



Transportation Improvement Board  
September 27-28, 2012 – Walla Walla, Washington  
Location: Marcus Whitman Hotel  
6 West Rose Street  
Walla Walla, WA 99362  
(509) 525-2200

September 27, 2012  
WORK SESSION AGENDA

WORK SESSION

			Page
	<i>General Matters</i>		
2:30 p.m. A.	Local Presentations	John Dorffeld	
3:00 p.m. B.	2013 Legislative Agenda	Steve Gorcester	64
3:30 p.m. C.	LED Street Light Feasibility Study Progress Report	Dana Beckwith, DKS Associates Cil Pierce, HDR Engineering	65
	<i>Increase Request</i>		
4:15 p.m. D.	City of Lacey: Carpenter Road	John Dorffeld	74
	<i>Projects &amp; Program Matters</i>		
4:45 p.m. E.	2012 Call for Projects Update	Steve Gorcester	75
5:00 p.m. F.	Strategic Plan Update	Meagan Eliot, FLT Consulting	79
5:30 p.m. G.	Adjournment	Chair Irish	

*Dinner on your own*



Transportation Improvement Board  
September 27-28, 2012 – Walla Walla, Washington  
Location: Marcus Whitman Hotel  
6 West Rose Street  
Walla Walla, WA 99362  
(509) 525-2200

September 28, 2012 – 9:00 a.m.  
BOARD AGENDA

		Page
9:00 a.m.	1. CALL TO ORDER & NEW MEMBER INTRODUCTIONS	Chair Irish
	a. Councilmember Bob Olson, City of Kennewick	
	b. Clay White, Snohomish County	
9:05 a.m.	2. GENERAL MATTERS	
	A. Approval of March 23, 2012 Minutes	Chair Irish 1
	B. Communications	Steve Gorcester
	1. Finding money for new Bucklin Hill bridge – <i>Central Kitsap Reporter</i>	5
	2. Work to begin next month of First Street/Ave D signal – <i>Snohomish Co Tribune</i>	6
	3. Port completes \$52M E. Marginal Way Grade Separation – <i>West Seattle Herald</i>	8
	4. Sidewalk, bike lanes coming to 244 <sup>th</sup> Ave. – <i>Sammamish Review.com</i>	10
	5. Overhaul of sagging Stadium Way set to begin by next month – <i>The News Tribune</i>	11
	6. Road project will provide alternate route to east MV – <i>Skagit Valley Herald</i>	13
	7. Lincoln Ave. underpass articles – <i>Yakima Herald-Republic</i>	14
	8. Ribbon cutting ceremony officially opens Sunset Hwy – <i>Cashmere World</i>	17
	9. Warden delaying beautification project – <i>Columbia Basin Herald</i>	20
	10. All smiles at Wayne Curve project grand opening in Bothell – <i>Bothell Reporter</i>	22
	11. Second phase of Steptoe St expansion in Kennewick making headway – <i>Tri-City Herald</i>	25
	12. Grant will pay for bell at Connell railway crossing – <i>The News Tribune</i>	27
	13. H Street revitalization project could have statewide effects – <i>The Northern Light.com</i>	28
	14. Bellingham offers street work to help Costco build new store – <i>The Bellingham Herald</i>	30
	15. Pierce County out of compliance with GMA articles – <i>The News Tribune</i>	33
	16. Tekoa officials weigh main street truck bypass – <i>Whitman County Gazette</i>	37
	17. Yelm Highway work upsets some – <i>The Olympian</i>	39
	18. Two decades of roadwork in Frederickson, more to be done – <i>The News Tribune</i>	42
	19. Othello street project delayed – <i>Columbia Basin Herald</i>	44
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. Delayed Projects Report	John Dorffeld 47
	D. Financial Report	Steve Gorcester
	E. Project Activity Report (3/1/12-8/31/12)	John Dorffeld 49
10:30 a.m.	4. ACTION ITEMS	Steve Gorcester
	A. 2013 Legislative Agenda	64
	B. City of Lacey: Carpenter Road Increase Request	74
	C. 2012 Call for Projects Update	75
	D. 2013 Meeting Schedule	78
10:55 a.m.	5. FUTURE MEETINGS	Steve Gorcester
	November 15-16 Bellingham (Lakeway Inn)	
11:00 a.m.	6. ADJOURNMENT	Chair Irish

**Transportation Improvement Board  
March 23, 2012  
Wenatchee Coast Hotel & Convention Center  
Wenatchee, Washington**

**MINUTES**

**TIB BOARD MEMBERS PRESENT**

Mayor James Irish, Chair  
Commissioner Mike Wilson, Vice Chair  
Councilmember Sam Crawford  
Ms. Kathleen Davis  
Mr. Mark Freiburger  
Commissioner Greg Partch

Ms. Heidi Stamm  
Mr. Harold Taniguchi  
Mr. Steve Thomsen  
Mr. John Vodopich  
Mr. Jay Weber  
Mr. Ralph Wessels

**TIB STAFF**

Steve Gorcester  
Clint Ritter  
Vaughn Nelson  
Eileen Bushman/recorder

**TIB BOARD MEMBERS NOT PRESENT**

Mr. Jim Albert  
Councilmember Jeanne Burbidge  
Mr. Todd Coleman  
Secretary Paula Hammond  
Ms. Laura Philpot

**CALL TO ORDER**

Chair Irish called the meeting to order at 9:02 a.m.

**PUBLIC HEARING**

Chair Irish called the public hearing to order at 9:02 a.m. to consider written and oral testimony on the proposed rule revisions for WAC Chapters 479-01, 479-05, 479-10, and 479-14. The hearing was held in accordance with Chapter 47.26 and 42.30 RCW, the Open Public Meetings Act. There were three written comments received that were entered into the record. No oral testimony was given during this hearing. Discussion from written and board member comments resulted in the following changes:

- WAC Chapters 479-14-261 (Matching requirement for the small city arterial program) and 479-14-461 (Matching requirement for the sidewalk program) was changed to increase the population size for small cities that do not need to provide a match from 500 to 1,000.
- WAC Chapter 479-14-431(4) (Award criteria for the sidewalk program) corrected the word “previous” to “pervious.”
- WAC Chapter 479-05-171 (Reimbursement of cultural resource assessment costs for TIB funded projects) was repealed as it is now unnecessary based on the revisions in WAC 479-05-170 (Reimbursement of engineering costs).
- WAC Chapter 479-05-040 (Value engineering study requirement) was changed to remove any dollar amounts, basing the need for a VE study on a risk assessment checklist.
- WAC Chapter 479-05-213(2) (Review and consequences of delay) was changed to clarify the process to restore a contingency project.
- WAC Chapter 479-05-051(2) (Project phases) was changed to add language for clarification.

Chair Irish closed the public hearing at 9:35 a.m.

**MOTION:** It was moved by Councilmember Crawford with a second from Commissioner Partch to adopt the amended and new rules in WAC Chapters 479-01, 479-05, 479-10, and 479-14 as presented and to include changes stated during public hearing. Motion carried unanimously.

## **GENERAL MATTERS**

### **A. Approval of January 27, 2012 Minutes**

**MOTION:** It was moved by Councilmember Crawford with a second from Commissioner Wilson to approve the minutes of the January 27, 2012 board meeting as presented. Motion carried unanimously.

### **B. Communications**

Steve Gorcester referred the board to the articles in the board packet.

## **GUEST SPEAKER**

Douglas County Commissioner Steve Jenkins addressed the board and shared his appreciation of all of the support TIB has given to Douglas County. Before being elected as Douglas County Commissioner, he was the mayor for the City of Bridgeport. He noted that the relationship that cities and counties have with TIB and CRAB is extremely beneficial and valuable and would like to see it continue.

## **NON-ACTION ITEMS**

### **A. Executive Director's Report** – During the Thursday work session, Steve Gorcester reported on the following:

#### ***Legislative***

- EHB 2660, Transportation Revenue, was delivered to the Governor and expected to be signed today. This legislation establishes various fees through the Department of Licensing. TIB will receive 15% of the fees, starting with \$3.5 million this year. Subsequent years would provide approximately \$5 million per year. Part of the \$3.5 million will go to SCPP and the other part to the urban program.
- Currently tracking the budget bill that would give TIB about \$15 - \$20 million in new law funding. However, that does not look viable at this time, but is still being discussed during the special session.
- The House and Senate Transportation Committees did not put up a board member reduction bill this session. We currently have requests to AWC and WSAC for nominees for the city and county vacancies.

#### ***Operations***

- Small Agency Client Services (SACS) has been hired to take over payables, leave, and HR. This used to be handled by Theresa Anderson who separated from state service on Feb. 29. TIB staff will continue to make grant payments in-house.

#### ***Upcoming Events***

- Seattle East Marginal Way – April 11 at 2:00 p.m.
- Sedro Woolley Moore Street (SR 20) – April 12 at 11:00 a.m.
- Federal Way Pacific Highway South – April 19 at 10:00 a.m.

### **C. Financial Report**

Steve Gorcester reported the following:

- The remaining TIB commitments stand at \$265 million.
- The fund balance in the urban account is \$38.6 million.
- Accounts payable shows a spike in February. This is due to the payment to WSDOT regarding the Airport/Mellen Rd transfer.
- The account balance history illustrates the TIA and SCPP fund balances starting decreasing in August. Both of these balances should stabilize within the next couple months.

- During February, expenses outweighed revenue by \$2.4 million. This helps draw down the fund balance.
- The rapid action projects also draw down the fund balance and are closely monitored.
- Targets are being met across the board, with an average payment cycle of seven days.

**D. Project Activity Report**

Clint Ritter reported that there was activity on a total of 82 projects since the last reporting period. This resulted in a net decrease of \$1,278,620 in TIB obligations. Notable changes included a surplus from Auburn M Street project (\$369,491) and a withdrawal from Buckley SR 165 project (\$600,000).

**ACTION ITEMS**

- A. City of Yakima: Martin Luther King, Jr. Boulevard** – RCW 47.26.086 requires urban TIB projects to certify full funding within one year of project selection. The city was unable to do that resulting in a request for extension. Due to groundwater problems with a neighboring project (Lincoln Ave.), local funds for MLK were transferred to Lincoln Ave, resulting in an insufficient local match for MLK. The city stated that the groundwater problems would exist on the MLK project; however, the fix for that will be included in the bid.

In anticipation of the current funding shortfall, the city applied for TIGER 4 funds. The award date for those funds is not yet determined. If the TIGER 4 grant does not come to fruition, the city plans to look at the Public Works Trust fund or FMSIB for funding.

TIB staff recommended 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.

**MOTION:** It was moved by Mr. Weber with a second from Commissioner Partch to approve continuation of funding for the Martin Luther King, Jr. Boulevard project with a status update and board decision to be made at the November board meeting in Bellingham. Motion carried unanimously.

- B. Spokane County: Farwell Road** – RCW 47.26.086 requires urban TIB projects to certify full funding within one year of project selection. The city was unable to do that resulting in a request for extension. Prior to applying for TIB funds, the county was successful in obtaining federal funding for the design phase of the project in 2010. Shortly thereafter, the county was awarded TIB funds for this project. Farwell Road was the second highest rated project on the Spokane Regional Transportation Council (SRTC) call for projects for 2011-12. Unfortunately, that funding was never realized.

In February 2012, TIB staff met with SRTC to discuss the federal funding commitment for Farwell Road. SRTC recommended that the county reapply for federal funding during the summer 2012 call. If the county is not successful in attaining federal funds by fall, they would withdraw the project.

**MOTION:** It was moved by Councilmember Crawford with a second from Commissioner Wilson to approve continuation of funding for the Spokane County Farwell Road project with a status update and board decision to be made at the November board meeting in Bellingham. Motion carried unanimously.

- C. 2012 Schedule and preliminary Program Call Size** – TIB staff refined the demand estimates and considered the most recent revenue forecast to propose a call size. The rapid action initiatives helped stabilize the TIA account balance. Since the high account balance is currently under control, a call size of about \$80 million could be made to maintain a stable account balance and future grant obligations. At the January meeting, the board discussed increasing the sidewalk program. The larger sidewalk program is included in this call. Additionally, the Legislature passed EHB 2660 which gives TIB about \$3.5 million, allowing the call to include funds for SCPP and offer an Expanded Preservation Program

(EPP). If this is agreeable with the board, staff recommend funding the EPP up to \$2 billion assessed valuation rather than the previously \$1 billion in the demo program.

Options for the call include a larger urban program of \$63 million with no EPP funding or a slightly smaller urban program of \$60 million and \$3 million for EPP.

**MOTION:** It was moved by Councilmember Crawford with a second from Commissioner Wilson to approve the schedule and authorize a call for projects in 2012 in the following programs:

- Urban Program (UP) - \$60M
- Small City Arterial Program (SCAP) - \$10M
- Urban Sidewalk Program (USP) - \$3.5M
- Small City Sidewalk Program (SCSP) - \$1.5M
- Small City Preservation Program (SCPP) - \$1.0M
- Expanded Preservation Program (EPP) - \$3M

Motion carried unanimously.

#### **FUTURE MEETINGS**

The next meeting is scheduled for June 21-22, 2012 in Vancouver. Meeting notices will be sent out on June 1, 2012.

#### **ADJOURNMENT**

The meeting adjourned at 9:59 a.m.

## **Finding money for new Bucklin Hill bridge — Money could come from other Silverdale road projects, delaying those**

MARCH 23, 2012 · 2:51 PM

A new bridge at Bucklin Hill Road in Silverdale is in the works but where the money for the estimated \$13 million project will come from is the question.

Kitsap County Commissioners met with Kitsap County Public Works Wednesday to discuss where a \$6 million gap could come from. Construction on the project is expected to begin in 2014 and more than 30 percent of the design work is complete.

Public Works is intent to pursue \$4 million from regional money and \$3 million from countywide allocations, according to a memorandum from Jonathon Brand, county engineer to County Commissioner Josh Brown. The \$7 million leaves the county \$6 million short on the \$13 million project.

The Bucklin Hill Estuary Enhancement and Bridge Construction Project is to raise the current bridge by 5 feet in order to improve the nearby Clear Creek estuary.

Two options are proposed to make up the difference for the Bucklin Hill project. One option is to set aside \$4 million out of the existing Public Works Financial Fund Balance for the project. Any shortfall would be made up from money that has been set aside for other Silverdale road projects, according to the memorandum.

This could mean that money slated for the Silverdale Way roundabout project could go toward the Bucklin Hill project. A \$1.2 million grant from the state Transportation Improvement Board for the new roundabout could be moved to the Bucklin Hill project. Also, the Silverdale Way Road improvement project from Byron Street to Anderson Hill Road, scheduled to begin construction in 2016 to widen Silverdale Way, could be delayed and the \$3.05 million of local money from that project could be re-directed to the Bucklin Hill project.

Other projects that could be delayed so money can be put forth to the Bucklin Hill bridge project include delaying the Bucklin Hill stormwater and bike and pedestrian project east of Tracyton Boulevard and the Myhre Road and Silverdale Way drop lane. Delaying these two projects would provide about \$1.3 million toward the Bucklin Hill bridge project.

The second option to makeup for the project's \$6 million shortfall is to apply for a Public Works Trust Fund Construction Loan. This is a "highly competitive" low interest loan available to cities, counties and special purpose districts throughout the state. As of the March 8 memo, Public Works wasn't entirely sure of the application process because it will change for the 2014 program.

At the December Central Kitsap Community Council meeting, Tina Nelson, senior program manager with Public Works, said that the Bucklin Hill bridge project would extend across Bucklin Hill Road between Blaine Avenue and Mickelberry Road. There would be four lanes on the bridge with a bike lane and sidewalk on both sides of the road.

"We will be moving forward with final design of the project and hopefully opportunities for outside funding will improve as we get closer to shovel ready status," the memo read.

### **Find this article at:**

<http://www.centralkitsapreporter.com/news/144032986.html>

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

# **Tribune**

## **SNOHOMISH COUNTY NEWS Serving Everett, Monroe, Mukilteo, Snohomish**

### **Work to begin next month of First Street/Avenue D signal**

**SNOHOMISH** - The City Council awarded a contract to B&L Utilities to build a traffic signal at First Street and Avenue D for \$787,915.

All of the bids came in higher than the city's engineer's estimate of \$732,950. The contract was approved at the council's April 3 meeting.

The project is scheduled to begin next month and be completed early next year.

A state Transportation Improvement Board grant will fund 70 percent to 80 percent of the project, which will take approximately eight months to build. The city's portion will be covered with traffic impact fees and utility funds.

The current four-way stop intersection will be replaced with traffic signals and streetscape improvements such as landscaping, stamped concrete crosswalks and decorative street signs.

The project has been met with opposition from some community members who say a traffic signal doesn't belong in the historic downtown and wouldn't help traffic congestion.

The city's transportation plan lists the traffic light as a top priority because of how poorly the intersection performs. The functionality of an intersection is measured by how long of a delay vehicles might experience during the peak rush hour. The performance is rated Level of Service (LOS) A (meaning free-flowing traffic) through F (meaning significant delays).

