETINGS**

The next meeting is scheduled for November 15-16, 2012 in Bellingham. Meeting notices will be sent out on October 26, 2012.

**ADJOURNMENT**

The meeting adjourned at 10:27 a.m.



Printer-friendly story  
Read more at [kitsapsun.com](http://www.kitsapsun.com)

## Chico Way ready to go round and round earlier than expected

By Brynn Grimley

Thursday, October 25, 2012

SILVERDALE — The county has good news for Chico Way residents and the drivers who regularly use the connector to Silverdale. The road to Silverdale Way will fully open to traffic at 5 p.m. Friday.

That's more than two weeks earlier than the county estimated last month.

At a meeting in late September, Tina Nelson, senior project manager with Kitsap County Public Works, told the Central Kitsap Community Council it'd be at least the second week of November before the Chico Way spoke opened, mainly because the county was waiting for the installation of streetlights before allowing Chico Way drivers to access the \$2.1 million roundabout.

But after hearing repeatedly from a small group of frustrated drivers who couldn't understand why they weren't allowed to access the new roundabout from Chico Way — it is paved and being circled by drivers heading between Newberry Hill Road and Silverdale Way — the county decided to open the connection early.

"The concern has been, 'When are we going to be able to drive up and down Chico Way?'" Nelson said. "We wanted to make sure that it was safe."

The streetlights likely won't be installed and operational until Nov. 16, Nelson said, so drivers on Chico Way will have to navigate the new route at night in the dark. The county will put up barrels with yellow flashing lights along the guardrails to bring additional attention to the new configuration, she said.

"We really need to have lights there so people can see it well, but we want to have it open down Chico Way, also," Nelson said. "People don't understand why they can't go down that road, especially if it's in the middle of the day."

There is still work to be done on the project, including hydraseeding, fencing and curb work, Nelson said, but that will be done while cars pass.

While some people were upset that Chico Way was closed during construction, Nelson said the detours and road closures were essential for the contractor to get the work done. Those closures, along with a dry spell, means the roundabout is opening more than a month earlier than planned.



The contract between the county and contractor cited the first week of December as the targeted opening date. Work started on the intersection in May.

"The weather has been with us and the contractor has really tried to shuffle things to be efficient," Nelson said.

The traffic circle was paved earlier than planned, which is why it appeared to drivers the work was done before the lights were ready to be installed. The lights are scheduled to be sent Oct. 31 and will take about a week to arrive. Once they get here, it should take three days to install them, Nelson said.

But before the lights are installed, drivers are asked to be careful while navigating the new traffic pattern.

"We're just hoping people will take it careful the first few weeks after it's open," Nelson said.



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# Malden christens new road

BY JOE SMILLIE  
Gazette Reporter

Malden celebrated the opening of a brand new road through town with a ribbon cutting ceremony last Wednesday, Oct. 17.

With funding from the state Transportation Improvement Board, the main two-lane road that stretches 1.1 miles from each end of city limits was completely rebuilt.

"The whole thing was shot," said Mayor Ted Maxwell.

A ceremony with a road-decorated cake and coffee was in Town Hall to mark the new road's opening.

"It's a pleasure to slow down going through town now," said Whitman County Commissioner Greg Partch. "Now, instead of slowing down for the chuck-holes, you can slow down and enjoy the scenery."

Partch has served on the state's Transportation Improvement Board since 2005.

He noted Malden was the last town in Whitman County to have a construction project funded through the TIB.

"It's something I'm really glad I could accomplish," said Partch.

Partch will leave the board after this year, having been ousted from his commissioner seat in the August primary election. He served three terms on the Whitman County commission.

Originally, the board had granted Malden fund-



From left, engineers John Duval and Randy Noble celebrate the opening of Malden's new main drag with Mayor Ted Maxwell and County Commissioner Greg Partch. Engineer Steve Marsh is at right.

ing for an estimated \$400,000 rebuild of four blocks of Broadway. More funding was committed for an overlay of Moreland Ave.

By combining the two projects into one reconstruction, said Randy Noble, one of the engineers on the project from Thomas Dean & Hoskins out of Spokane, costs of mobilizing crews were reduced enough to pay for the entire rebuild of more than a mile of road.

"So you have a project that totals a little more than \$600,000," said Noble. An innovative tech-

nique for recycling the material of the old road was also employed to hold down costs of hauling the rock away.

