



Transportation Improvement Board
January 24, 2013 – Tumwater, Washington
Location: Educational Service District 113, Chehalis Rooms A & B
6005 Tyee Drive SW
Tumwater, WA 98512
360-464-6700

January 24, 2013 – One Day Only
BOARD AGENDA

			Page
1:00 p.m.	1. CALL TO ORDER	Chair Irish	
1:05 p.m.	2. GENERAL MATTERS		
	A. Approval of November 16, 2012 Minutes	Chair Irish	1
	B. Communications	Steve Gorcester	
	1. Grant award articles		5
	2. Southcenter Pkwy opens 200 acres for development – <i>Daily Journal of Commerce</i>		20
	3. Tukwila celebrates opening of Southcenter Prkwy extension – <i>Tukwila Reporter</i>		21
	4. Tekoa council votes for truck bypass study – <i>Whitman County Gazette</i>		23
	5. State TIB selects Palouse for LED light grant – <i>Whitman County Gazette</i>		24
	6. Town could benefit from lighting grant – <i>The Star</i>		25
	7. State may do away with the gas tax – <i>Puget Sound Business Journal</i>		26
1:10 p.m.	3. STRATEGIC PLAN DRAFT	Meagan Eliot, FLT Consulting	28
1:45 p.m.	4. PUBLIC WORKS BOARD Loan-Grant Program	John LaRocque, PWB Executive Director Stan Finkelstein, PWB Chair (invited)	30
2:30 p.m.	B R E A K		
2:45 p.m.	5. LEGISLATIVE UPDATE	Representative Judy Clibborn	
3:15 p.m.	6. CRITERIA DRAFT	Steve Gorcester	31
4:30 p.m.	7. NON-ACTION ITEMS		
	A. Chair's Report to the Board	Chair Irish	
	B. Executive Director's Report	Steve Gorcester	39
	C. Financial Report	Alicia Martinelli	
	D. Project Activity Report (11/1/12 – 12/31/12)	Clint Ritter	48
5:15 p.m.	8. FUTURE MEETINGS March 28-29 (Vancouver) May 30-31 (Chelan) September 26-27 (Clarkston) November 21-22 (Bellevue)	Steve Gorcester	
5:20 p.m.	9. ADJOURNMENT	Chair Irish	

**Transportation Improvement Board
November 16, 2012
Lakeway Inn
Bellingham, Washington**

MINUTES

TIB BOARD MEMBERS PRESENT

Mayor James Irish, Chair
Mr. Jim Albert
Councilmember Jeanne Burbidge
Mr. Todd Coleman
Councilmember Sam Crawford
Ms. Kathleen Davis
Mr. Mark Freiberger

Councilmember Bob Olson
Commissioner Greg Partch
Ms. Laura Philpot
Ms. Heidi Stamm
Mr. Harold Taniguchi
Mr. Ralph Wessels
Mr. Clay White

TIB STAFF

Steve Gorcester
Alicia Seegers Martinelli
Greg Armstrong
Vaughn Nelson
Eileen Bushman/recorder

TIB BOARD MEMBERS NOT PRESENT

Commissioner Mike Wilson, Vice Chair
Secretary Paula Hammond
Mr. John Vodopich (*attended Nov. 15 meeting*)
Mr. Jay Weber

CALL TO ORDER

Chair Irish called the meeting to order at 9:05 a.m. He welcomed TIB's new Chief Administrative Officer, Alicia Seegers Martinelli.

GENERAL MATTERS

A. Approval of September 28, 2012 Minutes

MOTION: It was moved by Commissioner Partch with a second from Ms. Davis to approve the minutes of the September 28, 2012 board meeting as presented. Motion carried unanimously.

B. Communications

Steve Gorcester referred the board to the articles in the board packet. He specifically noted two articles of interest. The first was a piece that he wrote for the U.S. Department of Energy Newsletter, *The Light Post*, "Solid-State Street Light Demonstration for Small Communities." The second article was about the Malden ribbon cutting, published in the *Whitman County Gazette*. Additionally, he mentioned the letter from Kenneth McKune, a citizen from Goldendale, who opposed the application submitted by the City of Goldendale to improve 3rd Street. That project was not competitive enough to receive TIB funds.