The intersection was listed as LOS F when the city did a 2004 transportation survey, meaning vehicles sometimes wait 50 seconds or longer to cross through the intersection. The signal is expected to improve the intersection to LOS B.

A staff report prepared for the council says that sometimes traffic backs up past the railroad tracks on the south side of the intersection.

Extensive aesthetic improvements are being built as part of the project because the intersection is a main entryway into town.

"Along with the new features produced by the CSO project including the beautiful new pump station building and the First Street improvements, this project will help to create the feel and appeal of a gateway entrance into the downtown community," the staff report says.

Pedestrian safety was a key consideration in the project design, and it will include a number of traffic-calming features such as curb bulb-outs, large sidewalks, stamped concrete crosswalks and landscaped areas on each quadrant of the intersection. The eastern crosswalk on First Street will be raised to further promote safe, cautious driving through the intersection.

The project is scheduled to begin next month, and phase 1 will take three months, and a three-month break between phase 1 and phase 2 is scheduled to allow for equipment to be delivered. There will be some closures throughout the project.

A project page on the city's website will be regularly updated with information about closures and other notifications, project engineer Andy Sics said. The city aims to minimize the frequency and duration of the closures, Sics said.

The contract with B&L Utilities includes a 10 percent contingency and is not to exceed \$867,000.

By STEPHANIE KOSONEN  
Published April 11, 2012

# West Seattle Herald



*Photo, right, by Ty Swenson. Left, courtesy of Port of Seattle*

Left, an overhead view of the East Marginal Way Grade Separation completed in spring of 2012. Right, Dan Gatchett speaks on behalf of freight companies during the dedication ceremony on April 11. The new roadway looms in the background.

## **Port completes \$52 million E. Marginal Way Grade Separation: Expected to improve freight movement, ease gridlock**

By Ty Swenson  
04/12/2012

The Port of Seattle and their partners celebrated the completion of the \$52 million E. Marginal Way grade separation project on April 11. The new elevated overpass is intended to “improve road and rail access to port terminals,” rail yards and manufacturing and distribution facilities, according to the Port.

By creating dedicated lanes for freight traffic, the roadway should also reduce the number of freight trucks on other thoroughfares and ease the commute for West Seattleites headed east, according to Peter McGraw with the Port.

The \$52.7 million tab was picked up in majority by the Port (\$18.8 million). The rest was covered by the Washington State Transportation Improvement Board (\$10.3 million), City of Seattle (\$1.6 million), BNSF and UPRR railroads (\$1.43 million), State Freight Mobility Strategic Investment Board (\$6.9 million), federal grants (\$10.8 million) and federal stimulus money (\$2.88 million).

Port of Seattle hopes the roadway, part of Duwamish Ave. South near the West Seattle Bridge, will help in achieving their Century Agenda goal to “expand the port’s cargo handling capacity to 3.5 million twenty foot containers a year by 2037,” McGraw wrote. The port currently moves around 2 million containers a year.

The dedication ceremony on April 11 brought together a number of speakers to comment on the project, located at Duwamish Ave. South near the West Seattle Bridge.

Port of Seattle Commissioner John Creighton said the project was first conceived in the 90s, although they did not actually break ground until 2007.

“This project is an important piece of infrastructure for the port,” he said. “It will make it easier to move commerce through our harbor ... and raising the roadway over the railroad tracks improves safety and efficiency and eliminates idling by cars and trucks waiting for trains to clear the intersection, and so it offers environmental benefits as well.”

The port estimated 270 hours of daily traffic delays at railroad tracks in the area in 2010.

Seattle Department of Transportation Director Peter Hahn (speaking on behalf of Mayor McGinn) said, “While this is a great example of a project we have done in partnership, we are not going to stop here. We have a lot more to do in the way of moving freight efficiently from ship to train to highway to the rest of the country.

“We are very excited about this, and we just hope there will be much more to come...” he added.

Kathleen Turner, director of WSDOT Highways and Local Programs commended the project for bringing in a number of partners.

“The state budget crisis is continuing, the uncertainty at the federal level of transportation funding really is going to require more partnerships to get these projects done ...,” she said.

Dan Gatchett, board chair of the Freight Mobility Strategic Investment Board (representing freight and railroad companies) said, “As little as ten years ago there was a common phrase in our industry, ‘Freight has no voice,’ but it is clear by this dedication freight does have a voice.”

More information can be found at the Port of Seattle website.

## **Sidewalk, bike lanes coming to 244th Avenue**

April 14, 2012

By Caleb Heeringa

Bikers and pedestrians may soon feel safer on 244th Avenue Northeast.

At their April 3 meeting, the City Council approved spending up to \$2.3 million on an expansion of the road between Northeast 11th Street, near Rachel Carson Elementary, and Northeast 22nd Street. The project will add a sidewalk and planter strip on the west side of the road, plus a widened shoulder on both sides for bicyclists.

The city will save about \$860,000 on the project due to lower-than-expected bids from contractors and a \$1 million grant from the state Transportation Improvement Board. That savings is being transferred to the fund for the addition of a sidewalk to Northeast Inglewood Hill Road between 216th Avenue Northeast and Northeast 6th Court, near the new Sammamish EX3 Teen and Recreation Center.

Public Works Director Laura Philpot said the city also saved money on the project by spending about \$12,000 to hire temporary staff to make last-minute tweaks to the design of the project rather than giving the construction company the additional \$100,000 they requested to make the changes, which were required for the project to qualify for the state grant

Deputy Mayor John James gave city staff kudos for jumping on the opportunity to save money.

"It's easy to pay the bill and not think twice about it," he said. "I appreciate staff looking out for taxpayer money."

The city hopes to have the work finished late this summer.

## Overhaul of sagging Stadium Way set to begin by next month

**LEWIS KAMB**

LAST UPDATED: MAY 10TH, 2012 08:35 PM (PDT)

It took more than a year of twists and turns, but a long-awaited facelift to one of Tacoma's most distinctive arterials is finally ready for rollout.

The city's reconstructive surgery on sagging Stadium Way is set to commence by the end of next month, after the City Council awarded a \$10.2 million contract Tuesday to Tacoma-based Cessanti Inc.

"I really appreciate all of the ... improvements we're making on this very broken street that desperately needs these repairs," Councilman Ryan Mello said before the council unanimously awarded the contract Tuesday.

Dating to the 1920s, Stadium Way is now marked by broken sidewalks and stretches of caved-in pavement, built on junk-riddled fill material at the edge of a slide-prone hillside.

When construction is completed in August 2013, the upgraded scenic route – climbing from downtown to the Stadium District – will feature three bench-lined overlooks to take in views of Commencement Bay, a resurfaced roadway, broad new sidewalks and dedicated bicycle lanes. Flashing pedestrian beacons for road crossings, ornamental lighting, planters and trees, a rain garden and several other green-friendly trappings round out the project's public amenities.

"It will be a very different landscape out there," said Mark D'Andrea, the city's Stadium Way improvement project manager.

Meantime, Stadium Way's unseen subsurface fill – a curious mix of loose soil, bricks, glass, wood and an old buried trestle – also will be seismically upgraded for the first time to prevent further road settlement problems, D'Andrea said. A series of 40-foot-long stone columns will be inserted into the ground over an 800-foot span to stabilize the roadway's foundation.

Eight new retaining walls – some as high as 40 feet – also will be installed alongside the route to help hold up the hillside and allow contractors to broaden the arterial and build sidewalks, viewpoints and other amenities. The existing retaining wall above Schuster Parkway will be seismically upgraded with new tie-backs that grab into the hillside, helping the wall to better withstand earthquakes.

The improvements are being done in a way to accommodate the potential expansion of light rail, should decision-makers one day decide to run a line up Stadium Way. To that end, contractors will flatten a section of the road's grade near Stadium High School and slightly realign the arterial there to soften a 90-degree turn that's too sharp for train navigation.

"We want to only build this once, so we really looked at what we needed to do if the council decides to extend light rail up Stadium Way someday," D'Andrea said.

When factoring in construction, design engineering and other costs, the project will run about \$13 million. Most of that – \$8.3 million – will be covered by a Federal Highway Administration grant. A state transportation improvement grant covers another \$1.2 million. The city will pick up the remaining tab – about \$3.5 million – with various public works and utility funds and real estate excise tax revenues dedicated to capital projects.

With planning in the works for more than a year, the Stadium Way project already has experienced its share of pitfalls. Road collapse issues present special geotechnical engineering work that complicated an initial solicitation for bids, D'Andrea said.

In February, after nine firms vying for the job overbid the project's budget by about \$1 million, the city rejected all proposals and started anew. A second, scaled-back solicitation – drafted in part with the advice of contractors who bid during the first round – drew only three bidders. But Cessanti's winning proposal came in 1.5 percent below an engineer's cost estimate.

The public also won't lose any pedestrian-oriented amenities under the downsized plans, D'Andrea said. Planners were able to find project savings by swapping out more affordable construction materials and by making changes to behind-the-scenes work, he said. Guard rails initially planned to be stainless steel

instead will be aluminum. And improved structural drawings with more detailed instructions for contractors helped to eliminate cost guesswork that drove up initial bids, he added.

Aside from the bidding issues, the project required delicate coordination with the schedules of Stadium High School, several businesses and other construction projects. To accommodate them, construction will be carried out in two phases: The first will focus on improvements to the construction area's "bookends" – the areas at either end of the hillside drive.

Phase one, which will run from late June to mid-September, includes construction closures near Stadium High on North First Street and Division Avenue, from Tacoma Avenue to Stadium Way, as well as downtown on Commerce Street, from 9th Street to just north of the Interstate 705 on-ramp.

"We planned Phase One in the summer time when school is out," said D'Andrea, who also noted the work on Commerce Street will be completed months before the new McMenamins brewhouse at the Elks Temple opens next spring.

During the project's second phase – from mid-September to August 2013 – the main stretch of Stadium Way will be closed.

Work on the existing retaining wall also will require closures of three to four months to Schuster Parkway's southbound lanes during off-peak daytime hours, D'Andrea said. Marked detour routes during construction will help drivers navigate the closed streets, with local access allowed to some of them, he said.

"We're trying to minimize the closures as much as possible," D'Andrea said.

Stadium District merchants "started out pretty nervous about the project," said Denny Faker, district manager of the Stadium Historic District Business Association.

"History in Tacoma shows us sometimes these projects have gone sideways," he said.

But over months of meetings, city staff members largely listened to and addressed their concerns, Faker added. The city agreed to shorten the construction schedule, allowed businesses to collaborate on detour routes and eliminated planned tree plantings that could have blocked views, he said.

"I really felt like the city did a super job of understanding our concerns and even changing their plans to make sure that we're going to be protected," Faker said.

With construction now about to kick off, Mello asked City Manager T.C. Broadnax to direct city staffers to start brainstorming improvements for Stadium Way's existing green spaces.

"The open space there along Schuster Parkway is not in good shape at all," Mello said. "It's heavily infested with invasive species; it's not a safe place to wander (or) look at.

"We're making significant improvements to the built environment; I'd love to hear what the plan is for the unbuilt environment. At the end of the day, put them together and we'll have a stellar project."

*lewis.kamb@thenewstribune.com*

253-597-8542

[blog.thenewstribune.com/politics](http://blog.thenewstribune.com/politics) ([blog.thenewstribune.com/politics](http://blog.thenewstribune.com/politics))

Twitter: [@lewiskamb](https://twitter.com/lewiskamb)

© Copyright 2012 Tacoma News, Inc.



Officials celebrate beginning of LaVenture-Anderson road connector construction. Skagit County public works employee Danita Gilbert collects gold painted shovels used for a ground breaking ceremony Tuesday morning to celebrate the start of construction of the new Anderson Road-LaVenture Road arterial. *Scott Terrell / Skagit Valley Herald*



Officials celebrate beginning of LaVenture-Anderson road connector construction. Public officials including US Rep Rick Larsen talk following a ground breaking ceremony Tuesday morning to celebrate the start of construction of the new Anderson Road-LaVenture Road arterial. *Scott Terrell / Skagit Valley Herald*

## Road project will provide alternate route to east MV, S-W and beyond

By **KATE MARTIN**  
Staff Writer

**MOUNT VERNON** — As logging crews felled large spruce trees behind them to widen the roadway, local officials grabbed golden shovels to kick off a \$13 million road project they say will relieve congestion at one of the city's busiest roadways and improve overall traffic flow.

When complete in about 18 months, the project to connect LaVenture Road to Anderson Road will provide an alternate path to east Mount Vernon,

Sedro-Woolley and beyond.

Drivers will be able to exit Interstate 5 on Anderson Road and head east. The road will curve to the north and connect to LaVenture Road.

Currently many drivers exit Interstate 5 at College Way. The new LaVenture-Anderson connector could remove as much as 25 percent of peak-hour traffic from College Way.

"I'm sure a lot of tulip people would've preferred to have it open already because they

See **PROJECT**, Page A6

## Project

Continued from Page A1

would've preferred to get off and get to their homes," said County Commissioner Sharon Dillon, remarking on the backup that occurred during the past few weekends of the Skagit Valley Tulip Festival at the freeway's Kincaid exit to downtown Mount Vernon.

There will be no traffic lights along the mile-long road for now, said Henry Hash, Skagit County public works director, though connections for lights will be installed for use when traffic picks up in the future.

Of the project's cost, \$3.5 million was allocated by local leaders through the Skagit Council of Governments, who borrowed from future revenues to pay for the road upgrade.

State Sen. Mary Marga-

ret Haugen said she was amazed at the commitment and cooperation from local officials.

"The one thing about Skagit County is they know how to prioritize," Haugen said.

Area planners have talked about a connector between LaVenture and Anderson roads for decades, said County Commissioner Ron Wesen. It wasn't until recently that the pieces all fell into place.

The final piece arrived in November, when the state Transportation Improvement Board approved \$5.5 million through its rapid action program. The program pays for shovel-ready projects statewide.

Steve Gorchester, executive director of the Transportation Improvement Board, said the money was a "heavy lift" for a "medium-sized county and a medium-sized city." Many

projects he sees are similar to this one, he said, but most do not have an interchange nearby able to handle the additional traffic it would bring.

"I'm looking at this interchange saying, 'Look at this ripe opportunity,'" Gorchester said.

In addition to the interchange at Anderson Road, the area also supports a fully built park and ride at Hickox Road and Old Highway 99. Sidewalks and a bike lane will run the length of the new connector.

Several during Tuesday's event said the road could be an economic driver for the area, if not the region.

"You can't have a big league economy with little league infrastructure," said U.S. Rep. Rick Larsen.

■ Kate Martin can be reached at 360-416-2145 or [kmartin@skagitpublishing.com](mailto:kmartin@skagitpublishing.com). Follow her on Twitter at [www.twitter.com/gov\\_svh](http://www.twitter.com/gov_svh).

SKAGIT VALLEY HERALD  
MAY 2, 2012

From the Yakima Herald-Republic Online News.

---

Posted on Tuesday, May 08, 2012

City moving in a new direction with Lincoln Ave. underpass

Yakima Herald-Republic

YAKIMA, Wash. -- A year late and \$4 million over budget, the long-awaited Lincoln Avenue underpass opened to traffic with little fanfare Tuesday afternoon.

A formal dedication is scheduled for later this month, while plans are on hold for a twin underpass on Martin Luther King Jr. Boulevard as well as an ambitious public art project intended to grace both.

And MLK Boulevard -- which had provided a two-way detour during construction -- will be restored to eastbound-only traffic in about three weeks, according to city spokesman Randy Beehler.

Work on the project, intended to prevent traffic and emergency vehicles from being delayed by an expected increase Burlington Northern trains crossing at street level, began in May 2010. It was originally slated to be finished early in the summer of 2011.

But work was delayed -- and pushed 36 percent over budget -- when the contractor discovered the wrong method had been used to try to stabilize the soil beneath the road. Originally projected at \$11.2 million, costs are now at \$15.6 million.

Work was again delayed last fall by the lack of asphalt -- the plant expected to supply the material had closed for the winter, a common practice for asphalt plants.

Some work remains. Beehler says while crews have finished the interior of the walls, other work on the outside will be completed while the underpass is open.

Responsibility for the soil-stabilizing problem isn't resolved. The city continues to seek funding to cover that budget gap, which was covered by taking funding for the MLK Boulevard underpass.

Beehler said the city is still in the process of securing funds for the companion underpass but couldn't immediately identify the shortfall Tuesday.

Meanwhile, a \$750,000 art project to light up both underpasses won't begin until they are both complete, he said.

"That's the current plan," he said. "It's a policy decision that was made by the City Council not long ago."

The art project is slated to feature dozens of illuminated panels about the size of stacked apple bins etched with Yakima Valley fruit labels.

From the Yakima Herald-Republic Online News.