The road surface was torn up by construction crews. That pavement was then ground up and mixed with cement to create the new road surface.

Steve Marsh, another engineer with Thomas Dean & Hoskins said it is the first TIB-funded project to use the technique.

"It creates a real nice surface, and we hardly had to haul away any material," said Marsh, who credited

civil engineer John Duval of Portland for helping walk them through the process.

Duval was also on hand at the ribbon cutting ceremony to check out the road.

"It turned out beautifully," he said, gazing down the road toward Pine City.

Funding for the Transportation Improvement Board comes from a three-cent tax on gasoline. Funding into the program last year equated to more than 25 million gallons of gas, noted Partch.

October, 2012

Volume 1, Number 5

## Washington State Transportation Improvement Board: Solid-State Streetlight Demonstration Program for Small Communities

Throughout 2012, the Washington State Transportation Improvement Board (TIB) has been conducting the Solid-State Street Light Feasibility Study for small communities. The TIB is a state transportation grant agency for cities and urban counties. One of its programs provides street maintenance funding to 165 small towns (population <5,000). The TIB set out to determine how to get small towns into the LED conversion trend. Small town mayors talk about paying huge electric bills for streetlights, but can't come up with hundreds of thousands in capital to replace them. The City of Buckley puts the scale of the problem in perspective. Buckley has 350 fixtures, receives about \$90,000 in gas tax distributions, and spends \$55,000 per year on electricity for streetlights. While the amount of savings per town is a modest \$10,000 to \$20,000 per year, the TIB seeks to multiply that savings across its customer base.

The transformation is especially challenging because streetlight ownership in Washington State is a complex mix of private power companies, public utility districts (PUD), rural electric associations, and the cities themselves. Many cities pay a per pole rate to private or public utility district (PUD) service providers. To implement the program, TIB will have to sort out the jurisdictional issues, cost, and technology. The TIB allocated \$2 million in funds (recovered from low bids on street construction projects) to implement seven demonstration projects in 2013. The demonstration projects are intended to lead to a broader state program to replace outdated lights in all small towns. The feasibility study wraps up in the next few weeks and design will start by December 2012.

The News Tribune

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## Tacoma streets to see less maintenance because of budget cuts

Tacoma: Public works funding hit hardest in city's budget reductions

LEWIS KAMB

LAST UPDATED: OCTOBER 31ST, 2012 07:18 AM (PDT)

Far fewer potholes filled. Big cuts to snow and ice removal operations. Much slower response times to replace downed street signs and dead streetlights.

Tacoma is facing dramatic cutbacks to its public works services, with across-the-board reductions planned for a range of streets and grounds maintenance programs amid the city's grim budget reality.

"We've got some significant reductions," Tacoma Public Works Director Dick McKinley told the City Council last week. "... If you have \$30 million less in the streets fund, you're going to have some impacts."

The painful truth about how City Manager T.C. Broadnax's proposed 2013-14 budget proposal would affect streets services came into clearer focus last week, when McKinley detailed for the council what the cuts would look like.

Overall, Public Works is poised to take the biggest hit of any city department. It's facing cuts of nearly \$104 million from a \$231 million budget adopted two years ago. The 45 percent decrease would translate into lopping what had been a staff of about 250 by more than 80 positions.

Most of the targeted jobs – about 71 in all – consist of engineering and street operations staff covered by the city's streets fund, where city officials recently identified a \$16 million shortfall heading into the next budget cycle.

That's a city deficit separate and in addition to the overall \$63 million shortfall forecast for Tacoma's general fund over the next two years, Broadnax said.

How did it happen? Largely, by relying on one-time funding sources that have since vanished to pay for ongoing costs.

Known as a special revenue fund, Tacoma's streets fund is a complex, hybrid account made up of various revenue sources that pays for both capital projects and operating expenses. Among the money passing into the fund is federal grants, the city's cut of state gas taxes, local real estate excise taxes and a generous subsidy from Tacoma's general fund.

Different revenues in the streets fund are earmarked for big public works projects – such as the Murray Morgan Bridge rehabilitation – as well as more generally, for street repairs and upkeep.

From the outside, the fund appeared healthy – a \$148 million budget adopted two years ago, with about \$77 million of that paying for various streets- and grounds-related operations and projects. But when Broadnax and his budget team pulled the fund apart, they say they found an account badly out of balance and unsustainable.