NON-ACTION ITEMS

A. Chair's Report - Chair Irish presented a farewell plaque to outgoing Board member and past Chair, Commissioner Partch. After receiving a standing ovation, he gave kudos to TIB staff and acknowledged the Board for continuing to make the right decisions that support and help local agencies.

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

Legislative

- After meeting with Representative Clibborn, Steve will provide language to the House Transportation Committee staff to codify license renewal revenue that stemmed from EHB 2660 and to expand the authority to use funds for the LED demonstration program.

Project Issues

- Spokane County Farwell Road and Yakima Martin Luther King Jr. Way initially had not met the 12-month rule that requires agencies to achieve full funding within one year of award. Both have now met the timeline and no further action is required for these agencies.

- Pacific Stewart Road still has a stop work order in place until environmental and right-of-way issues are completed. The city has not received signed confirmation of right-of-way from Gordon Trucking and do not have the \$2 million to purchase it. The city has several legal issues pending and has until December 28, 2012 to withdraw a Resolution of disincorporation that goes to the voters in February 2013.
- A sidewalk project on Spokane Way in Grand Coulee was funded, in part, because of the school location. It was brought to Steve's attention by a citizen that the school is closing, which would then make the project's necessity questionable. He has contacted the Grand Coulee City Council to ask them to justify the investment.

Joint Board Meeting

- The Public Works Board (PWB) and the Community Economic Revitalization Board (CERB) plan to meet with the Governor's transition team and wanted TIB, CRAB, and FMSIB to join this meeting. It is set for December 4, but has not yet been confirmed.

Strategic Plan

- The Visioning Committee will meet on December 5 to begin finalizing the strategic plan effort, which makes a strong connection on program outcomes and performance measures.

Street Light Demo Program Update

- As mentioned at the last Board meeting, DKS has identified seven cities for the street light demonstration sites. They are currently doing the on-site field visits to each of the selected cities.

Project Events

- SeaTac – 154th Street ribbon cutting
- Pasco – 4th Avenue ribbon cutting

Upcoming Events

- Connell West Adams Street ribbon cutting -- November 30

C. Financial Report

Alicia Seegers Martinelli reported the following:

- The combined \$45 million fund balance should continue to decrease due to rapid action projects and the cyclical nature of the construction billings.
- About 40% of the \$14 million paid out in October came from rapid action projects.
- The remaining TIB commitment of \$195 million is low, but with the adoption of this year's priority array, it should increase to our target range of approximately \$300 million.
- Gas tax revenue, which is regularly monitored, is slightly under projections.
- The net revenue is \$-10 million because of high payment activity in the fall, which should reconcile in the spring.
- Design and construction have a target level of 25% and 75%, respectively; however, the rapid action policy decision to get money in the ground has skewed the construction level to 88.6%.
- The policy to adopt rapid action is helping to return the fund balance to our target minimums.

D. Project Activity Report

Greg Armstrong reported that during the last reporting period, there were only 39 project actions taken. This low number is due to the project selection season. The City of Edgewood received a \$397,586 increase and Ellensburg was given a \$99,866 increase. Due to the good bidding climate, there was a surplus from South Bend of \$110,138. Total actions resulted in a net increase of \$416,827 in TIB obligations.

ACTION ITEMS

- A. **City of Kalama: North 4th Street Increase Request** – During construction there were many issues that led to a significant increase in project costs. Many extremely old utility lines that had not been documented were discovered, which led to excavation of the entire street. Because the subgrade on this

project was solid rock, heavy equipment was required. During excavation, a main water line to the high school had to be re-routed to avoid a storm water conflict, resulting in the installation of an inserta-valve before completing the re-routing work. All of these remedies escalated the initial cost of the project. The city is asking for a \$96,389 increase. This amount can normally be approved under director authority; however, an earlier administrative increase of \$51,640 was awarded, putting the total increase beyond the director's authority.