---

Posted on Wednesday, July 04, 2012

Lincoln underpass done, Yakima crews to restripe MLK Boulevard

By Mark Morey

Yakima Herald-Republic

YAKIMA, Wash. -- Later this month, the stripes on Martin Luther King Jr. Boulevard will be repainted, clearing the way for the arterial to again become a one-way road after months of construction and related delays on Lincoln Avenue.

Then about six months from now -- perhaps in early 2013 -- the section of MLK just west of First Street will be shut down so that a contractor can begin work on a second, long-planned railroad underpass.

The road likely won't open again until sometime midway through 2014, city engineer Doug Mayo said this week.

The overall schedule remains in flux because federal officials are still reviewing final paperwork that needs to be approved before the project goes to bid this fall.

The work was made possible because the city finally secured funding to cover a shortfall in the project budget caused by an expensive design problem on the Lincoln underpass. Altogether, the two underpasses will cost more than \$41 million, some \$5 million above the original estimate.

"We're extremely pleased and excited that we were able to close the gap in funding. We're just going great guns to get the project out the door," Mayo said.

Mayo said the city has learned from building the first underpass, which ended up months behind schedule. After trying out one method of stabilizing the roadbed that did not work, the contractor will now be directed to use the successful method on the second underpass, Mayo said.

Although city officials at one point in the planning process had talked about putting both underpasses into one contract, that approach was not used. The Lincoln contractor, Apollo Construction of Kennewick, would be considered along with any other bidders, Mayo said.

"There are no strings from one to the other," he said.

During the closure, traffic will be detoured around the construction. Those plans are still being developed, but Mayo said it's likely Fifth Avenue and Third Avenue will be used to divert eastbound traffic away from the work area.

A small amount of work remains to be done on the Lincoln side.

At the same time as the re-striping on MLK, crews will install a safety barrier for pedestrians on the south side of the Lincoln underpass. That strip is currently blocked by traffic cones.

The schedule for the restriping depends in part on Burlington Northern-Santa Fe repositioning a crossing gate in the project area, tentatively scheduled for the week of July 16.

Mayo said the second underpass project should go much more smoothly than the first. "We certainly hope so and intend for it to be much better," Mayo said.

*\* Mark Morey can be reached at 509-577-7671 or [mmorey@yakimaherald.com](mailto:mmorey@yakimaherald.com).*

[WENATCHEE WORLD \(http://wenatcheeworld.com\)](http://wenatcheeworld.com) | [CASHMERE WORLD \(http://cashmere.ncwcommunities.com\)](http://cashmere.ncwcommunities.com) | [LEAVENWORTH WORLD \(http://leavenworth.ncwcommunities.com\)](http://leavenworth.ncwcommunities.com) | [BUSINESS WORLD \(http://epaper.wvbusinessworld.com\)](http://epaper.wvbusinessworld.com) | [GO! \(http://www.wenatcheeworld.com/news/arts/go/\)](http://www.wenatcheeworld.com/news/arts/go/)

## Ribbon cutting ceremony officially opens Sunset Highway

BY STEVE GODFREY

May 23, 2012



Photo by Steve Godfrey

With Bob Schmidt, director of operations, holding the ribbon on the left and Mark Botello, director of planning and building, holding it on the right, port commissioner JC Baldwin and mayor Jeff Gomes do the honors of cutting the ribbon to signify the completion of the Sunset Highway project.

the bridge that addressed several major issues, including water quality, salmon spawning habitat, and floods," said Mark Botello, director of planning and building for the City of Cashmere.

Botello initiated the project in 2009 by writing a grant for federal funds. It was approved for \$566,000, and it got the ball rolling on the project, he said. But because of the high costs involved, his vision then was to improve the road in sections, year by year.



Photo by Steve Godfrey

Mayor Jeff Gomes received a plaque from Steve Gorchester in recognition of the completion of the Sunset Highway construction project.

The much awaited opening of the new and improved section of Sunset Highway through Cashmere was made official Tuesday afternoon with a ribbon cutting ceremony hosted by the city and the Port of Chelan County.

And, fittingly, it took place near the bridge over Mission Creek.

The replacement of the bridge was one of the major obstacles in the 10-month construction project.

"We had to secure a number of permits for



Photo by Steve Godfrey

The new bridge over Mission Creek spans 60 feet and features a five-foot sidewalk and bike lane on each side.

she said. "I want to thank the city of Cashmere for taking a lead role in managing this project and for all the support the city has given the port in our effort to redevelop the old mill site and turn it back into productive use."

Baldwin also specifically recognized the work of state senator Linda Evans Parlette.

"Senator Parlette has provided leadership and support in helping the port develop the old mill property. As the ranking member of the state capital budget committee, she supported continuing funding for the Community Economic Revitalization Board (CERB), which provided the port four million dollars in loans to finance the port's share of these road improvements."

The senator also helped the port secure a \$1.5 million grant through the Department of Ecology to remove the wood waste that had accumulated over the course of the mill operation. When the wood waste is removed, the site will be ready to be built upon, she said.

"When that happens, we will see jobs and private sector investments in a piece of property that has been underutilized for many years," Baldwin said.

Shiloh Shauer attended the event as Senator Parlette's representative. "It's really easy for Senator Parlette to advocate for this community when everyone in the community does all the hard work," she said. "This year the senate and the house worked together creating a capital budget that would stimulate private sector jobs. Mark Urdahl (executive director, Port of Chelan County) came in very early (in the process) and brought this project to Senator Parlette's attention."

A key factor in this road improvement project is Crunch Pak's potential for building on the mill site and the number of jobs it could create, she said.

"This is exactly what that budget was supposed to do," Shauer said. "I know the senator is proud to represent this community and be a part of what is yet to come."

"I planned on building it one piece at a time over a number of years," Botello said. "But once the first grant was approved, things quickly started falling into place, and with the help of the Port of Chelan County, the scope of the project expanded to what we see today."

Botello welcomed the crowd of about 50 people, including city staff, city and county dignitaries, businesspeople and residents.

Mayor Jeff Gomes praised every part of the team for bringing the project to fruition, including his predecessor, Gordon Irle. "I'd like to thank all the people for their cooperation in this project," Gomes said.

JC Baldwin, commissioner president of the Port of Chelan County, expanded on the mayor's words. "This is a great example of what can be accomplished through partnerships,"

As far as what is yet to come, the Cashmere Chamber of Commerce understands the potential value of the improvements to Cashmere's infrastructure.

"The chamber sees the Sunset Highway as an important roadway that links the business corridor," said Laurie Shorett, chamber president. "The new sidewalks, lighting, bike lanes and landscaping bring a unified look to the area. We're looking forward to continued growth and new economic development opportunities for the mill site and Sunset Highway."

Steve Gorchester is the executive director of the Washington State Transportation Improvement Board. "We're a state-run agency that receives the revenue from three cents of the state gas tax and we get to invest it back into communities," he said. "We have about 350 projects statewide."

Projects like the improvement of the Sunset Highway and the expansion of Crunch Pak indicate a wave of change coming to Cashmere, making it an even more attractive place to live, work, and play.

"In the (economic) era we're currently in, it's unreal to have a major employer building a major expansion right on the new road," Gorchester said. "That's fantastic."

## Warden delaying beautification project

By Cameron Probert Herald staff writer | Posted: Wednesday, May 30, 2012 9:00 am

WARDEN - A state grant won't cover all of the improvements Warden officials and residents want on Main Street.

Business owners attended a January council meeting to discuss what they wanted from a \$100,000 grant from the Transportation Improvement Board. They suggested items such as irrigation for the planters, landscaping and lighting.

City Clerk and Treasurer Kris Shuler said a representative from the state agency recently contacted the city to ask about the project's status.

"I explained to him the hopes of the community and what they would like to see in the downtown area," she said. "He just raised his hands and said, 'Whoa, whoa, whoa,' He wanted to remind me that the money that the city has received was applied for a specific purpose from a specific funding and it's a preservation program."

The grant was part of the Small City Preservation Program, according to the board's website. The money is aimed specifically at overlaying existing pavement, chip sealing or sidewalk maintenance.

"There was an initial review of the three blocks of sidewalk and (they) determined which ones were deteriorating and needed to be replaced or repaired," Shuler said. "Some of them would just be repaired."

The grant includes replacing the corners on the intersection with ramps, she said.

"He said, 'None of that money can go to anything you just talked about, and you're barely going to have enough money to do that,'" Shuler said. "He wanted to remind us that this project is on the table and wanted to know when we're going to get this process going. We need to have the engineer in to get the design done, so we can get it on the table to get bids, and get the project done before fall."

Mayor Tony Massa said the city needs to move forward with what the grant can do, and hope the council and administration can find money for the other items.

Massa is hoping to put together an application for the county's Strategic Infrastructure Program. The program is funded by a state sales tax refund and is aimed at helping with economic development.

Councilmember Mike Leavitt asked why city employees couldn't do the work, rather than requesting other companies to bid on it.

Massa said city staff are limited the amount of work they can do before the state requires a bidding process.

# BOTHELL~REPORTER.com

## KENMORE~REPORTER.com

### All smiles at Wayne Curve Project grand opening in Bothell



Andy Nystrom/Reporter

From left, Bothell City Councilmembers Tom Agnew, Del Spivey, Bill Evans and Mayor Mark Lamb have a laugh during this morning's ribbon-cutting ceremony for the completion of the Wayne Curve Project on 96<sup>th</sup> Avenue Northeast and State Route 522.

By ANDY NYSTROM  
Bothell Reporter Editor  
JUNE 28, 2012

Wayne Curve may be located in Bothell, but with Kenmore just up the road on the shared State Route 522, the two cities are sometimes mentioned in the same sentence when people discuss local happenings.

The cities' schools are all part of the Northshore district, and when Kenmore was noted in recent years by Seattle and national publications as being an ideal place to live, its close proximity to the University of Washington, Bothell/Cascadia Community College campus was on the best-of list.

So, when Bothell Mayor Mark Lamb recently spoke at the Wayne Curve Project completion event near its location on SR 522 and 96th Avenue Northeast in Bothell, he included Kenmore in the presentation.

"To me, this a great story about people working together. There's very little that we can accomplish in public life or in government when we work alone," said Lamb, noting that Bothell partnered with Sound Transit, Washington State Department of Transportation (WSDOT) and the Transportation Improvement Board, the Federal Highway Administration and King County — along with Kenmore and Kirkland — to bring the approximately \$22 million project to fruition.

The project, which was completed in December 2011 and received the Urban Vitality Grant through the State Public Works Board, is "designed to ease congestion and promote safety. It's the first capital investment project finished as part of the downtown redevelopment of Bothell," said City Manager Bob Stowe.

The construction of a road divider between the four lanes and additional lanes for public transit are important parts of the project, officials say.

Lamb said that when he became a councilmember eight years ago, Wayne Curve was one of the first projects up for discussion. It was six years after Mary Stewart was killed in a head-on accident on the curve and safety was a top priority.

"This is going to be a project that, literally, I think will save lives. This was an extremely dangerous corner," Lamb said. "Every time I would be driving home from Seattle, it was dark and rainy and I'd always think about it. I was like, 'All it would take is one person to just veer over that little tiny line and somebody would die.' There were horrible accidents on this corner, and it's something that makes a big difference in people's lives."

Sen. Rosemary McAuliffe from Bothell said she made a promise to the Friends of Mary Stewart in 1998 that she would work with the city to have a divider installed so other lives would not be lost on Wayne Curve.

"What today represents is historic because together we have made a contribution to the future of our children and families in Bothell and generations to come. We are building a strong community together," said McAuliffe, noting that a bouquet of flowers sitting near the crosswalk on Wayne Curve was in memory of Stewart.

Added Steve Gorcester of the WSDOT Improvement Board: "This curve has long been a struggle. It's a capacity restraint, it's a safety issue and it has been a transit slowdown point. We've managed to make a difference on all of those factors with this one project."

The project is designed to alleviate some traffic pressure stemming from a 10-percent increase to traffic resulting from the recent addition of tolling on the SR 520 bridge, city officials say.

Wayne Curve is part of the original trio of projects that Sound Transit invested in, according to board member Fred Butler, who noted that improvements to SR 522 in Kenmore and on the UW-Bothell campus are the others that took place within the last five years.

Butler mentioned that his old friend Jack Crawford, Kenmore's first mayor and a Sound Transit board member, was a proponent of SR 522 improvements.

"Jack passed away a few years ago, but his spirit lives on in projects like these. It's part of his legacy in the Puget Sound region," Butler said.

Added Char Crawford, Jack's widow: "I know how thrilled he was about having this whole 522 thing in Kenmore and Bothell. He was really strong on partnerships and he just thought this was so great that the Northshore community was all cooperating on this. He really had his heart in this project."

- The project also includes enhancements to a historic landmark, the Red Brick Highway, the addition of a notable city gateway marker, ornate fencing and light standards, as well as a metal sculpture, "Current," which is one of the first installments under the city's new Percent for the Arts program designed by artists/landscape architects Sue Jensen and Phuong Nguyen.

Contact Bothell Reporter Editor Andy Nystrom at [editor@bothell-reporter.com](mailto:editor@bothell-reporter.com) or 425-483-3732, ext. 5050.

## Tri-City Herald

Next Story >

Fourth of July fireworks lighting up the night

# Second phase of Steptoe Street expansion in Kennewick making headway

Published: July 3, 2012



Earth-moving equipment works on the extension of Steptoe Street in Kennewick. Apollo Inc. of Kennewick is the general contractor for the \$2.4 million project extending the road from Center Parkway to Clodfelter Road. The second phase also includes an underpass that will allow traffic to go under the railroad tracks just north of Clearwater Avenue. The railroad portion of the project will be bid separately by BNSF Railway Co.

Bob BrawdyBuy Photo

By Eric Francavilla, Tri-City Herald

Kennewick's largest road project of the year is showing progress.

The second phase of the Steptoe Street expansion project began in May and when finished next year will expand the road to five lanes from Center Parkway to West Clearwater Avenue, where a traffic signal will be added, said Kennewick spokeswoman Evelyn Lusignan.

And the BNSF Railway Co. will build a railroad bridge over Steptoe.

Making Steptoe Street into a major north-south traffic route on the west side of Kennewick is expected to ease traffic congestion on Leslie Road and Columbia Center Boulevard.

The bridge, roadway construction and cost to buy the land add up to \$6.1 million.

A combination of state and federal grants will cover most of the project, but \$500,000 of the \$2.4 million road construction will come from the city.

"This project marks an overall improvement in transportation and will go far in terms of economic development in the area," Lusignan said.

Richland finished extending Steptoe Street to Center Parkway in 2011 as part of the first phase of the project, and Richland staff also played a major role in helping Kennewick plan for the second phase, she said.

Steptoe Street's phase 3 will connect through to West 10th Avenue and south to Hildebrand Boulevard, a major arterial serving the Southridge area of Kennewick.

And, starting Monday, Kennewick drivers should prepare for traffic delays on some roads, as the city begins its annual chip seal maintenance work.

Crews will chip seal 14 miles of road this year, costing \$800,000. The seal -- a relatively thin asphalt oil and crushed rock layer -- protects the pavement beneath it from deterioration and keeps the city from having to entirely repave roads as often.

Next week's projects are:

--July 9: Cascade Street from 27th Avenue to Highland Drive, the roundabout on Creekstone Drive and South Irving Street, and Canal Drive from Neel Street to the Highway 395 overpass.

-- July 10: Edison Street from 10th Avenue to Clearwater Avenue and Canal Drive to Columbia Park Trail.

-- July 11: Crèekstone Drive from Irving Street to Union Street and 19th Avenue from Union Street to Ely Street.

July 12: 45th Avenue from Ely Street to Olympia Street and Cascade Street from 27th Avenue to Highland Drive.

No roads will be worked on Friday.

For the complete schedule, go to [www.bit.ly/NXGX01](http://www.bit.ly/NXGX01).

-- Eric Francavilla: 582-1535; [efrancavilla@tricityherald.com](mailto:efrancavilla@tricityherald.com)

## The News Tribune

---

### Grant will pay for bell at Connell railway crossing

LAST UPDATED: JUNE 28TH, 2012 07:48 AM (PDT)

CONNELL -- A busy railroad crossing near Connell schools soon will be safer, thanks to a state grant.

The Washington Utilities and Transportation Commission recently approved a \$9,686 payment from the Grade Crossing Protective Fund to pay for a pedestrian warning bell as part of upgrades at Connell railway crossing. The crossing is at the intersection of West Adams Street and the Burlington Northern and Santa Fe Railway tracks, just blocks from the North Franklin School District facilities.

"Many pedestrians, adults and students use the crossing daily. It's a major route to and from the schools," said City Administrator Steve Taylor.

The warning bell will be part of improvements already planned for West Adams Street, thanks to a \$900,000 grant the city received from the Washington Transportation Improvement Board. The city also is putting \$100,000 toward the project, which will add curbing, gutters, a storm drain system, lighting and sidewalks to the two-lane road from Columbia to Sixth avenues.