During former City Manager Eric Anderson's tenure, the fund relied on grants, bond proceeds, cash reserves and other one-time revenue sources to cover continuing expenses, city officials said. At the same time, other recurring funds – namely tax revenues – had dropped amid the dour economy.

"The one-time nature of many of the revenues that went in to create the fund are no longer there," Broadnax said. "So, there had to be significant reductions in that area short of passing those costs on to ... other general fund areas."

Broadnax looked at potentially spreading the streets fund's impacts across all city departments as a way to blunt the pain. But he didn't like what he saw.

When combined with the existing budget gap facing the general fund, the streets fund's added spending deficits would have pushed across-the-board cuts to all city departments to 18 percent – up from the 15 percent target Broadnax requested from all departments.

It also would have meant another \$8 million in proposed cuts to the city's two biggest departments – police and fire. Already, both public safety departments are facing more than \$7 million apiece in reductions, with each expected to trim 29 positions from their books.

"At the point in time when we began to look at the deficits in the streets fund, I had made the determination that there were no more cuts that I felt would be suitable for police and fire, given the importance of those areas," Broadnax said.

Instead, public works would have to take the hit – or, as Broadnax put it, "the expenditure reductions were borne quite heavily in the streets fund itself."

The proposed streets fund budget for 2013-14 comes in at \$47.6 million – about \$30 million less than the last one. About \$18 million of the proposed fund – or 38 percent – would be subsidized by the general fund.

In terms of job cutbacks, the slashed fund means more than 20 vacancies, and nearly 50 slots now filled are on the chopping block.

In terms of service cutbacks, it means a long list of unpleasant truths.

Grounds crews would mow and clean city-maintained parks every other week instead of every week. Medians, traffic islands and roundabouts would be mowed two to three times per year instead of three to four times per year.

The city will end its "hanging basket program," in which street crews put up and maintained some 92 baskets throughout downtown to make the city look nicer.

Non-essential street signs that go missing or fall down likely would take three weeks to replace, instead of the week it usually takes now.

Burned-out street lamp bulbs that typically take three days to replace instead would take five to seven days.

And some services that are routinely done now – painting curbs and crosswalks, for instance – would only be done if the city receives requests.

As for street repairs and maintenance, expect far less of that, too.

"We'll do significantly less pothole patching," McKinley said.

The number of temporary pothole repairs would drop from the roughly 67,000 patches done throughout Tacoma over the past two years to about 3,000 over the next two. Permanent pothole repairs would fall from 11,500 during the past budget cycle to about 5,500 during the next one.

Chip-sealing and crack-sealing work on major arterial streets – essentially, laying down a rock-oil resurfacing mix or a liquid sealant to protect against water damage – would be cut in half. Overlays on residential streets – pavement resurfacing done to smooth over rough roads – would drop from about 120 to 160 blocks covered in 2011-12 to 60 to 80 blocks in 2013-14.

"Unfortunately, if people in Tacoma think our roads are bad now, they are only going to get worse," Councilman Ryan Mello said Tuesday. "It's not because they are not a priority. It's because of a revenue shortfall."

The one piece of good news for streets, McKinley said, is that the city expects to increase sealing work for residential streets – from about 10 blocks to 75 blocks in the next budget. Such road maintenance work is cheaper than pavement overlays, but can also extend a street's life, he said.

The city's snow and ice removal operations also would take a hit, dropping from 19 trucks in service for major roads and secondary arterials to nine trucks focused primarily on main arterials.

The cutbacks come at a time when Tacoma already faces some \$600 million in deferred road maintenance costs the city can't afford.

For months, city officials have examined strategies to find sustainable funding solutions for its basic streets infrastructure needs. Among the ideas, council members will consider imposing a \$20 city car tab fee to create a recurring revenue stream dedicated for street maintenance, including about \$3.8 million projected to be raised for Broadnax's 2013-14 budget plan.

Broadnax already plans to include such car tab fee revenues in his streets fund proposal. To meet his plan, council members would have to approve the fee by year's end. If they don't, the city likely would have to make even more cuts to the streets fund – and to public works services – to make up the difference.

"That funding is a significant chunk toward being able to do the chip seals and cap seals on residential and arterials," McKinley said.

But even with that new revenue stream, the city's basic roadway infrastructure problems are likely to only worsen over the next budget cycle, given the dramatic service cutbacks.