MOTION: It was moved by Mr. Freiberger with a second from Mr. Coleman to approve an increase request of \$96,389 for the Kalama North 4th Street project. Motion carried unanimously.

B. 2012 Project Selection – The FY 2014 Priority Array allocated \$104 million to 168 new TIB projects. A total of 364 applications were received, requesting an aggregate \$230.1 million in TIB funds. The table below summarizes the breakdown in programs and funding of selected projects.

Program	# of Recommended Projects	Recommended TIB Funds
Urban Program (UP)	32	\$68,433,562
Urban Sidewalk Program (USP)	18	\$4,266,110
Arterial Preservation Program (APP)	39	\$11,061,995
Small City Arterial Program (SCAP)	19	\$11,748,214
Small City Sidewalk Program (SCSP)	17	\$2,548,311
Small City Preservation Program (SCPP)	42	\$6,035,205
City Hardship Assistance Program (CHAP)	1	\$20,500
TOTAL	168	\$104,113,897

The \$11 million for the APP funds the towns that were added due to the license renewal bill that the Legislature passed during the 2012 session. Of the \$6 million slated for the SCPP, \$4 million will target Red Towns, which will bring most of those towns at or above the state standard for pavement condition.

Steve brought three projects to the Board's attention (listed below):

1. The grant for Lynnwood 33rd Avenue West project is contingent upon the development of a new Costco.
2. The grant for Warden Industrial Way project is contingent upon new development in that area.

Concerns regarding the Lynnwood and Warden projects included awarding the cities the grant and tying up TIB funds without an actual timeframe and having these projects go into delay. It was noted that all TIB projects have a statutory 12-month timeframe. Additionally, the Array notes that both of these projects are contingent upon the commercial development moving forward.

3. The funds awarded to Algona West Valley Highway project are not adequate for the project and there are design concerns.

If approved as part of the Array, this project may come back to the Board for an increase and/or a sidewalk deviation request. Given the close proximity of adjacent wetlands on the east side of the street, space for shoulders, bike lanes, and sidewalks is at a premium. After considerable discussion, the Board agreed that the TIB policy of a sidewalk on one side should not rule out providing a shoulder for bicycle use. Both a sidewalk and shoulder should be provided, but if space does not allow for both, the Board will consider a sidewalk deviation. Steve pointed out the northbound (east) side of the street has no existing shoulder, and providing one may not be possible given geometric constraints. The Board agreed that the West Valley Highway project would be approved as stated in the Array.

MOTION: It was moved by Mr. Coleman with a second from Commissioner Partch to adopt the Priority Array as presented. Motion carried unanimously.

- C. **Special Election: Vice Chair** – Vice Chair Wilson did not win his bid for re-election as Gray Harbor County Commissioner, which makes him ineligible to sit on the Board. His replacement as Vice Chair needs to be filled by a county elected official from among the Board. Commissioner Partch nominated Whatcom County Councilmember Crawford to fill the Vice Chair vacancy.

MOTION: It was moved by Commissioner Partch with a second from Councilmember Burbidge to elect Councilmember Crawford as Vice Chair effective January 1, 2013. Motion carried unanimously.

- D. **Implementation of Buckley & Palouse LED Demo Program** – During the Thursday work session, Assistant Attorney General, Guy Bowman, responded to the Board’s request to research if purchasing new lights for private power companies constituted a gift of public funds. This issue initially was raised because private utility companies service two of the selected demonstration sites, Buckley (Puget Sound Energy) and Palouse (Avista).

Mr. Bowman reported to the Board that it is a unanimous opinion that it would not constitute a gift of any type because it is a purchase of regulated services under the utility companies’ respective tariffs. This holds true whether it is the service or the purchase of capital items as long as the utility company has entered a tariff to the Utilities and Transportation Commission (UTC). If a utility company has not filed a tariff with the UTC, the local agency that is serviced by that utility company would not be able to participate in the demo program.

Steve noted that Avista in Palouse has not yet filed a tariff, but Commissioner Partch is in contact with them and does not anticipate any problems.