Taylor said the city has awarded the construction contract to POW Construction of Pasco, and work should begin the first week in July.

"We're excited about the project linking our main street, Columbia Avenue, to the North Franklin School District facilities," Taylor said. "The condition of the street there is very bad, and we're grateful to the state for making it possible to meet our goals of improving the city's infrastructure while enhancing our residents' safety."

The street has a 25 mph speed limit. About 630 vehicles per day cross the tracks, and 10 percent of those are commercial vehicles. School buses cross the tracks an average of 60 times per day on school days.

An average of 31 freight and two passenger trains a day use the tracks going 45 mph over the crossing.

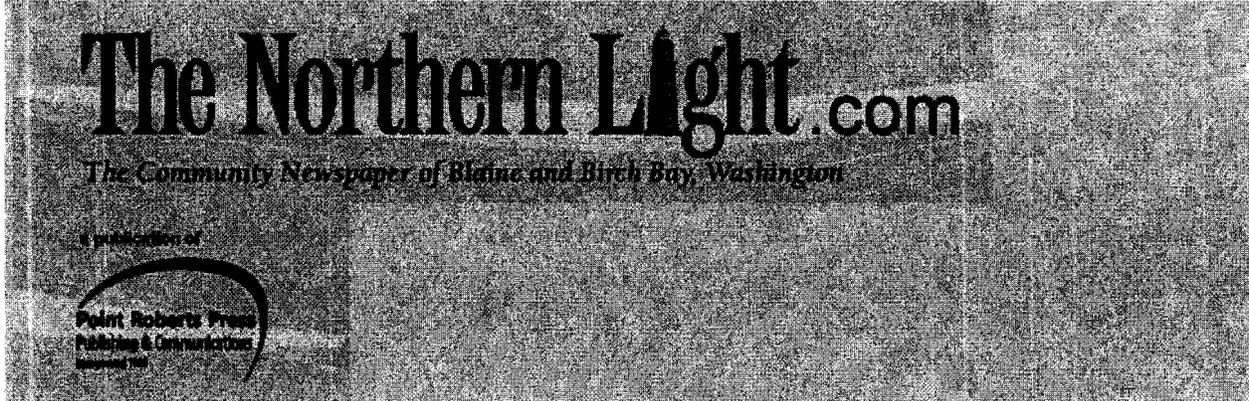
Taylor said he is not aware of any accidents at this train crossing.

The Washington Utilities and Transportation Commission requires the upgrades to the railroad crossing be completed by Dec. 31.

That shouldn't pose a problem. Taylor expects the street and crossing work to be completed sometime in October.

-- Loretto J. Hulse: 582-1513; lhulse@tricityherald.com

© Copyright 2012 Tacoma News, Inc.



## H Street revitalization project could have statewide effects

Wed, Jul 4, 2012 by **Jeremy Schwartz**

A project slated to spruce up H Street in downtown Blaine could also help small cities save money on electricity costs statewide.

Three local construction companies have submitted bids for the H Street revitalization project, which will overhaul the sidewalks along H Street and improve the surface of the road. Lynden-based Stremier Gravel submitted the lowest bid at \$712,304, which was \$64 less than the city engineer's estimate.

"We're sort of pinching ourselves that we got good bids," assistant Blaine public works director Bill Bullock said. "They came in right on the engineer's estimate."

The city has received \$520,000 in federal grant funding for design and construction of the transportation portions of the project and got help in meeting the 13.5 percent required match from the state Transportation Improvement Board (TIB), Bullock explained. The city will pay for the remaining 27 percent not covered by federal funding through its electric fund, since the project will add 26 streetlights to H Street that will match those on Peace Portal Drive.

In addition to the sidewalk and street improvements, Bullock said the city's work could also have ramifications well outside of Blaine's city limits. Through the project, the city will be working with the state TIB to study the use of high-efficiency lamps in streetlights.

The 26 new streetlights will have high-efficiency LED lamps in them, which the city will monitor using electric meters. The city will also monitor streetlights that have standard lamps installed and share this data with the state TIB, Bullock explained.

TIB officials will use the data to prepare a feasibility study detailing electricity used in LED lamps compared with standard ones. Bullock said the idea is to share these findings with other small city governments to show how much energy and money can be saved using high-efficiency lamps.

"This feasibility study could help set statewide policy on this issue," Bullock said. "It's pretty exciting."

With city council approval, work should start on the H Street improvement project by the end of July. Bullock said public works officials wanted to make sure the city's major summer events, the Old Fashioned Fourth of July and the Jazz Festival, are not impacted by the construction work.

The most significant additions to H Street will be angled parking spaces on the north side of the street

and new crosswalks at the intersection with Third Street. Blaine public works officials have said angled parking has the potential to make stopping and shopping along H Street more attractive to drivers.

The project will add curb extensions, called bulbouts, to the intersection of H and Third streets to improve the existing crosswalk. Bullock said bulbouts would allow pedestrians a clear line of sight down a row of parked cars. The bulbouts, which would narrow the road at the crosswalks from 40 feet to 26 feet, would also slow traffic along H Street, making pedestrian crossings safer.

The improvements will also bring the sidewalk ramps at driveways and intersections into compliance with Americans with Disabilities Act (ADA) regulations. The current sidewalk ramps, which were built before ADA laws were put in place, are steeper than regulations require.

The project will also add benches, trash bins and bike racks to the sidewalks of H Street, in addition to fixing the portion of street that abuts the I-5 overpass. Bullock said the overpass approach repair was not originally going to be part of the project, but public works staff were able to include it based on Stremler's low bid.

# The Bellingham Herald

Next Story >

WWU planetarium director to relay Mars rover updates on social media

## Records: Bellingham offers street work to help Costco build new store

Published: August 3, 2012 Updated 29 minutes ago



Costco is located at 4299 Meridian St. in Bellingham.

THE BELLINGHAM HERALD

By JARED PABEN — THE BELLINGHAM HERALD

BELLINGHAM - Mayor Kelli Linville proposed helping Costco Wholesale replace its existing store by doing more than \$1.5 million in street improvements, city records show.

Linville and city staff met with Costco representatives to discuss development of a new store near West Bakerview Road and Pacific Highway, according to records obtained by The Bellingham Herald through a public disclosure request.

Linville signed a June 20 letter to David Rogers, director of real estate development for the Issaquah-based corporation, in which she proposed multiple steps to assist the company in relocating its Bellingham store. Costco has said its current Meridian Street store is substandard in size.

City staff redacted much of her letter, including sections in which she details what the city is offering. In

redacting parts of the letter, city attorneys cited a state law that allows them to withhold preliminary drafts, notes, recommendations and intra-agency memos in which opinions are expressed or policies formulated or recommended.

Left unredacted were offers of street construction. The letter said the city would take the lead in construction of Dover Street, which would go north from Bakerview Road in the vicinity of Fred Meyer.

The city also would commit to building the Division Street connector within the next five to 10 years, she wrote. Division Street would connect to Pacific Highway and provide direct access between Dover Street and the highway, just north of the development site, she wrote.

"We expect this important connection will provide Costco customers with a convenient route to the Slater/I-5 interchange," she wrote.

The city is currently planning and seeking funding to extend Horton Road, which the city expects would help relieve congestion at the Interstate 5-Bakerview Road interchange, she wrote.

Staff engineers estimate the Dover Street work would cost close to \$500,000 and the development of the Horton Road and Division Road segments would exceed \$1 million, she wrote.

"As you know, any agreement is subject to (City) Council approval and legal review," she wrote near the end of the letter.

Rogers wrote to Linville in a June 21 email that he passed the letter to his bosses and will be assessing it against their budget. "Stay tuned. This is hopeful," he wrote.

Emails indicate Rogers and other Costco representatives met city staff, including Linville, during a June 12 meeting.

The emails also show company representatives discussed wetlands with the U.S. Army Corps of Engineers and the state Department of Ecology.

Ecology Wetlands Specialist Susan Meyer wrote in a March 28 email to wetlands consultant Ed Sewall that, while the entire area between I-5 and Northwest Avenue is mostly a highly functioning wetlands complex, the potential Costco site does not seem to have the larger wetlands. The site has several smaller wetlands that serve certain functions, however, and before moving forward with the project it will be necessary to determine what ecosystem services they provide and what the consequences of filling them would be, she wrote.

Costco would need to document justifications for why the current Bellingham store can't be expanded, she wrote, as well as demonstrate avoiding and minimizing wetland impacts.

Rogers forwarded the email to city planners, writing that "she must not have been to the Bellingham Costco or she would understand the difficulties with expansion."

In a March 27 email to Sewall, Randel Perry, who works in the regulatory branch of the Corps of Engineers, discussed the Corps' wetlands permitting.

"Our analysis must conclude that the proposed project site and design represents the least environmentally damaging practicable alternative," he wrote.

Sewall sent a copy of the email to Rogers, saying the Corps "won't commit to any guarantee of approval or anything at this point."

Costco Wholesale representatives previously talked with city of Ferndale staff about requirements for building a store at Slater Road. Ferndale has tried to attract large retailers, which yield substantial sales tax revenues for local governments.

In July, Ferndale Mayor Gary Jensen said a Costco representative told him the retailer decided to build a new store in Bellingham, not Ferndale. The retailer doesn't like to leave communities, Jensen said he was told.

Costco doesn't comment to the media about its plans in specific markets.

Linville previously said she was discussing with the company a specific property for a new store, but she wouldn't identify the property or provide details of discussions. She was working to put together a proposal to bring to the City Council, she said.

---

The News Tribune

---

## Pierce County found out of compliance with growth law

STEVE MAYNARD

LAST UPDATED: AUGUST 8TH, 2012 12:19 PM (PDT)

Pierce County leaders are moving forward on several fronts – including an appeal to Gov. Chris Gregoire – to avoid losing millions of dollars in potential state grants because the county was found out of compliance with the state's Growth Management Act.

The County Council on Tuesday introduced an emergency ordinance that would repeal several comprehensive plan amendments so that it can get back in step with the law.

That ordinance, which is expected to come to a vote next Tuesday, would withdraw the county's blessing for Orton Junction, a controversial mixed-use development in Sumner that would be anchored by a YMCA. The ordinance also would jeopardize the Bethel School District's plans to build a new high school on land it owns.

But a county staff member said Tuesday that if the county doesn't act, it could weaken or lose its ability to compete for up to \$11 million over the next month in potential grant awards for roads, parks and clean water projects.

Several council members objected at a study session Tuesday that the county is being prematurely penalized by state agencies on its grant applications. It's supposed to have until January to resolve errors cited by the Growth Management Hearings Board when it ruled the county out of compliance last month.

Council member Tim Farrell, D-Tacoma, said it was like sending someone to the executioner before he's gone through the appeals process.

Some council members said the county is caught between protecting its grant applications and undercutting the City of Sumner and Bethel School District.

"We're losing money for the taxpayers now," said council member Roger Bush, who sponsored the emergency ordinance. "It looks like it could get a lot worse pretty quick. ... The downside is so high that we don't have much of a choice at this point."

On Tuesday, the council voted 5 to 2 to introduce the ordinance. Council chairwoman Joyce McDonald, R-Puyallup, and Farrell voted against the measure, saying the state has failed to give due process to the county, Sumner and the school district.

McDonald said Tuesday she expected the county to send a letter to Gregoire that day. It would ask the governor to direct state agencies not to penalize the county in its grant applications while the county is attempting to resolve issues with the state hearings board.

The letter is expected to be signed by McDonald, Pierce County Executive Pat McCarthy and Prosecuting Attorney Mark Lindquist.

Another county response could happen today when the City of Sumner is expected to file an appeal of the hearings board's ruling in Pierce County Superior Court. Once that appeal is filed, the county will ask the hearings board to stay its ruling that the county is out of compliance.

The hearings board ruled last month against amendments for Orton Junction, putting that project in limbo. It faulted Pierce County's decision to loosen protections on nearly 200 acres of rural and agriculture land. It also found the county action was not fully supported by state code, nor did it fully comply with the county's own planning requirements.

In the case of the Bethel School District, the board ruled against the redesignation of 80 acres from rural farm to rural residential. It said the school would be located on a rural site serving urban students in violation of community policies and plans for Pierce County.

The school district filed a motion for reconsideration. The hearings board said it will decide by Aug. 20.

*steve.maynard@thenewstribune.com*

253-597-8647

@TNTstevemaynard

© Copyright 2012 Tacoma News, Inc.

## Pierce County tables ordinance drafted to ensure grant funding

SARA SCHILLING

LAST UPDATED: AUGUST 14TH, 2012 08:09 PM (PDT)

The Pierce County Council postponed an emergency ordinance designed to help the county avoid losing out on potential state loan and grant awards that could total in the millions because it has been deemed out of compliance with state growth law.

The ordinance would have repealed four comprehensive-plan amendments approved last fall. It also would have jeopardized the proposed Orton Junction development south of Sumner, as well as the Bethel School District's plans to eventually build a high school on land it owns in the Graham area.

The council's Tuesday action buys time for another option to gain traction – a request that the state Growth Management Hearings Board stay its ruling that the county acted out of step with state law when it approved the amendments.

If the request isn't granted, the council could revisit repealing the amendments next month. On Tuesday, it moved a regular, non-emergency ordinance dealing with the amendments to committee and council meetings in September.

Council Chairwoman Joyce McDonald said holding off Tuesday was the right move. She added that she's hopeful the stay request will be granted.

The amendments authorized land-use changes that open the door to Orton Junction and the high school. The council approved them as part of a package of comprehensive-plan amendments.

But the hearings board last month ruled they were out of compliance and gave the county until Dec. 10 to take corrective action.

County officials last week said they've been notified potential state funding in the form of loans and grants is threatened because of the non-compliance ruling.

The county's ability to compete for up to \$31 million in potential funding could be imperiled, according to an Aug 9 letter from McDonald, County Executive Pat McCarthy and County Prosecutor Mark Lindquist.

The letter notes the amendments aren't in effect yet; that's not set to happen until April.

"The state is sanctioning the county before we even had the legally permitted time to decide whether to appeal the board's (ruling). In addition, we are being sanctioned even though the challenged amendments have never become effective," the letter says.

The letter is addressed to Gov. Chris Gregoire and includes a request for an executive order directing state agencies not to penalize the county now.

In an email to the county Tuesday, Gregoire's chief of staff wrote that an executive order likely isn't possible, but that "if a stay is issued, it would restore the county's compliance status under (state growth law), for the purposes of state funding programs."

A decision on the stay could come as early as next week. The county, City of Sumner and developer behind Orton Junction all have made requests.

Sumner and the developer are appealing the growth board's ruling in court.

The Orton Junction amendments in particular were controversial as they worked their way

through county government. Proponents of the mixed-use development, to be anchored by a YMCA, tout economic benefits and say the project will lead to unprecedented farmland preservation as a result of an agreement the developer signed off on last fall.

But opponents say there's already room for urban development within Sumner and that the prime farmland that would be lost to the project is irreplaceable.

[sara.schilling@thenewstribune.com \(mailto:sara.schilling@thenewstribune.com\)](mailto:sara.schilling@thenewstribune.com)

253-552-7058

[blog.thenewstribune.com/street \(http://blog.thenewstribune.com/street\)](http://blog.thenewstribune.com/street)

[@TNTschilling \(http://twitter.com/TNTschilling\)](http://twitter.com/TNTschilling)

© Copyright 2012 Tacoma News, Inc.

to discuss how the construction could impact the

continued on page 2

# Tekoa officials weigh main street truck bypass

BY GARTH MEYER  
Gazette Reporter

After two summers of road construction, Tekoa officials are talking about building another road.

It would be a truck bypass of Highway 27 for grain rigs and others to avoid the hill up and through Crosby Street, the main street through the

Tekoa business section.

A bypass route would veer off at the north end of town, run level along Hangman Creek and connect at the south end of town before the bridge.

The idea picked up momentum in the past month, after Councilman Roy Schulz relayed a comment to his colleagues made 10 years ago by his

wife's uncle.

A meeting is now scheduled for next week, Aug. 14, when Steve Gorchester, Director of Transportation Safety Board, will come out and walk the path, which runs along a right-of-way once used by the Union Pacific Railroad.

The project sparked in July when Schulz called

Whitman County Commissioner Greg Partch and asked for advice on how to make it work.

"We're not going to buy this chunk of ground (from the railroad), we don't have the money to buy it," said Schulz. "It's not us, it's the Department of Transportation. The state would have to buy this and do it."

Union Pacific tracks were pulled in the mid-1980s.

Schulz said that grant money may be hard to get because there is no economic return per se to the project. Nonetheless, Schulz thinks it could generate more truck traffic through Tekoa, while removing disruption to Crosby Street.

"If I knew I didn't have to make that hill, it could be the deciding factor to go that way or not," said Schulz, who has driven a lot of grain trucks in his farming career. "It's a pull. You gotta be in the right gear, because you can't try to shift uphill. You could miss and take out a drive-line or cause other assorted problems."