"The public is not going to see some drastic deterioration, (but) a continuation of what they've seen for the last 35 years," McKinley said. "It's not going to get better; it probably will get a little worse."

Given the deep service cuts, Tacoma officials plan an outreach campaign to let citizens know how they can help maximize the city's dwindling public works resources. It would involve simple but important messages, city officials said, such as asking citizens to avoid driving over potholes and not littering.

"This is not a flip of the switch," McKinley said. "It will be a long-term conversation with the community about how to do this and to help it work better."

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September 26,2012

Transportation Improvement Board  
P.O. Box 40901  
Olympia, WA 98504-0901

To whom it may concern,

My name is Kenneth G. McKune, and I live at 519 E. Broadway st., Goldendale Wa. 98620. The city of Goldendale has applied for a grant through the TIB to improve and extend 3<sup>rd</sup> st and King st..Whereas I approve the idea of improving the existing streets of 3<sup>rd</sup> and King, this grant application asks for an extension of third st. through an area which historically never has had a road. I offer the plat map from the 1913 edition of the Standard Atlas of Klickitat County Washington as proof.

Currently, the land on which this extension project would be put, is occupied by ( from east to west in order) the Central Klickitat County parks and Recreation district (CKCPRD), the Goldendale little league, the City of Goldendale Ekone Park, and the Cottonwood trailer park. The road as planned would have to be an arterial to qualify for the grant. CKCPRD commissioners voted to not approve the project and were overruled by the Goldendale City council, whose own public works director Mr. Keith Grundi recommended against the project pointing out the long check-list of agencies that will have to be included in the process.. He was overruled also.

I believe an arterial is too much intrusion into the landscape as it now exists and has for centuries.


This area is in the flood plain, and is a wildlife refuge. A road through here will guarantee the killing of wildlife.

The road will alter the landscape for the neighbors who live along the proposed route ( Garden Row on the map), and destroy the exclusive nature of this historically unique neighborhood . Throughout the history of Goldendale this area was left untouched by the encroachment of population and developments.

The peace and sanctity of the area will be desecrated if 3<sup>rd</sup> st. is extended into the flood plain.Traffic would be allowed 24 / 7 365 days a year. As it is now the parks have a curfew which helps reduce noise and activity at night.

I hope the TIB will take into consideration my comments, and award the City of Goldendale a grant to fix 3<sup>rd</sup> and King streets without including the extension in to the flood plain.

Sincerely,

  
Kenneth G. McKune 509-773-5543  
519 East Broadway st. kgmckune@yahoo.com  
P.O. box # 781



# Project Activity Report

| Project ID          | Agency        | Project Description                   | Current Phase       | Phases   | Total TIB Funds | Change in TIB Funds     | Approval       |
|---------------------|---------------|---------------------------------------|---------------------|----------|-----------------|-------------------------|----------------|
| <b>EPP Program</b>  |               |                                       |                     |          |                 |                         |                |
| 3-W-193(001)-1      | CHEHALIS      | FY 2013 Expanded Preservation Project | Construction        | CN       | 28,274          | 0                       | Director       |
| 3-E-177(001)-1      | COLLEGE PLACE | FY 2013 Expanded Preservation Project | Audit               | CC FV AD | 362,505         | 15,316                  | Director       |
| 3-E-183(001)-1      | GRANDVIEW     | FY 2013 Expanded Preservation Project | Contract Completion | CC       | 226,927         | -1,387                  | Director       |
| 3-W-190(001)-1      | HOQUIAM       | FY 2013 Expanded Preservation Project | Bid Award           | BA       | 207,792         | -19,846                 | Director       |
| I-W-126(001)-1      | SEDRO WOOLLEY | FY 2013 Expanded Preservation Project | Audit               | CC FV AD | 181,233         | 10,003                  | Director       |
| I-P-823(001)-1      | STANWOOD      | FY 2013 Expanded Preservation Project | Audit               | CC FV AD | 88,123          | -562                    | Director       |
|                     |               |                                       |                     |          |                 | <b>Total EPP Change</b> | <b>3,524</b>   |
| <b>RTP Program</b>  |               |                                       |                     |          |                 |                         |                |
| 7-1-132(002)-1      | MILTON        | Porter Way                            | Bid Award           | CN BA    | 366,844         | -35,469                 | Director       |
|                     |               |                                       |                     |          |                 | <b>Total RTP Change</b> | <b>-35,469</b> |
| <b>SCAP Program</b> |               |                                       |                     |          |                 |                         |                |
| 6-P-811(007)-1      | EATONVILLE    | Mashell Avenue                        | Audit               | CC FV AD | 1,191,587       | 13,621                  | Director       |
| 6-P-811(008)-1      | EATONVILLE    | Mashell Avenue                        | Audit               | CC FV AD | 485,127         | -8,804                  | Director       |
| 6-E-890(001)-1      | METALINE      | Housing Drive & Metaline Avenue       | Audit               | CC FV AD | 299,640         | 11,436                  | Director       |