MOTION: It was moved by Mr. Freiburger with a second from Councilmember Crawford to approve the inclusion of Buckley and Palouse in the implementation of the LED demonstration program. Motion carried with Commissioner Partch abstaining.

FUTURE MEETINGS

The next meeting is scheduled for January 24-25, 2013 in Tumwater. Meeting notices will be sent out on January 4, 2013.

ADJOURNMENT

The meeting adjourned at 10:39 a.m.

Kenmore awarded \$5.38 million in grants from TIB to help fund two city projects

Written by Woodinville Weekly Staff

The City of Kenmore has announced the award of \$5,380,297 in grants from the Washington State Transportation Improvement Board (TIB) on November 16 to help fund the SR 522 West A (61st to 65th Avenues NE) project and the 68th Avenue NE sidewalk project (east side between NE 182nd and NE 185th streets).

TIB is an independent state agency that distributes and manages street construction and maintenance grants to 320 cities and urban counties throughout Washington state.

The funding for TIB's grant programs comes from revenue generated by three cents of the statewide gas tax.

"The City would like to thank the Transportation Improvement Board for providing a substantial amount of funding to help complete two significant projects that impact our community on a local and regional level," said Kenmore Mayor David Baker. "We would also like to thank our state and federal representatives for their continued support by providing state and federal funds to support the SR 522 project."

The SR 522 West A Project received the single largest TIB funding amount during this grant cycle in the amount of \$5,201,840. This grant will complete the funding package for the West A Segment and will be utilized to finish design, right-of-way acquisition and construction. The total cost estimate for the SR 522 West A segment completion is \$11.36 million.

This does not include the resources used to bring the project to its current state.

Construction of the SR 522 West A Project is anticipated to begin in 2014.

The 68th Avenue Sidewalk Project received \$178,457 in TIB funds which will be utilized for design and construction.

The required match is \$59,486 and will be funded by the annual sidewalk program budget. The 68th Avenue NE Sidewalk project is anticipated to be constructed in 2013.

To accept the funds, the City must enter into an agreement with TIB. It is anticipated that agreements will be signed in December 2012, and funds will be available in January 2013.

S-W gets \$4.15 million in grants for road work

Gina Cole | Posted: Friday, November 16, 2012 12:20 pm

The state Transportation Improvement Board has awarded Sedro-Woolley \$4.15 million to fix up its roads.

The city will use most of the money for its Cook Road realignment project, which will bring two roundabouts to the main arterial.

That project costs \$5.3 million total, with \$3.6 million coming from the state and \$800,000 in federal money. The rest could be covered by Skagit County sales tax, the state Legislature's capital budget, and city money, said city supervisor and attorney Eron Berg.

“(The Cook Road realignment) will make a huge difference in relieving the congestion and (improving) the flow of traffic through the city,” Berg said.

The rest of the grant money awarded to Sedro-Woolley on Friday morning will go to sidewalks and an overlay on Third Street.




The Transportation Improvement Board distributes and manages street construction and maintenance grants throughout the state. Money for the grants comes from 3 cents of the statewide gas tax.

With a sidewalk extension on Highway 9, this brings the total street projects in Sedro-Woolley next year to four.

Town receives \$746K for street and sidewalk improvements

Sunday, 18 November 2012 19:27

[Print](#)

SHARE   

Friday November 16, 2012 the Town of Friday Harbor received notification from the Washington State Transportation Improvement Board (TIB) that it had been awarded two street and sidewalk improvement grants in the total amount of \$746,030.

The projects funded through this competitive grant process include a reconstruction of Blair Street between Guard and Park (in front of the High School and Middle School) and a curb and sidewalk connectivity project on Mullis Street between Market and Spring Streets. The Mullis project will complete a sidewalk connection to the new visitor's center being constructed at the Port of Friday Harbor Airport.

"This is very exciting news" said Town Mayor Carrie Lacher. "The Blair Street project was at the top of our Six Year Transportation Improvement Program and will solve some problems that we have dealt with for a number of years." The Town is required to provide a match for both projects. The Blair Street project has an estimated price tag of \$728,000 of which the TIB will contribute \$607,880. The remaining \$120,000 will be contributed by the Town, San Juan Island School District and a private developer.