As it is now, thousands of grain trucks travel Tekoa's Crosby Street every year.

"Just ourselves, we come through Tekoa about 800 times a year," said John Heaton, manager of Stateline Processors. He

refers to 1,100 bushel loads, or 105,000 pounds.

"A bypass would sure alleviate a lot of truck traffic, even if it was just one-way," Heaton said. "The poor old ladies in town, they have to watch where they're going."

Steve Gorchester, director of the state's Transportation Improvement Board, believes the proposal makes sense.

The TIB board grants funds for improvement projects to local entities.

"I haven't looked at it specifically yet, but certainly from a transportation network standpoint, an alternate route there makes sense," Gorchester said. "The question I have been looking to get an answer to is what's the scale of the project."

Grants from the TIB normally can run between \$250,000 and \$500,000.

"If it's a \$1 million project you can see a way to get there," said Gorchester. "But it's pretty hard to do a \$10 million project in a small town."

Tekoa can still apply for a grant in this year's TIB funding cycle, which has an application deadline of Aug. 24. The board awards grants once per year in November. Tekoa's next chance to

continued on page 2



What remains of the old Union Pacific track next to Hangman Creek runs parallel to Tekoa's main street. A proposed truck bypass route would put the stretch to use, keeping heavy loads off Crosby Street.

# Truck Bypass

apply would be August 2013.

If the town applies and is not able to secure a grant for the entire cost of the project, they may later propose a combination of TIB funding and other dollars.

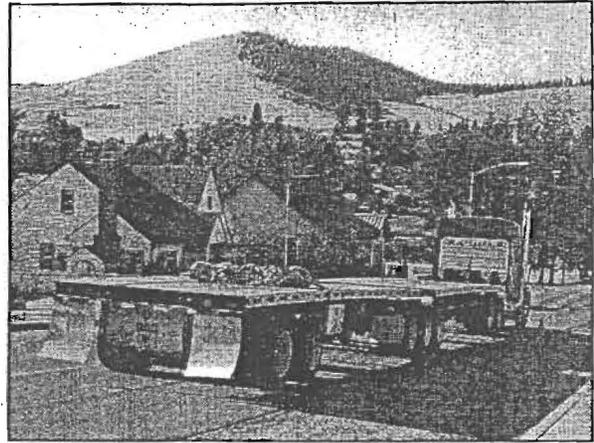
"What we don't want is a bunch of partially-funded projects," said Gorcester.

The first part of funding would be for a study, said Whitman County Commissioner Greg Partch, who has helped coordinate the project since that call from Schulz.

"It's a natural, what they're wanting to do," said Partch. "But I'm not sure it's something that TIB can fund. I've got a couple different funding sources which we could fashion a reasonably good application to fund a study."

One source Partch mentioned is the Freight Mobility Strategic Investment Board, a state agency that deals with large-scale freight, shipping channels and routes.

Partch said he believes more grain trucks will go through Tekoa when the new McCoy train loader opens next year



A semi truck makes its way north on Tekoa's Crosby Street/Highway 27.

between Oakesdale and Rosalia.

All tolled, the potential of building the truck bypass in Tekoa has come some distance since Schulz and his wife's uncle, the late Dean Gumm, got to talking that day 10 years ago.

Gumm, who died last year, said they ought to make a truck bypass out of that old railroad right of way. It was an idea that had also crossed a few others' minds.

"That'll never happen," said Schulz, as he recalls the conversation with Gumm.

Now, things are different.

"This' all moved a lot faster than I was prepared for," said Schulz. "But sometimes you gotta swing at stuff. It's really a good idea. It's just if it could happen."

The Transportation Improvement Board oversees 320 agencies which are eligible for grants. These include cities, towns and counties.

The agency has \$300 million dedicated to current projects, including, locally, a paving project in Malden, the Grand Avenue project in Pullman and Colton's upcoming Rimrock Street improvement.

This is a printer friendly version of an article from the **The Olympian**.  
To print this article open the file menu and choose Print.

[\[Back\]](#)

---

Published September 05, 2012

## Yelm Highway work upsets some

City of Olympia and county officials celebrate the end of Yelm Highway construction this week, a project that has left several who live and work along the stretch of reconstructed road less than satisfied.

Crews broke ground in June 2010, widening the road in south Olympia to include two east- and westbound lanes and a center lane.

Two roundabouts were installed, at Boulevard Road and Brassfield Street, and bike lanes, sidewalks and planter strips were added. Utilities, including sewer, water and storm drainage systems, were upgraded along the 1.27 miles between Rich Road and Henderson Boulevard.

The project directly affected 68 homes and 12 businesses that front the road, and hundreds of people who live and work in the area and had to find alternative driving routes.

“I can’t tell you how many times my kids called me late from school because of traffic delays,” said Jena Loes, who lives off Boulevard Extension Road. “It was really kind of a pain with the traffic. I’m really glad it’s done.

Two homes were demolished during construction. No families were displaced, according to Keith Eisner, county spokesperson.

Budgeted for \$13.3 million, the project cost about \$12.5 million, Eisner said. Another \$250,000 worth of work will be done during the next six weeks, including minor landscaping and replacing sidewalk panels to meet Americans with Disabilities Act requirements.

The work will have “minimal impact to traffic,” he added.

A dedication ceremony for the project is scheduled for 3 p.m. Thursday across from Brassfield Drive Southeast.

“The county and city staff, as well as the contractors, are deeply appreciative of the patience and cooperation extended to the project by residents and the traveling public,” Eisner said.

But Bob Farster, owner of Victoria Square business park, is out of patience. He had nothing but criticism for the landscaping work done around the business.

"I'd be so ashamed," Farster said. "I can't believe a professional outfit would do something like this."

Farster prided over the row of 20-year-old cherry trees that lined the Yelm Highway side of his property. He purposely built the buildings to blend in with the surrounding homes.

The county removed the trees to widen the road, but Farster mostly takes issue with the county's final landscaping, which he was told would be to the same standards as before work began.

Farster says fire hydrants were installed too high and are a safety hazard. Plants in the nearby roundabout and along the roadway are showing stress or dying.

The lawn on his property is one of his biggest complaints. It is mowed once a week on Saturdays. This past weekend, the difference between the existing grass and the replacement grass was clear.

His original grass was at least two inches shorter than the county's replacement grass, which Eisner said was highway grass.

"We've gotten pretty short-changed, and I'm wondering about the weeds and dead trees and things like that, things that the taxpayers are ultimately going to have to pick up," Farster said.

Eisner said the county is working to find a solution for Farster's grass. Farster says the county has avoided him.

He's not the only one who has taken issue with the project's landscaping. Jeanie Kincy and her husband, Jay, live off Yelm Highway between the two new roundabouts. They purchased the home in 1999. Both attended the various public meetings and hearings prior to the start of construction.

Kincy said she's embarrassed when people come to visit her home now that construction is done.

"They destroyed our neighborhood," she said. "It's much safer for people walking and bicycling, that's wonderful. But in the process of doing this, I really feel like we've been raped and pillaged."

The Kincys lost 22 feet of their property. The county compensated them for its value.

The couple frequently walk the neighborhood and notice inconsistencies in the width of the sidewalk. Since the construction, she also has seen drivers passing through at faster speeds.

"They stood here and told us they would make it how it used to be, back the way it was, that we'll be happy," Kincy said.

Loes and her family are just happy to see the construction complete.

They lost 20 cedar trees, which have since been chopped and repurposed into a new deck. The biggest impact of the project has been loss of privacy.

"Before, people didn't even know our property was back here," Loes said.

"We've had car prowls and burglaries and things like that; wood stolen. crazy stuff like that, and part of it is we are more exposed."

But Loes said there is more safety for neighbors, pedestrians and bicyclists.

The family moved into the Boulevard Extension Road property 11 years ago, and has been dealing with the Yelm Highway project since.

“It was a long, long time before they even started the project that we were meeting with county officials to figure out what the impact to our home would be,” Loes said. “It’s been a long grueling process.”

She said the county worked well at addressing her concerns throughout the process.

“It was a great deal of time and money, and I’m happy it’s done,” she said.

[ckrotzer@theolympian.com](mailto:ckrotzer@theolympian.com) 360-754-5476

## Two decades of roadwork in Frederickson, yet still more to be done

Frederickson: Work is for smooth path to port

**STEVE MAYNARD**

LAST UPDATED: SEPTEMBER 4TH, 2012 07:31 AM (PDT)

It's taken 20 years of work at a cost of \$66.6 million to expand the major corridor between fast-growing Frederickson and the Summit area.

Crews have widened more than four miles of Canyon Road East to six lanes and added new signals and street lights to help move commuters and trucks more safely through Pierce County.

The changes are a step toward fulfilling the regional strategy to connect the Frederickson Industrial Area with the Port of Tacoma. The county's long-term goal is to expand and extend Canyon Road to five lanes from state Route 512 to North Levee Road. A network of other roads would continue traffic to the port.

The improvements from Route 512 to 176th Street East were completed in five segments. They were finished in mid-August with a stretch from 160th to 172nd streets.

The work has improved traffic for commuters from Frederickson to Route 512, said county engineer Brian Stacy. Before the corridor was widened, the number of vehicles on the road had exceeded capacity.

Stacy summed up the impact of the project in three words: "We solved congestion" – not only for drivers, but also for pedestrians who got sidewalks and bicyclists who can use widened road shoulders.

County leaders will celebrate the completed work Thursday with a ribbon-cutting ceremony.

County Executive Pat McCarthy said the improvements "will increase capacity of the corridor, relieve traffic congestion, aid the movement of freight and goods and improve public safety."

The projects are important for economic development and maintaining the area's livability, she said.

The widened stretch has three lanes of traffic in each direction, plus either a two-way left turn lane in the center or a landscaped median. The wider road nearly reaches to The Boeing Co.'s commercial airplane fabrication division in Frederickson.

Canyon Road East, from 160th Street East to Route 512, handles from 39,050-49,050 vehicles per day, according to 2010 county traffic counts.

Some drivers use Canyon Road East to avoid traffic tie-ups on Meridian East (also known as state Route 161) and Pacific Avenue South (also known as state Route 7).

"We get a lot more pressure on our corridors because (drivers) avoid the state corridors," Stacy said.

The improvements started in 1993 with design work, followed by the first construction in 2000.

Money came from county road funds, state gas tax, real estate excise tax and other sources.

More work – nearly all of it unfunded – remains to be done on other sections of Canyon

#### Road East.

Most of Canyon north of Route 512 is two lanes, cutting through the semi-rural Summit area and providing a link for homeowners surrounded by urban development between Parkland and Puyallup.

Construction to widen a mile of that two-lane stretch – from 99th Street Court East to 84th Street East – isn't scheduled to start until 2018. Nearly \$18 million of that \$20 million project is unfunded.

To preserve the existing road, the county last month resurfaced Canyon Road East north of Route 512 with an overlay from 72nd Street East to 103rd Street East.

Many Summit-area homeowners spoke out against the next stage of Canyon Road's makeover at a public meeting in May. They were concerned that a wider road would bring more traffic, congestion and noise while eating into their properties.

But county officials say completing the connection from Frederickson to the port is necessary to ease congestion and for trucks hauling freight.

"There isn't an uncongested straight thoroughfare and a reasonably straight route to get you to that point," Stacy said.

[steve.maynard@thenewstribune.com](mailto:steve.maynard@thenewstribune.com)

253-597-8647

## Othello street project delayed

By Cameron Probert,

Herald staff writer | Posted: Tuesday, September 18, 2012 9:00 am

OTHELLO - Othello delayed a paving project on Scootney Street after bids came in roughly \$200,000 above the engineer's estimate.

The council rejected the bids during Monday's meeting, with the hope of seeing lower prices next year.

The reasons for the delay are disputed, with Public Works Director Terry Clements saying the Transportation Improvement Board promised more money, and the engineering firm delayed getting bids ready.

Stevan Gorcester, the board's executive director, said he didn't know why the city delayed requesting bids until August.

"We wouldn't have anything to do with it," he said. "We are very quick with approval. We would have given the project approval in the fall."

The project was originally scheduled to add asphalt on Scootney Street to Seventh Avenue, and was funded with a state Transportation Improvement Board grant, Public Works Director Terry Clements said. The board initially promised enough money to complete the project, but only gave the city \$199,464.

The loss of funding led Clements to shorten the project to include Scootney Street to Fourth Avenue. He wanted Gray and Osborne to prepare the project for bids, so it could start when school ended.

Gorcester disagreed saying the amount of money the board issued was correct.

The board's website lists the project going from First Avenue to Shady Lane Drive.

Clements said the change led to a request to see how much it would cost to complete the entire project. When engineers discovered it would cost about \$84,000 more than the board allotted, the agency stated it wouldn't fund the second portion.

The council street committee decided to include the second portion of the project, adding two other parts to the project before the city requested bids, Clements said. The first would replace two sections of 12-inch storm water pipe with 15-inch pipe. The change is expected to fix some flooding along the street.

The changes also included adding water and storm water pipes to Kiwanis Park for a planned bathroom, Clements said.

Clements, Gorcester and Gray and Osborne Principal Larry Julius all agreed the delays in requesting bids led to the high amounts on the bids.

Two companies bid for the project, Central Washington Asphalt of Moses Lake, and Granite Northwest of Watsonville, Calif. The bids were \$859,286 and \$870,608 with Central Washington Asphalt having the low bid, according to city records. The engineer's estimate for the project was \$641,830.

"We talked to both contractors as far as why there was such a discrepancy. Basically, Granite Northwest indicated their double booked until the end of the year. They literally have twice as many jobs as they can perform," he said. "Central Washington said they're pretty much in the same boat. They have enough work to keep them busy without having to go out for additional bids."

When engineers spoke with some of the contractors they expected to bid on the project, they companies responded they were concerned with the amount of work involved in the project and the short amount of time to finish the project.

"We've seen this before on projects that get a late start," he said. "A contractor will put a number together and if they receive the project, it's pure profit. If not, they have other work to get done."

Julius and Clements recommended rejecting the present round of bids and requesting bids on the project again next year.

The delay allows the contractor to start earlier next year, with the paving of Scootney Street happening when school is not in session, Julius said.

"We might also put the project off. I was doing a little brainstorming with Terry earlier. (The city could) do a utility contract and do a paving contract, so that paving contractors wouldn't have to worry about hiring a utility contractor and then the city pay for the mark up," he said.

Councilmember Ken Caylor agreed with delaying bids, calling the prices "way out of whack." He pointed out the costs for individual items are roughly three times higher than the engineer's estimate.

"Generally, the engineers are pretty close, and when they're three times higher than what your bid is or what your estimate is, that's ridiculous," he said.

The delay won't affect the grant, Julius said.

"In fact, they indicated that they typically would not cover an overage like this, and actually recommended that the city wait until next year," he said. "Those are normally a two-year program."

Councilmember Ken Johnson said the city should request bids during the winter. He was disappointed the project didn't happen this year.

"This should have been done a lot earlier," he said.

Mayor Tim Wilson was disappointed as well, pointing out he wanted the project ready earlier, and he didn't want the project to run into the winter like the Main Street repaving project.



## Delayed Projects Report

September 28, 2012

### BACKGROUND

TIB staff reports to the Board on all projects that missed the performance standard for reaching bid award. The standard includes Urban Program projects not reaching bid award in 4½ years, projects in all other programs not reaching bid award in 2½ years, and all “construction only” projects not reaching bid award in 1 year.

When project delays are the result of environmental issues, right-of-way issues, changes in funding partnerships, funding shortfalls, or the public involvement process, TIB staff attempt to aid the agency in advancing the project. Since the implementation of the delayed project process in 2002, the number of delayed projects reported to the Board has decreased from 67 to 7 (see attached list).

Of the 7 delayed projects this year:

- 2 projects provided a schedule to the Board in September 2011
- 5 projects are being reported to the Board for the first time and will receive a letter from the Executive Director

Agencies that may need to appear before the Board have been involved in a two-year delayed projects process as outlined in WAC 479-05-213. Projects which are Stage 1 delay are required to submit an implementation plan that includes an anticipated bid award date. If the agency misses the agreed upon date or deadline set in Stage 1, the project moves to Stage 2. Projects which are Stage 2 are moved to contingency and must appear before the Board for reinstatement of construction funds.

### STATUS

The following summarizes the status of two Stage 2 delay projects that were moved to the contingency list:

- Kent – 256<sup>th</sup> Street project had a significant funding shortfall, but the city received a public works trust fund loan to fill the shortfall. Design is 75% complete and right of way is being acquired. The city plans to seek restoration of construction funds in January 2013.
- Richland – Center Parkway had a significant funding shortfall, but the city received a surface transportation program grant from Benton Franklin Council of Governments to fill the shortfall. The city is currently scheduled to advertise spring 2013.

TIB staff will continue working with these agencies to establish expected performance dates and to schedule appearances before the Board at subsequent meetings, if necessary.

### RECOMMENDATION

No Board action is required at this time.