# Project Activity Report

| Project ID               | Agency     | Project Description | Current Phase | Phases | Total TIB Funds | Change in TIB Funds | Approval |
|--------------------------|------------|---------------------|---------------|--------|-----------------|---------------------|----------|
| 6-W-972(006)-1           | SOUTH BEND | Monroe Street       | Bid Award     | BA     | 540,287         | -110,138            | Director |
| <b>Total SCAP Change</b> |            |                     |               |        |                 | <b>-93,885</b>      |          |

## SCPP Program

|                          |            |                                      |                     |             |         |              |          |
|--------------------------|------------|--------------------------------------|---------------------|-------------|---------|--------------|----------|
| 2-W-838(001)-1           | EVERSON    | FY 2013 Seal Coat Project            | Contract Completion | CC          | 23,280  | -8,185       | Director |
| 2-E-889(004)-1           | IONE       | FY 2013 Sidewalk Maintenance Project | Audit               | FV AD       | 53,192  | 0            | Director |
| 2-E-912(003)-1           | LACROSSE   | FY 2013 Sidewalk Maintenance Project | Audit               | FV AD       | 39,738  | 0            | Director |
| 2-W-828(001)-1           | LANGLEY    | FY 2013 Overlay Project              | Audit               | CC FV AD    | 82,351  | -4,688       | Director |
| 2-E-882(002)-1           | OROVILLE   | FY 2013 Overlay Project              | Audit               | CC FV AD    | 81,843  | 0            | Director |
| 2-E-883(003)-1           | PATEROS    | FY 2013 Seal Coat Project            | Audit               | BA CC FV AD | 64,782  | -6,218       | Director |
| 2-E-873(003)-1           | REARDAN    | FY 2013 Sidewalk Maintenance Project | Contract Completion | CC          | 85,675  | -120         | Director |
| 2-W-972(004)-1           | SOUTH BEND | FY 2013 Sidewalk Maintenance Project | Bid Award           | BA          | 49,035  | 1,975        | Director |
| 2-E-899(001)-1           | SPANGLE    | FY 2013 Overlay Project              | Bid Award           | BA          | 124,403 | 25,584       | Director |
| 2-E-874(002)-2           | SPRAGUE    | FY 2010 Sidewalk Maintenance Project | Audit               | FV AD       | 50,374  | 0            | Director |
| <b>Total SCPP Change</b> |            |                                      |                     |             |         | <b>8,348</b> |          |



# Project Activity Report

| Project ID             | Agency         | Project Description         | Current Phase | Phases   | Total TIB Funds | Change in TIB Funds | Approval |
|------------------------|----------------|-----------------------------|---------------|----------|-----------------|---------------------|----------|
| <b>SP Program</b>      |                |                             |               |          |                 |                     |          |
| P-W-837(P06)-1         | BLAINE         | Peace Portal Drive (SR 548) | Audit         | CC FV AD | 110,791         | -5,564              | Director |
| P-E-177(P01)-1         | COLLEGE PLACE  | Whitman Drive               | Audit         | CC FV AD | 227,605         | 0                   | Director |
| P-W-832(P01)-1         | CONCRETE       | Superior Avenue             | Audit         | CC FV AD | 325,834         | 10,962              | Director |
| P-W-953(P06)-1         | KALAMA         | Military Rd/Cloverdale Rd   | Audit         | CC FV AD | 202,134         | 6,683               | Director |
| P-E-931(P01)-1         | KITTITAS       | Main Street/Patrick Avenue  | Audit         | CC FV AD | 334,871         | -1,679              | Director |
| P-P-107(P02)-1         | REDMOND        | NE 90th Street              | Audit         | FV AD    | 200,000         | 0                   | Director |
| P-W-972(P01)-1         | SOUTH BEND     | Memorial Drive              | Bid Award     | BA       | 117,504         | 12,879              | Director |
| P-E-208(P02)-1         | SPOKANE VALLEY | 24th Avenue                 | Bid Award     | CN BA    | 140,400         | 0                   | Director |
| <b>Total SP Change</b> |                |                             |               |          |                 | <b>23,281</b>       |          |