The Mullis Street Sidewalk project will include construction of curbs, gutters, sidewalk and a storm water connection and will cost approximately \$153,500. Of that, TIB will pay \$138,150. This proposal will piggy-back on a project approved by the Port of Friday Harbor and the Town in the summer of 2012 that called for construction of a sidewalk from the Airport to about Market Street. "We are so pleased that the Town was able to secure the funding to finish the sidewalk all the way to Spring Street" said the Port's Executive Director Marilyn O'Connor. "This is what we envisioned when we put the Visitor's Center concept together."

The TIB is a Washington State Agency responsible for managing State investments in quality local transportation projects. The TIB's grant program is funded by 3 cents per gallon of the State's fuel tax. The TIB announces successful grant recipients each November and requires that local jurisdictions maintain a match to fund each project.

For any questions or additional information please contact Duncan Wilson, Friday Harbor Town Administrator at 360-378-2810 or at duncanw@fridayharbor.org.

[Prev >](#)

Tri-CityHerald.com

Next Story >

Developers start on \$9.5 million Richland apartment complex

Steptoe Street to be expanded to 10th

Published: November 22, 2012

By Kristi Pihl, Tri-City Herald

Kennewick will be able to extend Steptoe Street to 10th Avenue, thanks to a recently announced \$3.1 million state Transportation Improvement Board grant.

That brings the city another step closer to providing road connectivity between the Southridge area and the rest of Kennewick.

"We are excited that we are making more progress in that direction for the connectivity," said Evelyn Lusignan, Kennewick's customer services manager.

Connectivity helps spur economic growth and improves the transportation infrastructure of the Tri-Cities, she said.

The grant will help the city extend Steptoe from Fourth to 10th avenues, Lusignan said. The portion is expected to cost \$5.2 million. The balance will come from the city's capital improvement funds.

Steptoe Street will be two lanes in both direction for that portion, she said. As part of the project, 10th Avenue will be realigned and a roundabout will be installed at 10th Avenue. This portion of the Steptoe Street extension, called the third phase, may be finished in fall 2014, she said.

Currently, work is being done to extend Steptoe to Fourth Avenue. Lusignan said the road to Clearwater Avenue is being finished and is expected to open in March. Work is ongoing to extend Steptoe from Clearwater to Fourth.

The \$5.3 million second phase of the Steptoe extension was supposed to end at Clearwater, but the city was able to extend the road an additional 700 linear feet during that phase thanks to project savings and some additional grant funding, Lusignan said.

The second phase was paid for by \$3.3 million in federal grants and more than \$1.8 million from the state, she said. It is expected to be finished in March.

Eventually, Steptoe Street will connect all the way to Hildebrand Boulevard, Lusignan said. That will require more extensions of Steptoe and Hildebrand, and will help improve access and connectivity between Highways 240 and 395.

The city also recently received a \$200,000 Transportation Improvement Board grant to install about 2,900 linear feet of sidewalk on the east side of Gum Street between 10th and Highway 397.

The project cost is estimated at about \$250,000, and the city will use capital improvement funds to pay for the rest, Lusignan said.

The sidewalk will connect to existing sidewalks, she said. That portion of Gum Street, which has one lane in each direction, already has a sidewalk on the west side.

The sidewalk should be complete by next fall, Lusignan said.

In the meantime, other Southridge road projects are nearing completion. Paving is complete on Hildebrand Boulevard from Southridge Boulevard to Sherman Street, Lusignan said. Pavement markings still need to be made, so the road is likely to open to traffic mid-December.

Paving also is finished on extensions of Ridgeline Drive, Plaza Way and Southridge Boulevard. Lusignan said roundabouts need to be finished and traffic lights must be installed. Those roads likely will open to traffic the first part of February.

THE SPOKESMAN-REVIEW

November 26, 2012

Getting There: State helps fund Sullivan bridge

Board chips in with \$3.5 million grant

Mike Prager

The Spokesman-Review

Tags: bridges driving under the influence drunken driving fall

leave pickup Getting There holidays road construction road work Sullivan Road bridge Washington Traffic Safety Commission



The city of Spokane Valley is looking to replace the Sullivan Road Bridge, which was built in 1951.