### Delayed Projects

Agency	Project Number	Funding Year	Current Phase	Project Name	Delay Stage	Total TIB Remaining Total Project Cost
Bellevue	8-1-103(027)-1	2010	Design	120 <sup>th</sup> Avenue NE – NE 8th St to NE 12th St	1	3,000,000 3,000,000 5,118,848
Lynnwood	9-P-140(005)-1	2010	Pending	SR 99/204th Street SW – 208th to 202nd and 68th to SR 99	1	1,521,500 1,521,500 3,043,000
Port Townsend	P-W-151(P05)-1	2010	Design	Sheridan Street – 10th St to SR 20	1	110,000 110,000 354,961
Seattle	8-1-101(156)-1	2010	Design	NE Northgate Way/N 105th Street – Greenwood Ave N to 5th Ave NE	1	3,956,044 3,956,044 8,000,000
Yakima	9-E-180(006)-1	2010	Pending	Martin Luther King Jr Boulevard – N 1st St to N 1st Ave	1	3,000,000 3,000,000 14,712,500
Kent	8-1-106(029)-1	2006	Design	SE 256th Street – Kent Kangley Rd (SR 516) to 116th Ave SE	2	2,000,000 1,902,489 3,850,400
Richland	9-E-171(003)-3	2005	Design	Center Parkway – Gage Blvd to Tapteal Dr	2	644,320 644,320 2,265,600

 Indicates contingency project



Washington State Transportation Improvement Board  
**Project Activity Report**

Reporting Period  
 From 03/01/2012 to 08/31/2012

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
<b>EPP Program</b>							
3-W-189(001)-1	ABERDEEN	FY 2013 Expanded Preservation Project City Limits	Bid Award	DE CN BA	169,133	-8,767	Director
3-W-189(002)-1	ABERDEEN	FY 2013 Expanded Preservation Project	Bid Award	DE CN BA	292,199	-14,951	Director
3-W-193(001)-1	CHEHALIS	FY 2013 Expanded Preservation Project	Design	DE	28,274	0	Director
3-E-168(001)-1	CHENEY	FY 2013 Expanded Preservation Project	Bid Award	CN BA	119,664	3,949	Director
3-E-177(001)-1	COLLEGE PLACE	FY 2013 Expanded Preservation Project	Bid Award	CN BA	347,189	22,792	Director
3-E-164(001)-1	EPHRATA	FY 2013 Expanded Preservation Project	Bid Award	CN BA	245,176	10,887	Director
3-E-183(001)-1	GRANDVIEW	FY 2013 Expanded Preservation Project	Bid Award	CN BA	228,314	28,168	Director
3-W-190(001)-1	HOQUIAM	FY 2013 Expanded Preservation Project	Construction	CN	22,764	0	Director
3-P-804(001)-1	NORTH BEND	FY 2013 Expanded Preservation Project	Bid Award	CN BA	252,661	2,661	Director
3-P-813(001)-1	ORTING	FY 2013 Expanded Preservation Project	Bid Award	CN BA	256,442	33,449	Director
3-E-844(001)-1	OTHELLO	FY 2013 Expanded Preservation Project	Construction	CN	29,919	0	Director
3-P-117(001)-1	PACIFIC	FY 2013 Expanded Preservation Project	Bid Award	CN BA	111,006	-14,990	Director
3-E-923(001)-1	PROSSER	FY 2013 Expanded Preservation Project	Bid Award	CN BA	229,472	-528	Director
3-W-126(001)-1	SEDRO WOOLLEY	FY 2013 Expanded Preservation Project	Bid Award	CN BA	171,230	7,405	Director



Washington State Transportation Improvement Board  
**Project Activity Report**

Reporting Period  
 From 03/01/2012 to 08/31/2012

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
3-E-182(001)-1	SELAH	FY 2013 Expanded Preservation Project	Bid Award	CN BA	200,034	34	Director
3-W-826(001)-1	SEQUIM	FY 2013 Expanded Preservation Project	Bid Award	CN BA	300,282	39,167	Director
3-P-823(001)-1	STANWOOD	FY 2013 Expanded Preservation Project	Bid Award	CN BA	88,685	11,568	Director
3-P-133(001)-1	STEILACOOM	FY 2013 Expanded Preservation Project	Bid Award	CN BA	118,824	-6,176	Director
3-E-178(001)-1	TOPPENISH	FY 2013 Expanded Preservation Project	Bid Award	CN BA	169,276	-20,724	Director
3-E-181(001)-1	UNION GAP	FY 2013 Expanded Preservation Project	Bid Award	CN BA	283,097	-112,903	Director
3-W-978(001)-1	YELM	FY 2013 Expanded Preservation Project	Bid Award	CN BA	207,737	27,096	Director
<b>Total EPP Change</b>						<b>8,137</b>	
<b>RTP Program</b>							
7-5-188(011)-1	KELSO	Holcomb Road	Bid Award	BA	129,287	4,287	Director
<b>Total RTP Change</b>						<b>4,287</b>	
<b>SCAP Program</b>							
6-E-921(003)-1	ASOTIN	Second Street	Bid Award	CN BA	278,556	7,047	Director
6-W-837(009)-1	BLAINE	Marine Drive	Bid Award	CN BA	407,116	-60,884	Director
6-W-837(110)-1	BLAINE	H Street Revitalization	Bid Award	CN BA	70,200	0	Director



# Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
6-E-847(106)-1	CASHMERE	Tigner Road	Design	DE	2,700	0	Director
6-W-979(006)-1	CATHLAMET	Third Street	Bid Award	CN BA	407,997	-47,628	Director
6-P-115(001)-1	CLYDE HILL	84th Avenue NE	Audit	BA CC FV AD	500,400	38,400	Director
6-E-908(002)-1	COLTON	Rimrock Street	Bid Award	CN BA	671,583	-8,417	Director
6-W-832(004)-1	CONCRETE	Main Street	Bid Award	CN BA	859,796	-103,614	Director
3-E-926(005)-1	CONNELL	W Adams Street	Bid Award	CN BA	888,152	-7,348	Director
6-E-878(105)-1	COULEE DAM	Lower Crest Drive	Design	DE	7,088	0	Director
6-W-827(109)-1	COUPEVILLE	Madrona Way Improvements	Design	DE	10,706	0	Director
6-P-818(003)-1	DARRINGTON	Sauk Avenue	Bid Award	CN BA	825,510	-417,662	Director
6-E-894(010)-1	DEER PARK	S Forest Avenue	Bid Award	CN BA	499,015	-207,967	Director
6-P-811(106)-1	EATONVILLE	SR-161 Corridor Project	Audit	CC FV AD	48,939	-5,373	Director
6-P-811(109)-1	EATONVILLE	SR 161/WA ABE N Corridor Streetscape & Design Project	Design	DE	35,896	0	Director
6-W-838(003)-1	EVERSON	Mission Road	Bid Award	CN BA	469,424	-48,076	Director
6-E-895(005)-1	FAIRFIELD	E Main Street	Bid Award	CN BA	525,700	-52,375	Director
6-W-825(005)-1	FORKS	Division Street	Bid Award	CN BA	809,367	103,767	Director



# Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
6-E-935(005)-1	GOLDENDALE	East Collins Drive	Bid Award	CN BA	404,274	-45,726	Director
6-E-940(004)-1	GRANGER	Bailey Avenue	Audit	CC FV AD	707,148	91,602	Director
6-W-969(002)-1	ILWACO	School Street	Bid Award	CN BA	703,937	103,062	Director
6-W-953(007)-1	KALAMA	North 4th Street	Bid Award	CN BA	800,573	51,640	Director
6-E-850(009)-1	LEAVENWORTH	Front Street	Bid Award	BA	800,000	0	Director
6-E-942(002)-1	MABTON	7th Avenue	Bid Award	BA	413,514	-123,237	Director
6-E-914(001)-1	MALDEN	Broadway Avenue	Bid Award	CN BA	722,370	79,370	Director
6-E-928(002)-1	MESA	May Avenue	Bid Award	DE CN BA	531,397	-163,418	Director
6-W-961(003)-1	MORTON	7th Street	Bid Award	CN BA	744,149	-8,701	Director
6-W-964(005)-1	PE ELL	Third Street	Bid Award	CN BA	777,017	-85,883	Director
6-W-976(001)-1	RAINIER	Second Street	Bid Award	BA	190,962	-65,357	Director
6-E-873(005)-1	REARDAN	Spokane Avenue	Audit	CC FV AD	577,396	-699	Director
6-W-972(006)-1	SOUTH BEND	Monroe Street	Construction	CN	62,441	0	Director
6-P-815(002)-1	SOUTH PRAIRIE	Emery Ave/3rd St/Tubbs Rd	Bid Award	CN BA	291,583	-502	Director
6-E-899(003)-1	SPANGLE	3rd Street/Ash Street	Construction	CN	91,000	0	Director



# Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
6-E-874(003)-1	SPRAGUE	First Street	Audit	CC FV AD	743,439	69,342	Director
6-E-938(105)-1	WAITSBURG	W 7th Street Design	Audit	CN BA CC FV AD	10,125	0	Director
6-E-946(005)-1	WAPATO	Track Road	Audit	CC FV AD	1,238,291	128,286	Director
6-E-854(003)-1	WATERVILLE	Chelan Avenue	Bid Award	CN BA	514,376	-139,254	Director
6-W-960(003)-1	WESTPORT	N Nyhus Street	Audit	CC FV AD	876,500	10,000	Director
6-E-887(004)-1	WINTHROP	Castle Avenue	Design	DE	61,275	0	Director
6-E-887(105)-1	WINTHROP	Upper Bluff Street	Design	DE	14,553	0	Director
6-W-954(003)-1	WOODLAND	Schurman Way	Audit	CC FV AD	492,908	-7,092	Director
<b>Total SCAP Change</b>						<b>-916,697</b>	

## SCPP Program

2-E-868(003)-1	ALMIRA	FY 2013 Sidewalk Maintenance Project	Bid Award	BA	77,698	-1,302	Director
2-P-808(003)-1	BUCKLEY	FY 2012 Overlay Project	Audit	CC FV AD	144,531	1,069	Director
2-P-809(001)-1	CARBONADO	FY 2012 Seal Coat Project	Bid Award	BA	34,752	0	Director
2-E-857(003)-1	ELECTRIC CITY	FY 2013 Seal Coat Project	Bid Award	BA	50,302	0	Director
2-W-838(001)-1	EVERSON	FY 2013 Seal Coat Project	Bid Award	BA	31,465	-3,843	Director



# Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-E-895(001)-1	FAIRFIELD	2012 WSDOT Chip Seal Project	Bid Award	BA	51,621	6,183	Director
2-E-911(006)-1	GARFIELD	FY 2013 Overlay Project	Bid Award	BA	68,463	11,332	Director
2-E-935(002)-1	GOLDENDALE	FY 2013 Seal Coat Project	Bid Award	BA	46,546	0	Director
2-E-860(003)-1	HARTLINE	FY 2012 Seal Coat Project	Bid Award	BA	18,586	0	Director
2-E-889(004)-1	IONE	FY 2013 Sidewalk Maintenance Project	Contract Completion	BA CC	53,192	3,692	Director
2-E-912(003)-1	LACROSSE	FY 2013 Sidewalk Maintenance Project	Contract Completion	BA CC	39,738	3,602	Director
2-W-828(001)-1	LANGLEY	FY 2013 Overlay Project	Bid Award	BA	87,039	-12,029	Director
2-E-942(002)-1	MABTON	7th Avenue	Bid Award	BA	44,826	-1,774	Director
2-E-914(001)-1	MALDEN	FY 2012 Overlay Project	Bid Award	BA	116,850	0	Director
2-W-961(002)-1	MORTON	FY 2013 Overlay Project	Construction	DE CN	0	0	Director
2-W-962(001)-1	MOSSYROCK	FY 2012 Overlay Project	Bid Award	BA	49,686	-10,502	Director
2-E-916(004)-1	PALOUSE	FY 2013 Sidewalk Maintenance Project	Bid Award	BA	95,894	7,894	Director
2-E-873(003)-1	REARDAN	FY 2013 Sidewalk Maintenance Project	Bid Award	BA	85,795	-7,837	Director
2-E-898(001)-1	ROCKFORD	2012 WSDOT Chip Seal Project	Bid Award	BA	37,435	1,035	Director
2-E-917(002)-1	ROSALIA	FY 2013 Overlay Project	Bid Award	DE CN BA	91,075	9,825	Director



# Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-E-865(004)-1	SOAP LAKE	FY 2010 Overlay Project	Audit	CC FV AD	178,009	10,264	Director
2-E-874(002)-2	SPRAGUE	FY 2010 Sidewalk Maintenance Project	Contract Completion	CC	50,374	3,756	Director
2-E-874(005)-1	SPRAGUE	2012 Preservation Prioritization Plan	Design	DE	24,850	0	Director
2-E-918(002)-1	ST. JOHN	FY 2012 Seal Coat Project	Bid Award	BA	71,758	0	Director
2-E-925(002)-1	STARBUCK	FY 2012 Overlay Project	Bid Award	BA	86,456	-14,027	Director
2-E-946(002)-1	WAPATO	FY 2013 Overlay Project	Bid Award	BA	268,386	-1,614	Director
2-E-866(002)-1	WARDEN	FY 2013 Sidewalk Maintenance Project	Bid Award	BA	113,687	13,687	Director
2-W-960(002)-1	WESTPORT	FY 2012 Overlay Project	Audit	CC FV AD	56,551	0	Director
2-E-875(002)-1	WILBUR	2012 WSDOT Chip Seal Project	Bid Award	DE CN BA	58,528	1,640	Director
<b>Total SCPP Change</b>						<b>21,051</b>	

**SP Program**

P-P-103(P03)-1	BELLEVUE	NE 8th Street	Design	DE	0	0	Director
P-P-800(P04)-1	BLACK DIAMOND	Roberts Drive	Bid Award	CN BA	280,378	-6,840	Director
P-W-837(P06)-1	BLAINE	Peace Portal Drive (SR 548)	Bid Award	BA	116,355	16,355	Director
P-E-851(P03)-1	BRIDGEPORT	Columbia Avenue/Foster Creek Road (SR 173)	Bid Award	CN BA	416,081	-19,019	Director



# Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
P-W-159(P01)-1	BURLINGTON	S Anacortes Street	Bid Award	CN BA	84,531	0	Director
P-E-848(P03)-1	CHELAN	Bradley Street	Bid Award	CN BA	356,241	50,000	Director
P-W-832(P01)-1	CONCRETE	Superior Avenue	Bid Award	CN BA	314,872	-66,263	Director
P-E-870(P07)-1	DAVENPORT	Third Street	Bid Award	CN BA	110,674	-18,855	Director
P-W-953(P06)-1	KALAMA	Military Rd/Cloverdale Rd	Bid Award	BA	195,451	-38,539	Director
P-E-897(P07)-1	MEDICAL LAKE	Brooks Road (SR 902)	Bid Award	CN BA	97,245	-40,185	Director
P-P-104(P01)-1	MERCER ISLAND	Island Crest Way	Audit	CC FV AD	241,587	0	Director
P-P-132(P02)-1	MILTON	Milton Way	Audit	CC AD	189,221	0	Director
P-W-155(P04)-1	MOUNT VERNON	College Way (SR 538)	Audit	CC FV AD	47,180	-2,020	Director
P-P-141(P03)-1	MOUNTLAKE TERRACE	230th Street SW	Audit	CC FV AD	245,995	0	Director
P-E-915(P03)-1	OAKESDALE	First Street (SR 27)	Audit	CC FV AD	171,186	-1,454	Director
P-E-987(P02)-1	OMAK	Omak Avenue (SR 155)	Construction	CN	22,800	0	Director
P-W-964(P03)-1	PELL	4th Avenue (SR 6)	Bid Award	CN BA	227,376	-54,994	Director
P-P-027(P03)-1	PIERCE COUNTY	128th Street E	Bid Award	CN BA	78,900	-25,300	Director
P-W-976(P02)-1	RAINIER	Dakota Street	Bid Award	BA	52,439	-34,427	Director



# Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
P-P-107(P02)-1	REDMOND	NE 90th Street	Contract Completion	CC	200,000	0	Director
P-P-207(P02)-1	SAMMAMISH	244th Avenue NE	Audit	FV AD	156,000	0	Director
P-P-101(P03)-1	SEATTLE	Ravenna Avenue NE	Bid Award	CN BA	242,330	-57,670	Director
P-W-972(P01)-1	SOUTH BEND	Memorial Drive	Construction	CN	10,044	0	Director
P-P-131(P01)-1	SUMNER	Parker Road E	Bid Award	CN BA	599,725	0	Director
P-E-919(P05)-1	TEKOA	Poplar Street (SR 27)/Crosby Street (SR 27)	Audit	CC FV AD	127,425	13,054	Director
P-W-965(P04)-1	TOLEDO	Augustus Street	Audit	CC FV AD	111,114	349	Director
P-E-176(P02)-1	WALLA WALLA	Rose Street	Bid Award	BA	175,859	0	Director
<b>Total SP Change</b>						<b>-285,808</b>	