## UAP Program

|                |               |                                 |                     |          |           |         |          |
|----------------|---------------|---------------------------------|---------------------|----------|-----------|---------|----------|
| 8-1-110(006)-1 | DES MOINES    | South 216th Street              | Construction        | DE CN    | 0         | 0       | Director |
| 8-1-201(002)-1 | EDGEWOOD      | Jovita Blvd/Emerald St/28th Ave | Bid Award           | BA       | 4,489,586 | 397,586 | Director |
| 8-4-175(016)-1 | ELLENSBURG    | Dolarway Rd                     | Contract Completion | CC       | 2,760,000 | 99,866  | Director |
| 8-2-126(008)-1 | SEDRO WOOLLEY | Moore St (SR-20)                | Audit               | CC FV AD | 2,244,447 | -11,140 | Director |



# Project Activity Report

| Project ID              | Agency   | Project Description                         | Current Phase       | Phases   | Total TIB Funds | Change in TIB Funds | Approval |
|-------------------------|----------|---------------------------------------------|---------------------|----------|-----------------|---------------------|----------|
| 8-1-128(089)-1          | TACOMA   | South Tyler Street                          | Audit               | CC FV AD | 1,825,871       | -17,751             | Director |
| <b>Total UAP Change</b> |          |                                             |                     |          |                 | <b>468,561</b>      |          |
| <b>UCP Program</b>      |          |                                             |                     |          |                 |                     |          |
| 9-W-185(003)-1          | CAMAS    | NW 38th Avenue/SE 20th Street               | Construction        | CN       | 0               | 0                   | Director |
| 9-E-171(004)-1          | RICHLAND | Keene Road                                  | Contract Completion | CC       | 1,127,147       | 42,467              | Director |
| 9-P-101(020)-1          | SEATTLE  | 5th Avenue N (Mercer Corridor West project) | Construction        | CN       | 0               | 0                   | Director |
| 9-P-116(012)-1          | TUKWILA  | Klickitat Drive & Southcenter Parkway       | Contract Completion | CC       | 3,398,716       | 0                   | Director |
| 9-E-180(006)-1          | YAKIMA   | Martin Luther King Jr Boulevard             | Construction        | DE CN    | 0               | 0                   | Director |
| <b>Total UCP Change</b> |          |                                             |                     |          |                 | <b>42,467</b>       |          |
| <b>Total Change</b>     |          |                                             |                     |          |                 | <b>416,827</b>      |          |

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



**Increase Request**  
**City of Kalama – North 4<sup>th</sup> Street**  
November 15, 2012

**BACKGROUND**

The City of Kalama’s North 4<sup>th</sup> Street (Geranium St to Kalama High School) project was funded out of the Small City Arterial Program (SCAP) in the FY 2013 priority array. The city, along with help from their consultant, moved quickly to construction to try to complete the project before school began in the fall to minimize disruption to the school.

The city received competitive bids and awarded the project in early June 2012. At bid award, TIB approved an increase of \$51,640 to participate in the cost to replace a 1950’s era sanitary sewer line that would surely be damaged during the construction activities due to the shallow depth and age.

**INCREASE REQUEST DISCUSSION**

During construction there were many issues that led to a significant increase in project costs. There were many extremely old utility lines which were undocumented or their exact location could not be determined prior to construction unless the entire street was excavated. The vast majority of the North 4<sup>th</sup> Street subgrade is solid rock. This made it extremely difficult and costly when utility conflicts were encountered. What would have normally been a very simple shift in a utility line completed with a few hand shovels required heavy equipment and increased time given the conditions.

One example of a costly change order was the re-routing of a water main to avoid a storm sewer conflict. This water main provided the school with all their water needs including fire protection. In order to continually provide the school with water, an inserta-valve had to be installed and then complete the re-routing work. This alone cost approximately \$20,000. Contract change orders totaled \$78,287, which given the construction site conditions was very reasonable. This can be attributed to excellent construction management and a cooperative effort between the city, the consultant, and Keystone Contracting.