The effort to secure funding for a new Sullivan Road Bridge over the Spokane River got a boost last week with the announcement of a \$3.5 million grant from the Washington State Transportation Improvement Board.

The city of Spokane Valley has been seeking to replace the 1951 bridge, which is rated as structurally deficient.

In 2011, the bridge's southbound lanes were under weight restrictions, but temporary repairs this year allowed those restrictions to be lifted. The city spent about \$350,000 on that project.

The bridge is considered a critical route for commerce since it serves as the connection between the industrial area north of the river and Interstate 90.

Of the 29,500 vehicle crossings a day, an estimated 24 percent are commercial trucks, city officials said.

"The bridge is more than just a way to get vehicles across the Spokane River," Mayor Tom Towey said. "It's also a critical element in our ability to keep and attract jobs in our community."

So far, the city has secured grants and local funding for \$15.8 million of the estimated \$19.7 million needed for replacement.

The project also has received \$8 million from a federal bridge replacement program and \$2 million from the state's freight mobility investment board, among other funds.



Poulsbo gets grant for bike lanes, sidewalks on Lincoln

By Kitsap Sun staff

Originally published 05:00 p.m., November 28, 2012

Updated 05:28 p.m., November 28, 2012

POULSBO — A nearly \$850,000 state grant recently awarded to the city of Poulsbo moves Lincoln Road improvements forward.

The Transportation Improvement Board grant will be used to add sidewalks and bike lanes on Lincoln Road between Laurie Vei Loop and Noll Road, according to city engineer Andrzej Kasiniak.

Upgrades to Lincoln Road have been worked on for about two decades, Kasiniak said during a recent city council meeting.

The first phase of the Lincoln Road improvements was completed in 1998 and included pedestrian, bike and turn lanes from Highway 305 to Laurie Vei Loop. The second phase included a roundabout at Lincoln and Noll roads.

The new grant partially pays for the third phase of construction, set to begin in 2014.

The project cost \$3.2 million, with much of the funding coming from federal or state grants. The city contributed \$250,000.

"This is kind of a miracle," said councilwoman Linda Berry-Maraist.



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Woodland receives two transportation grants

As of Thursday, November 29, 2012

Washington's Transportation Improvement Board has awarded Woodland with two grants worth more than \$2.2 million for road construction work.

A \$2 million grant will go toward the reconstruction of the East Scott Avenue and state Highway 503 intersection.

The work will include intersection modifications, sidewalks, lighting and utility improvements. It will require the city to provide a match of \$233,000.

That project, with a 2015 completion date, is one of Woodland's top priorities in its Six-Year Transportation Improvement Plan.

The city adopted the plan in 2011 and it went into effect this year.

Another \$260,000 grant will be used to repave East Scott Avenue from Atlantic Avenue to state Highway 503. That project is scheduled to be completed in 2013, and the city will match the cost with \$50,000.

MASON COUNTY DAILY NEWS

Two Major Road Improvement Projects For Shelton

Written by KMAS News Radio Wednesday, 05 December 2012 16:33



The State Transportation Improvement Board Funding will benefit the City Of Shelton with two major road projects. City engineer Mike Michael said the Department of Transportation (DOT) has been working on a State Route 3 project for a couple years and are now looking to bid on a paver project in April 2013. The City has an opportunity to add a small segment of work to this DOT

project for completion of a piece of the downtown core. It would be a separate schedule to DOT's main paver project - about 4 blocks of downtown Shelton – to basically cleanup everything from Railroad Avenue to the 1st street area. The cost is about \$366,000.

The City will also rebuild one and a half miles of the Lake Blvd/ Pioneer Way corridor, from the Mill Street area downtown to the county line - road reconstruction, sidewalks and storm drains - set to begin next summer at a cost of \$3.7 million. The project has been on the books since before 2007, until finally being recently funded.

Washington State Transportation Improvement Board grants pay up to 90% of design and construction costs. The City of Shelton picks up the balance.