## UAP Program

8-2-154(014)-1	ANACORTES	South Fidalgo Bay Road	Audit	CC FV AD	750,666	46,669	Director
8-5-948(004)-1	BATTLE GROUND	SE Grace Avenue Phase 1	Bid Award	BA	2,559,681	-800,110	Director
8-2-156(038)-1	BELLINGHAM	Northwest Avenue Roundabout	Bid Award	CN BA	649,697	-210,303	Director
8-4-003(003)-2	BENTON COUNTY	I-82 Intertie Completion	Bid Award	CN BA	1,797,002	-138,860	Director
8-2-159(012)-1	BURLINGTON	Section Street	Bid Award	CN BA	468,252	-138,648	Director



# Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-3-168(015)-1	CHENEY	Simpson Parkway	Bid Award	CN BA	876,418	69,118	Director
8-5-006(037)-1	CLARK COUNTY	NE 88th Street	Bid Award	CN BA	3,245,039	245,039	Director
8-3-902(005)-1	COLVILLE	Third Avenue	Bid Award	BA	1,464,323	-23,677	Director
8-1-201(002)-1	EDGEWOOD	Jovita Blvd/Emerald St/28th Ave	Construction	CN	1,220,703	0	Director
8-1-124(004)-1	ENUMCLAW	Garrett Street & Battersby Avenue	Audit	CC FV AD	1,643,701	33,963	Director
8-3-164(005)-1	EPHRATA	A Street SE	Bid Award	CN BA	505,890	15,390	Director
8-2-985(006)-2	FERNDALE	Main Street	Bid Award	CN BA	2,040,693	-174,193	Director
8-1-134(014)-1	FIFE	70th Avenue E	Bid Award	BA	2,366,648	-633,352	Director
8-4-173(029)-1	KENNEWICK	Stephoe Street (Phase 2)	Bid Award	BA	1,833,363	-728,277	Director
8-1-106(030)-1	KENT	72nd Avenue S	Design	DE	112,242	0	Director
8-2-018(006)-1	KITSAP COUNTY	Newberry Hill Road/Silverdale Way/Chico Way	Bid Award	BA	1,024,972	-233,349	Director
8-1-199(009)-1	LAKEWOOD	Bridgeport Way SW	Audit	CC FV AD	734,300	0	Director
8-1-199(010)-1	LAKEWOOD	Bridgeport Way	Bid Award	CN BA	1,527,571	-72,429	Director
8-1-199(013)-1	LAKEWOOD	Murray Road SW and 150th Street SW	Bid Award	BA	647,041	-102,959	Director
8-2-839(007)-1	LYNDEN	Kok Road	Audit	CC FV AD	359,846	-144,697	Director



# Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-1-140(018)-2	LYNNWOOD	Olympic View Drive	Audit	CC FV AD	1,500,000	0	Director
8-1-143(006)-1	MARYSVILLE	Ingraham Blvd	Audit	FV AD	1,021,713	0	Director
8-1-132(003)-1	MILTON	Milton Way	Audit	CC FV AD	1,330,406	0	Director
8-1-117(005)-2	PACIFIC	Stewart Road (8th St E)	Audit	CC FV AD	416,289	38,601	Director
8-1-027(066)-1	PIERCE COUNTY	176th Street E	Bid Award	CN BA	3,283,723	-716,277	Director
8-4-923(003)-1	PROSSER	Sheridan Avenue	Bid Award	DE CN BA	907,295	72,410	Director
8-3-167(015)-1	PULLMAN	North Grand Avenue (SR 27)	Audit	CC FV AD	1,267,751	51,851	Director
8-1-129(016)-1	PUYALLUP	9th Street SW	Audit	CC FV AD	3,278,001	0	Director
8-1-129(017)-1	PUYALLUP	39th Avenue SW	Audit	CC FV AD	1,472,399	-43,599	Director
8-1-129(018)-1	PUYALLUP	39th Avenue SW	Design	DE	960,000	0	Director
8-1-102(033)-1	RENTON	4th Street	Bid Award	CN BA	1,456,463	-520,537	Director
8-4-171(008)-2	RICHLAND	Leslie Road	Audit	CC FV AD	724,500	0	Director
8-1-101(156)-2	SEATTLE	NE Northgate Way/N 105th Street	Bid Award	BA	625,549	81,593	Director
8-1-142(010)-1	SNOHOMISH	Avenue D	Bid Award	BA	657,900	0	Director
8-3-032(065)-1	SPOKANE COUNTY	Wall Street/Waikiki Road/Mill Road	Bid Award	CN BA	1,399,330	-77,669	Director



# Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-3-208(004)-1	SPOKANE VALLEY	Sprague Avenue	Bid Award	CN BA	2,160,701	-859,219	Director
8-1-133(002)-1	STEILACOOM	Sequalish Street/Lexington Street	Bid Award	BA	1,152,270	0	Director
8-1-128(091)-1	TACOMA	Stadium Way	Bid Award	BA	1,393,846	181,806	Director
8-5-196(017)-1	TUMWATER	Trosper Road	Bid Award	CN BA	264,500	34,500	Director
8-5-186(007)-1	WASHOUGAL	E Street	Audit	CC AD	2,345,589	0	Director
8-3-160(025)-1	WENATCHEE	5th Street	Bid Award	CN BA	572,485	-34,681	Director
8-4-180(021)-1	YAKIMA	Washington Avenue	Audit	CC FV AD	901,399	21,109	Director
8-4-039(024)-1	YAKIMA COUNTY	Beaudry Road	Bid Award	CN BA	1,824,762	114,762	Director
8-5-978(003)-1	YELM	Mosman Avenue	Design	DE	103,079	0	Director
<b>Total UAP Change</b>						<b>-4,646,025</b>	

## UCP Program

9-P-817(004)-1	ARLINGTON	67th Avenue NE/E Maple Street	Construction	CN	0	0	Director
9-P-103(008)-1	BELLEVUE	NE 4th Street	Design	DE	3,000,000	0	Director
9-P-114(004)-2	BOTHELL	Bothell Way (SR 522)	Bid Award	CN BA	669,376	-110,259	Director
9-P-114(005)-1	BOTHELL	SR-522	Bid Award	BA	3,896,556	-103,444	Director



# Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
9-W-185(003)-1	CAMAS	NW 38th Avenue/SE 20th Street	Design	DE	0	0	Director
9-P-138(013)-1	EVERETT	112th Street SE	Bid Award	CN BA	2,398,247	-545,311	Director
9-P-127(003)-1	GIG HARBOR	Point Fosdick Drive NW & 56th Street NW	Bid Award	DE CN BA	1,826,317	-764,400	Director
9-P-205(002)-1	MAPLE VALLEY	Maple Valley Highway (SR 169)	Bid Award	BA	731,048	-351,970	Director
9-W-195(009)-1	OLYMPIA	Boulevard Road	Design	DE	0	0	Director
9-E-174(004)-1	PASCO	4th Avenue	Bid Award	CN BA	719,625	19,625	Director
3-P-027(018)-1	PIERCE COUNTY	Pioneer Way E	Bid Award	BA	814,000	0	Director
3-P-027(019)-1	PIERCE COUNTY	Wollochet Drive NW	Bid Award	BA	1,897,679	-252,321	Director
3-P-107(010)-1	REDMOND	NE 124th Street	Audit	CC FV AD	2,520,525	24,599	Director
3-P-102(014)-1	RENTON	S Lake Washington Road and I/S Improvements	Bid Award	BA	1,657,218	-98,278	Director
9-P-207(001)-1	SAMMAMISH	244th Avenue	Audit	CC FV AD	2,185,588	-88,369	Director
9-P-207(002)-1	SAMMAMISH	244th Avenue NE	Bid Award	BA	908,009	-198,991	Director
9-P-101(018)-1	SEATTLE	East Marginal Way Overpass	Audit	CC AD	7,300,000	0	Director
9-W-029(002)-1	SKAGIT COUNTY	Anderson/LaVenture Road	Bid Award	BA	5,385,110	-114,890	Director
9-P-031(013)-1	SNOHOMISH COUNTY	20th Street SE	Audit	CC FV AD	2,244,786	-152,964	Director



# Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
9-P-031(015)-1	SNOHOMISH COUNTY	20th St SE	Audit	CC FV AD	3,716,426	-308,574	Director
9-E-165(018)-1	SPOKANE	Martin Luther King Jr Way Phase 2	Design	DE	600,000	0	Director
9-E-208(001)-1	SPOKANE VALLEY	Broadway Avenue	Audit	CC FV AD	1,757,160	94,822	Director
9-W-034(002)-1	THURSTON COUNTY	Steilacoom Road SE	Design	DE	549,500	0	Director
9-W-196(006)-1	TUMWATER	Trosper Road	Design	DE	231,027	0	Director
9-W-196(007)-1	TUMWATER	Capitol Boulevard (Old Hwy 99)	Design	DE	472,178	0	Director
9-E-181(004)-1	UNION GAP	Valley Mall Boulevard - Phase 4	Audit	CC FV AD	1,056,248	198,593	Director
9-W-184(015)-1	VANCOUVER	NE 138th/NE 137th Avenue	Bid Award	CN BA	3,103,684	-1,396,316	Director
9-E-160(006)-1	WENATCHEE	Worthen Street and Orondo Avenue	Construction	DE CN	82,588	0	Director
9-E-180(007)-1	YAKIMA	West Nob Hill Boulevard	Bid Award	DE CN BA	2,055,141	-344,859	Director
<b>Total UCP Change</b>						<b>-4,493,307</b>	



# Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
					<b>Total Change</b>	<b>-10,308,362</b>	

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



## 2013 Legislative Agenda

September 28, 2012

### NEW LAW REVENUE

The Board adopted the following legislative priorities at its September 2011 meeting.

- Urban Arterial Program- \$25-30 million per year
- Arterial Preservation Program- \$3-5 million for \$1 billion assessed value
- Street Light Retrofit- \$2.5 million per year

Progress was made in 2012 on a portion of the Board's adopted investment priorities.

	2012 Agenda	2013 Proposed Agenda
Alternative Fuel Revenue Participation	TIB was included in revenue participation from electric vehicle fee (EHB 2260)	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>	<b>\$35-45 million per year</b>	<b>\$30-40 million per year</b>

### TIB ALLOCATION FROM LICENSE RENEWAL FEES

Should TIB seek to codify the allocation of License Renewal Fees initiated in the 2012 Supplemental Budget?

**EHB 2660** (Chapter 74, Laws of 2012) raised various license renewal fees. The Legislature allocated a portion of the revenue to TIB urban and small city programs. Funds from HB 2660 were allocated to TIB and other programs through the 2012 Supplemental Transportation Budget (ESSB 2190), but not codified into statute like all other TIB funding. The appropriations bill included intent language continuing the allocations into the following 2013-2015 biennium.

**ESHB 2190 (excerpt)**

*Section 701. It is the intent of the legislature that the appropriations in sections 702 through 713 of this act be an initial commitment to the programs and activities funded and that the commitment continue through the 2013-2015 fiscal biennium. To that end, it is the intent of the legislature that the spending plan for the 2013-2015 fiscal biennium reflect the programmatic areas and amounts described in LEAP Transportation Document 2012-4, as developed March 8, 2012.*

### RECOMMENDATION

TIB staff recommends the Board approve the 2013 proposed legislative agenda as presented.



**Solid State Street Lighting  
Feasibility Study**

Presented by  
**DKS**

In association with  
**HDR**

*September 27, 2012*



## Study Overview

- Phase 1 - Determine the feasibility and economic benefits of converting existing high intensity discharge street lighting systems to solid state LED (Light Emitting Diode) lighting systems in small cities.
- Phase 1 – Identify up to 7 demonstration sites.
- Phase 2 (subject to funding) - Implement conversions at up to 7 sites and monitor reductions in energy and maintenance costs.



Solid State Street Lighting Feasibility Study

2

## Study Objectives



Show that Solid State (LED) Street Lighting can:

- Help in retaining funds for roadway surface maintenance
- Reduce small city roadway lighting energy and maintenance costs
- Reduce roadway lighting energy consumption and carbon footprint



Solid State Street Lighting Feasibility Study

3

## Initial Site Selection Criteria



- Twelve Small Cities (population < 5,000)
- Geographic representation across the State
- Representation of the various types of power providers
- Agency & utility staff support
- Availability of existing lighting system documentation



Solid State Street Lighting Feasibility Study

4

## Utility Types



- Small Public Utility District (PUD)  
(Less than 25,000 customers)
- Large PUD (More than 25,000 Customers)
- Private Utility (Avista, PSE, Pacific Power)
- Municipality Owned
- Cooperatives and REA's (Rural Electric Association)



Solid State Street Lighting Feasibility Study

3

## Inventory of 12 Potential Demonstration Sites

City	County	Utility	# of Existing Lights	Street Light Owner	Street Maintenance Responsibilities
Benton City	Benton	Benton PUD (large)	187	City (5%)/ PUD/REA	Owner
Blaine	Whatcom	Municipality	874	City	City
Buckley	Pierce	PSE (Pvt)	244	City	Utility
Coulee Dam	Okanogan	Municipality	326	City	City
Forks	Clallam	Clallam PUD (small)	-	-	-
Ione	Pend Oreille	Pend Oreille PUD	10-12	Utility	Utility
Kittitas	Kittitas	Kittitas PUD (small)	Unknown	City	Utility
McCleary	Grays Harbor	Municipality Owned	150	City	City
Okanogan	Okanogan	Okanogan PUD (small)	185	City/Utility	Utility
Palouse	Whitman	Avista (Pvt)	29	City/Utility	Owner
Pomeroy	Garfield	Pacific Power (Pvt)	Unknown	Utility	Utility
Ridgefield	Clark	Clark PUD (large)	925	City/Utility	Utility

Solid State Street Lighting Feasibility Study

8

## Conservation Policies



- All utilities reviewed have conservation policies and programs.
- Larger utilities have worked with moderate sized cities to convert street lighting to more efficient lighting technologies.
- Private utilities and PUDs serving >25,000 customers have to meet requirements of Initiative-937 (I-937).



*"In meeting I-937's energy efficiency targets, utilities saved 231 average megawatts of electricity from 2010-2011. That's a year's power for 161,560 homes – about the number of households in Spokane and Tacoma combined."*<sup>1</sup>

*"Avoided 750,000 metric tons of carbon pollution = nearly 150,000 vehicles off of Washington roads"*<sup>2</sup>

1: NW Energy Gazette July 2012 Newsletter 2: Sightline Institute



Solid State Street Lighting Feasibility Study

## Street Light Rate Schedules/Tariffs



- Most street light rate schedules and tariffs are flat rates
- Most rate schedules include cost of maintenance either in the rate, or as an add-on (billed separately)
- A fewer number of municipally owned lights are metered
- PSE is the only utility with LED rate tariff currently



Solid State Street Lighting Feasibility Study

# Additional Work on Tariff Structure



- Utilities with flat rates will need to determine average energy usage of LED lights
  - Lower maintenance costs to be accounted for
- Cost savings to small cities served by Privates may be less
  - PSE - newly revised tariff reviewed annually
  - Avista – may be waiting for industry to mature
- Avista will need to develop and submit a tariff to the UTC

MONTHLY RATES PER LAMP FOR UTILITY COMPANY CATEGORIES & COSTS (Continued)	Rate per Month Jan 2012
LED Lamp Starting	
00-00	00.00
00-01-00	01.50
00-01-01	02.00
00-01-02	02.50
00-01-03	03.00
00-01-04	03.50
00-01-05	04.00
00-01-06	04.50
00-01-07	05.00
00-01-08	05.50
00-01-09	06.00
00-01-10	06.50
00-01-11	07.00
00-01-12	07.50
00-01-13	08.00
00-01-14	08.50
00-01-15	09.00
00-01-16	09.50
00-01-17	10.00
00-01-18	10.50
00-01-19	11.00
00-01-20	11.50
00-01-21	12.00
00-01-22	12.50
00-01-23	13.00
00-01-24	13.50
00-01-25	14.00
00-01-26	14.50
00-01-27	15.00
00-01-28	15.50
00-01-29	16.00
00-01-30	16.50
00-01-31	17.00



Solid State Street Lighting Feasibility Study

# Assessment of Regulatory and Other Limitations (Barriers)



- Lack of LED rate tariff to recognize lower energy use and maintenance costs
- Perception that LEDs need to be closer together to meet current lighting standards
- Aged infrastructure could need more than luminaires – potential additional cost to pilot project
- Utility may not want to maintain new inventory, requiring new maintenance standards



Solid State Street Lighting Feasibility Study

## Assessment of Regulatory and Other Opportunities



- Provides better, more uniform lighting with LED street lights
- Replacement of existing street lights at no cost to the City or utility
- Lower energy use and costs for street lighting
- Lower maintenance costs for street lighting
- Consistent with I-937 conservation goals
- Can help to establish average energy usage for LED rate tariffs



Solid State Street Lighting Feasibility Study

11

## State of Technology Existing LED Capabilities



- Tested Five Major manufacturers
- All meet ANSI/IESNA RP-8-00: American National Standard Practice for Roadway Lighting
- Luminaire wattage:
  - 2-lane residential roadway – 37 to 52W LED equivalent to 120W HPS
  - 4-lane arterial level roadway – 118 to 163W LED equivalent to 240W to 305W HPS.