The city is now facing a substantial project cost increase and is eager to close out this project with all parties. The projected final cost of the project is \$992,140. The following is a breakdown of costs at Design, Bid Award and Contract Completion.

| TIB Phase                         | TIB Funds | Total Project Cost |
|-----------------------------------|-----------|--------------------|
| Design                            | \$748,933 | \$788,350          |
| Bid Award                         | \$800,573 | \$889,231          |
| Contract Completion (anticipated) | \$896,962 | \$992,140          |

**STATUS**

The project construction is complete and North 4<sup>th</sup> Street is open to the traveling public. The project was very successful and was completed with minimum impacts to the community.

**RECOMMENDATION**

Staff recommends approval of a \$96,389 increase for a total project authorization of \$896,962.



## Projects Selection Summary

November 16, 2012

### BACKGROUND

The preliminary target size for the projects selection was \$79 million and approved at the March 2012 board meeting. At the September meeting, the board revised the call size, increasing it by \$25 million for a total call of \$104 million. TIB received 364 applications requesting about \$230 million.

During the months of September and October, TIB engineers made site visits to all projects in order to review the submitted data and validate the desk ratings applied to the applications. At the end of October, the engineers met with the Executive Director to discuss the ratings and propose a preliminary list of projects for approval at the November Board Meeting.

### SUMMARY OF APPLICATIONS RECEIVED

| Program                         | Applications | Funds Requested        |
|---------------------------------|--------------|------------------------|
| Urban Program                   | 78           | \$154.4 million        |
| Urban Sidewalk Program          | 46           | \$10.4 million         |
| Expanded Preservation Program   | 48           | \$13.5 million         |
| Small City Arterial Program     | 64           | \$36.6 million         |
| Small City Sidewalk Program     | 37           | \$4.8 million          |
| Small City Preservation Program | 91           | \$10.4 million         |
| <b>TOTAL</b>                    | <b>364</b>   | <b>\$230.1 million</b> |

### SUMMARY OF RECOMMENDED FUNDING

| Program                          | # of Recommended Projects | Target Funding Level | Recommended TIB Funds | Total Project Cost   |
|----------------------------------|---------------------------|----------------------|-----------------------|----------------------|
| Urban Program                    | 32                        | \$70,000,000         | \$68,433,562          | \$166,390,865        |
| Urban Sidewalk Program           | 18                        | \$4,500,000          | \$4,266,110           | \$6,562,503          |
| Arterial Preservation Program    | 39                        | \$11,000,000         | \$11,061,995          | \$14,505,150         |
| Small City Arterial Program      | 19                        | \$10,000,000         | \$11,748,214          | \$13,830,112         |
| Small City Sidewalk Program      | 17                        | \$2,500,000          | \$2,548,311           | \$4,098,622          |
| Small City Preservation Program  | 42                        | \$6,000,000          | \$6,035,205           | \$6,418,662          |
| City Hardship Assistance Program | 1                         | N/A                  | \$20,500              | \$20,500             |
| <b>TOTAL</b>                     | <b>168</b>                | <b>\$104,000,000</b> | <b>\$104,113,897</b>  | <b>\$211,826,414</b> |

### RECOMMENDATION

TIB staff recommends that the Board adopt the project selection as presented in the FY 2014 Priority Array booklet.



Implementation of Buckley and Palouse  
LED Demonstration Program

November 16, 2012

**BACKGROUND**

During the LED Street Light Feasibility Study presentation at the September 27, 2012 board meeting, concerns from the board were voiced regarding the potential or possibility of gifting state funds to private entities. The issue came up because private utility companies service two of the selected demonstration sites, Buckley (Puget Sound Energy) and Palouse (Avista). The board was concerned that purchasing new lights for private power companies could be construed as gifting public funds. The board chose not to authorize Buckley and Palouse as part of the demonstration program until this legal issue was researched and resolved.

**STATUS**

Guy Bowman, Assistant Attorney General for TIB, was invited to the November 15, 2012 board meeting to discuss this issue and explain ramifications, if any.

**RECOMMENDATION**

If the board is satisfied with Mr. Bowman's legal opinion and advice, it is recommended to include Buckley and Palouse in the authorization of the implementation of the LED demonstration program.