State grants to help fund Castle Rock street improvements

NOVEMBER 30, 2012 8:15 PM • BY THE DAILY NEWS

CASTLE ROCK — Three state grants will help the city upgrade deteriorated streets and improve pedestrian access downtown.

A \$82,739 Transportation Improvement Board grant for will help the city repave seven sections of damaged streets around town, ranging from one to four blocks in length, Public Works director David Vorse said Thursday.

Another TIB grant, \$49,798 will pay for "chip sealing" eight sections of road with oil and gravel to prolong pavement live. A third TIB grant, for \$146,150, will help pay for a sidewalk link from Front Avenue NW to Huntington Ave. The city must contribute a 5 percent match for each grant.

According to Vorse, the sidewalk construction will likely go to bid in late December or early January, with work starting around March.

The road improvement projects are likely to get underway in late summer or early fall of next year.

TRANSPORTATION

Vista Drive road project gets boost from state grant

By Mark Reimers
news@ferndalerecord.com

FERNDALE — The Ferndale Public Works Department announced this week that the city has been awarded a \$518,500 state Transportation Improvement Board grant for an upgrade project on Vista Drive.

Crucial to the grant award was the city's new competitiveness due to its voter-approved Ferndale Transportation Benefit District.

The district "continues to pay dividends," according to a press release.

The transportation benefit district is a separate local sales taxing authority within Ferndale that goes directly to local road projects.

The city's match of funds from the district will be \$91,500 for a project cost total of



Mayor Gary Jensen

"Our community's voters helped make this project happen"

\$610,000.

The project will pre-level, repair areas of base failure and provide a two-inch overlay of Vista Drive from Second Avenue to the roundabout at Malloy Avenue. In addition, 15 ADA ramps will be upgraded.

This project will occur in 2013, as will an-

other grant-funded project, the repair of Thornton Street between Maureen and Vista drives, for which the city received \$800,000. That work will start in the summer.

The state Transportation Improvement Board awarded both grants based on an application from the city that included matching funding from the TBD, with revenues coming from a two-tenths of 1 percent sales tax.

"We want to thank voters again for understanding the importance of our Transportation Benefit District," said Ferndale Mayor Gary Jensen in a statement. "With always-tight budgets of cities throughout Washington, the state and federal grant funding process is extremely competitive and those grants can be hard to come by. Our community's voters helped make this project happen."

Oakesdale, Colton receive grants to replace sidewalks

BY GARTH MEYER
Gazette Reporter

Oakesdale and Colton officials plan to replace sidewalks next year with funds provided through the state's Transportation Improvement Board. The two projects were among the top nine rated by the T.I.B. to receive available funds under its Small City Sidewalk Program.

The Colfax Third Street and Clay Street sidewalk program reported here two weeks ago, topped the list of nine.

The nine projects were among 24 east side projects

submitted to the program with a total cost placed at \$1.42 million.

Total amount of the applications were more than \$3.13 million.

Oakesdale Mayor Dennis Palmer was informed last week that the town was chosen to receive \$137,354 from the T.I.B. sidewalk program. Palmer noted they have been attempting to get funding for the project in prior funding rounds and were unsuccessful.

The project will extend the wide sidewalk on the long block on Steptoe Street from First Street

and Second Street past the Post Office. Three new light poles will also be installed.

"It's twice as wide as a typical sidewalk," said Stevan Gorcester, Executive Director for T.I.B.

The sidewalk will require extra depth on its rock base, because of the freeze/thaw conditions for this part of Washington.

"In Whitman County, we're building heavy duty sidewalks so we don't have to repair them," Gorcester said.

Mayor Palmer said the deteriorating sidewalk has

become a trip hazard, and exposed edges have been ground down several times over many years.

Palmer said the project will likely be done next summer. The grant sum will cover the total cost.

The \$150,000 grant for Colton will pay for the replacement of one block of broken curb and sidewalk on both sides of Broadway Street (S.R. 195) from Steptoe Street to Gregor Street.

The project includes adding a handicap ramp for Colton's City Hall.