Solid State Street Lighting Feasibility Study

12

## State of Technology



### Advantages of LEDs:

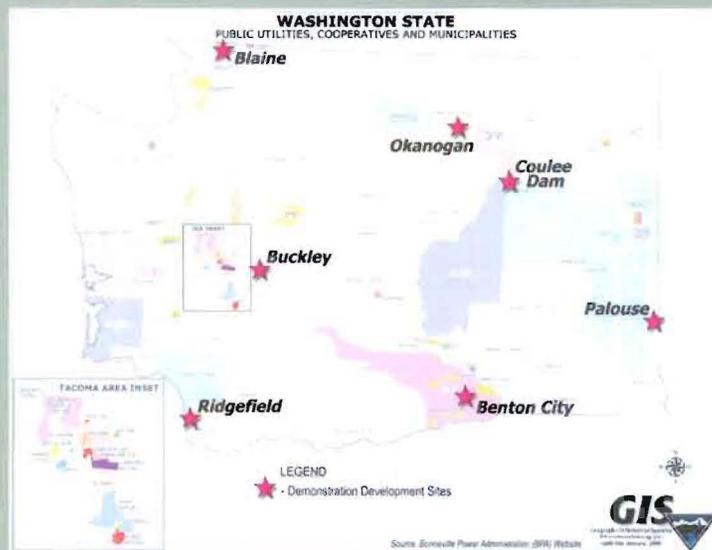
- High-efficiency and energy-saving
- Long life and reduced maintenance
- White Light, Better Uniformity and Color Rendering
- Solid state components resistant to vibration (no filaments to damage)
- Contains no mercury (smallest carbon footprint from cradle to grave)
- Instant on/off, reduces startup and burn time



Solid State Street Lighting Feasibility Study

13

## Best Demonstration Development Sites



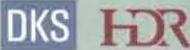
Solid State Street Lighting Feasibility Study

14



## Best Demonstration Development Sites

City	County	Utility	# of Existing Lights
<b>Benton City</b>	Benton	Benton PUD (large)	187
<b>Blaine</b>	Whatcom	Municipality	874
<b>Buckley</b>	Pierce	PSE (Pvt)	244
<b>Coulee Dam</b>	Okanogan	Municipality	326
<b>Okanogan</b>	Okanogan	Okanogan PUD (small)	185
<b>Palouse</b>	Whitman	Avista (Pvt)	29
<b>Ridgefield</b>	Clark	Clark PUD (large)	925



Solid State Street Lighting Feasibility Study

15



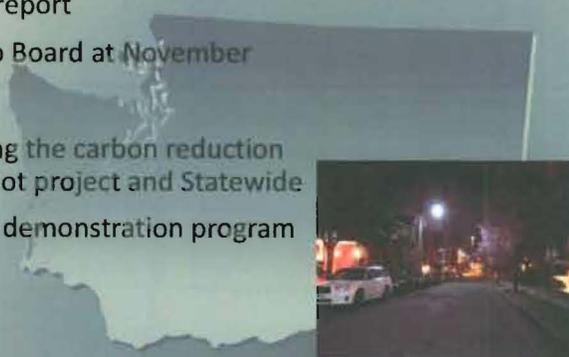
## Next Steps

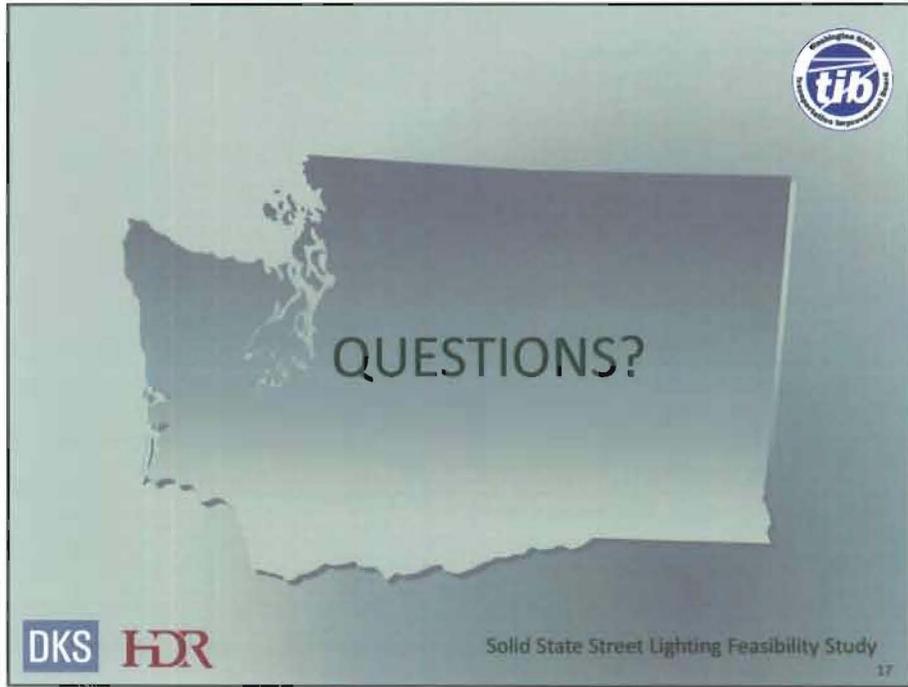
- Review potential outside capital funding opportunities
- Develop initial construction, construction management and capital cost estimates for selected sites
- Complete project report
- Present findings to Board at November meeting
- Consider measuring the carbon reduction potential of the pilot project and Statewide
- Should TIB fund a demonstration program in 2013?



Solid State Street Lighting Feasibility Study

16







**Increase Request**  
**City of Lacey Carpenter Road**  
 September 27, 2012

**BACKGROUND**

The City of Lacey’s Carpenter Road SE (Woodland Trail to Martin Way) project was funded as two separate awards, one for right of way in 2007, and the other for construction in 2010. Under runs in acquisition costs on the right of way project surplussed \$458,744 and that funding was transferred to the construction phase project at bid award using an administrative increase.

The construction phase project was initially funded for a total of \$4,000,000, and with the transferred right of way funds at bid award, the current total authorized TIB funds are \$4,445,000. Executive authority was used to transfer the surplussed right of way funds. Consequently Board action is needed for the following increase request.

**INCREASE REQUEST DISCUSSION**

During construction there were several issues that led to a significant increase in project costs. Contract change orders totaled \$111,361, which is extremely low for a \$7 million project. This can be attributed to excellent PS&E documents, construction management, and a cooperative effort between the City and Active Construction, Inc.

Quantity overruns totaling \$816,875 made up the significant portion of project cost increase. This included items such as “Flagger and Spotters,” “Asphalt Cost Price Adjustment,” and “Crushed Surfacing Base Course.”

The City is now facing a substantial project cost increase and is eager to closeout this project with all parties. The projected final cost of the project is \$8,331,000. Based on the MOU between the County and the City, each funding 20%, the City is requesting that TIB participate at the 60% level or \$4,998,600. The following is a breakdown of costs at Bid Award and Contract Completion. The total project cost has increased \$1,287,383.

TIB Phase	TIB Funds	Total Project Cost
Bid Award	\$4,445,000	\$7,043,617
Contract Completion (anticipated)	\$4,998,600	\$8,331,000

**STATUS**

The project construction is complete and Carpenter Road is open to the traveling public. The project was very successful and was completed ahead of schedule. The project has already had a positive impact to the City of Lacey and the greater Thurston County region.

**RECOMMENDATION**

Staff recommends approval of a \$553,600 increase for a total project authorization of \$4,998,600.



## 2012 Call for Projects Update

September 27, 2012

### BACKGROUND

The Board set the preliminary 2012 call size of \$79 million at its March meeting. Call size is adjusted periodically based on inventory size, updated revenue forecasts and other factors affecting available funds. The June 2012 revenue forecast was down only nominally. In addition, the 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). The Board could choose to allocate the remaining \$2 million to implementation of the Solid State Streetlight Demonstration Projects in 7 towns. An additional \$10 million is added to the Urban Arterial Program with an emphasis on construction ready projects.

### STATUS

**2012 Call for Projects Update**

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	\$4,000,000	\$500,000
Small City Arterial	\$36,800,000	\$10,000,000	\$10,000,000	-0-
Small City Sidewalk	\$4,800,000	\$1,500,000	\$2,000,000	\$500,000
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>

\* \$3 to \$4 million would be used for Red Town arterials not necessarily included in the "Amount Requested."

### Candidate Red Town Projects

There are currently 12 small cities designated by the Board as Red Towns because of average pavement condition below 60 PCR. Funding of up to \$5 million would come from the \$15 million cash surplus in the Transportation Improvement Account. The staff prepared the following candidate summary. TIB staff would develop a specific Red Towns resurfacing package for Board approval with the 2012 (FY 2014) Priority Array.

RED TOWN	CANDIDATE PROJECTS
Malden	Current TIB construction will bring Malden above 60
Leavenworth	Front Street, Evans Street, Titus Street
Soap Lake	Determine after rating city's SCAP application
Twisp	2 <sup>nd</sup> Street, 3 <sup>rd</sup> Street, Twisp Avenue
Sprague	4 <sup>th</sup> Street
Concrete	E. Main Street, Dillard Street
Hamilton	Petit, Maple, Cumberland
Springdale	Hold all street paving until city completes current water project
Mattawa	Portage, Boundary
Morton	Westlake, Airport Way
Spangle	Main Street
Cashmere	Pioneer

### Applications for Arterial Preservation Funding

As suggested, TIB would fund most applications for Arterial Preservation Projects submitted in 2012. A few of the requests may not be included in the Priority Array if they are deemed unsuitable for paving (condition too good or too poor). In addition, APP funding may not be recommended if the agency has unexpended Arterial Preservation funding from 2011 or other major projects being awarded in 2012.

Applications for Arterial Preservation funding include:

Agency	Project Name	TIB Funds
Aberdeen	1st St	\$343,814
Bonney Lake	Church Lake Rd, Kelly Lake Rd	\$406,193
Brier	Brier Rd	\$420,896
Burlington	Hopper Road/Bouslog Rd, Old Hwy 99, Spruce Street	\$256,046
Cheney	Betz Rd	\$313,999
College Place	1st St, 2nd St, 3rd St, Davis Ave University Entrance	\$125,000
Covington	180th Ave SE, SE 240th St, Wax Rd	\$939,161
Dupont	Center Dr	\$201,876
Duvall	Big Rock Rd	\$165,190
East Wenatchee	8th St NE, Misawa Way	\$391,000
Edgewood	Jovita Blvd	\$257,889
Ellensburg	University Way	\$222,500

Agency	Project Name	TIB Funds
Enumclaw	244 Ave SE, Battersby Ave	\$373,013
Ferndale	Barrett Rd, Vista Dr, Washington St	\$1,105,500
Fircrest	Emerson St, Orchard Street, Regents Blvd	\$674,772
Gig Harbor	Rosedale St	\$180,712
Grandview	Euclid Road, Second St, Second Street	\$568,710
Kelso	Mill St	\$520,212
Lake Stevens	Grade Rd	\$203,901
Lynden	BC Ave	\$268,090
Monroe	Freylands Blvd NB, Freylands Blvd SB	\$446,294
Newcastle	Coal Creek Parkway	\$400,000
Normandy Park	Sylvester Rd SW	\$195,330
North Bend	North Bend Way	\$225,000
Port Townsend	Walker St	\$183,122
Sedro Woolley	Third	\$420,000
Shelton	1st St	\$329,351
Snohomish	Second St	\$114,000
Snoqualmie	Snoqualmie Pkwy	\$750,000
Steilacoom	Main St	\$177,934
Sumner	Forest Canyon Road	\$622,375
Sunnyside	Yakima Valley Hwy	\$283,410
Toppenish	Washington Ave	\$159,750
Walla Walla	Rose St	\$200,000
Wapato	Ahtanum Avenue	\$253,800
Washougal	32nd St, Evergreen Way	\$57,742
West Richland	S 38th Ave	\$192,838
Woodland	East Scott	\$260,000
Yelm	Bald Hills Rd SE, Burnett Rd SE, Cullens St NW	\$423,190

#### RECOMMENDATION

Staff recommends the board approve the additional \$26,000,000 in the 2012 call size.



## TIB 2013 Proposed Meeting Schedule

September 28, 2012

DATE	CITY
January 24-25	Tumwater
March 27-28	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.

# TRANSPORTATION IMPROVEMENT BOARD STRATEGIC PLAN, 2013-2023

---

TIB Board Update

Presented by:  
Meagan Eliot, Principal  
FLT Consulting

## Accomplishments to Date

- 2 meetings with Visioning Committee
- 1 full staff meeting
- Drafted goals
- Drafted strategies – focus on new strategies
- Began measure development
- Researched executive director evaluation best practices

## Goal 1: Improve mobility of people, goods and services

1. Fund projects that add capacity
  - LOS criteria
  - LOS evaluation tool
  - Signalization improvements
  - Develop congestion performance measure
2. Fund projects that improve access to freight, transit and non-motorized mobility options
  - Freight access criteria
  - Transit criteria
  - Sidewalk program

## Goal 1: Improve mobility of people, goods and services (cont'd)

3. Fund multi-modal projects with appropriate components for context (areas and users)
  - Require sidewalks
  - Encourage access to trails, transit stops and bike parking
  - Credit bike lanes and provide funding
  - Allow mixed use paths in lieu of sidewalks
4. Sustain program to complete large corridor projects
  - Corridor completion criteria
  - Encourage filling gaps, extending improvement
  - **Fund major projects (larger grants)\*\***

## Goal 2: Support economic development

1. Coordinate investments with reliable development opportunities
  - Growth and development criteria
  - Credit contributions from private entities
  - Focus effort on downtown and activity centers
  - Require verification of expected results

## Goal 3: Be environmentally responsible

1. Fund projects that support sustainable design and construction
  - Sustainability criteria – **Collaborate with Greenroads Foundation to simplify updating of criteria\*\***
  - Train and innovate sustainable design

## Goal 4: Promote safety

1. Fund projects that reduce accidents
  - Identify projects with high potential for accident reduction

## Goal 5: Maintain, extend, & preserve the life of projects

1. Restore small city PCR ratings to 70
  - Push funding into Red Towns/evaluate pavement management system
  - Offer system-wide funding for Red Towns
  - Continue to improve efficient delivery of small city preservation projects
  - Provide wider range of engineering services, from scoping to completion
  - Expand treatment types
2. Provide support to APP eligible agencies
  - Develop APP data and establish program goals
  - Target most significant routes (for community and considering worst pavement and land use connectivity)

## **Goal 5: Maintain, extend, & preserve the life of projects (cont'd)**

3. Identify and build good preservation projects
  - Understand the collective preservation benefit of TIB urban projects
  - Educate agencies on preservation

## **Goal 6: Communicate effectively**

1. Ensure that customers know how TIB programs work
  - Participate in trade shows
  - Utilize communications via targeted email lists
  - Distribute newsletters
  - Conduct educational workshops on TIB programs & priorities
  - Meet with project consultants
  - Participate in customer conferences
  - Use dashboard to communicate about the progress and effectiveness of TIB programs
  - Actively seek one-on-one meetings with customers

## Goal 6: Communicate effectively (cont'd)

2. Maintain and build relationships with stakeholders that support TIB activities Participate in trade shows
  - Educate legislators and local officials
  - Attend project events
  - Use dashboard to communicate the effectiveness of TIB projects/activities
  - Seek support of new governor
  - Consider agency name change
3. Improve internal communications
  - Create tracking system of project notes
  - Update engineer manual with all current directives and notify staff when changes have been made
  - Utilize regular staff meetings to share and discuss updated directives

## Goal 7: Continue stable operations

1. Provide on-going programs within targets at highest level possible
  - Utilize demand model
  - Operate in balance with resources
  - Position for new revenue
  - Use effective project management practices
  - Seek legislative support for major project grants
  - **Offer hybrid grant/loan program \*\***
2. **Innovate in accelerated construction \*\***
  - Offer incentives for advanced scheduling/staging and prefabrication
  - Only build under traffic when necessary

## Summary of Major Policy Decisions

1. **Fund major project grants**
2. **Collaborate with Greenroads to simplify updating of criteria**
3. **Offer hybrid grant/loan program**
4. **Innovate in accelerated construction**

## Next Steps

- Complete performance measures
- Review key elements of plan with key stakeholders
- Complete full draft of plan
- Complete executive director evaluation criteria recommendations