HeraldNet

Everett, Washington

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10 cities in county to share \$6.4M for roads

By [Amy Daybert](#), Herald Writer

Ten cities in Snohomish County are getting funding to help improve roads and sidewalks.

The state Transportation Improvement Board last month awarded a total of \$104 million in grants. Of that, Snohomish County cities received \$6.4 million.

The city of Lynnwood takes the majority with a grant for \$3 million to construct almost half a mile of new roadway on 33rd Avenue W. between 184th Street SW and Alderwood Mall Parkway. The total cost of the project is estimated at about \$9.5 million.

Sultan received about \$855,800. Included are funds to rebuild High Avenue, including replacing damaged sidewalks along that route, and for re-paving several other streets in the city. Brier, Darrington, Marysville, Lake Stevens and Snohomish will each get more than \$400,000 for sidewalk and street improvements. Granite Falls, Monroe and Stanwood also received grants.

The grants, awarded every November for Transportation Improvement Board programs, are funded by revenue from three cents of the statewide gas tax, said Stevan Gorcester, board director.

"The money is dedicated to local government street projects," Gorcester said. "With it we build hundreds of projects in the state."

In all, the board last month gave grants to 125 agencies throughout the state.

Grants for projects in Snohomish County include:

- Brier: \$420,896 to grind and overlay Brier Road and upgrade 19 wheelchair ramps.
- Darrington: \$505,228 to construct curb, gutter, and ADA accessible sidewalks along both sides of Fir Street between Sauk Avenue and Elwell Avenue; \$21,907 to seal coat several road segments in the city.
- Granite Falls: \$200,564 for sidewalks along the west side of Alder Avenue.
- Lake Stevens: \$204,750 for sidewalks along the south side of 20th Street NE between Main Street and North Machias Road; \$203,901 to grind and provide an overlay of Grade Road between Hartford Drive and 28th Place NE and upgrade nine wheelchair ramps.
- Lynnwood: \$3,000,000 for roadway work on 33rd Avenue W. between 184th Street SW and Alderwood Mall Parkway.
- Marysville: \$450,000 to convert the four-way stop at 88th Street NE and 55th Avenue into an intersection with full signals.

- Monroe: \$352,005 to grind and provide an overlay of southbound Freylands Blvd. between Tye Street and 152nd Street and to upgrade 11 wheelchair ramps.
- Snohomish: \$456,000 to construct a roundabout at the intersection of Avenue D and 15th Street.
- Stanwood: \$117,520 for construction of curbs, gutters, sidewalks and a planter strip along 276th Street NW.
- Sultan: \$500,916 for High Avenue, replacing damaged sidewalks and installing a new storm drainage system from First Street to Fourth Street, and \$354,902 for arterial overlay projects.

Amy Daybert: 425-339-3491; adaybert@heraldnet.com.

Communities win funding for transportation improvements

Pullman plans Kamiaken Street bridge work next fall

By Holly Bowen
Daily News staff writer

Several communities in Whitman County are slated to receive state and federal funding that will help them complete renovations and additions to transportation infrastructure.

Pullman is receiving \$285,000 from the Federal Highway Fund to rehabilitate the deck of the Kamiaken Street bridge, and Colfax, Colton, Endicott, Oakesdale, Palouse and Tekoa are all receiving road and sidewalk improvement grants funded by

state gas tax revenue.

Kamiaken Street bridge

Pullman Public Works Director Mark Workman said the Kamiaken Street bridge was originally constructed in 1930 and hasn't received any significant maintenance in recent years.

He said city bridges are inspected every two years and, during the last round, the Kamiaken Street bridge deck raised a red flag.

"The deck is in poor shape," he said. "Some of the reinforc-

ing is exposed, and the bridge is posted for a load limit for one type of truck."

He said the inspection consultant told the city about the possibility of seeking state-administered federal funding to rehabilitate the deck.

"Previous to that, we had thought we would actually have to, in the relatively near future, consider replacing it," he said.

The Washington State Department of Transportation and the Bridge Replacement Advisory Committee reviewed

See FUNDING, Page 8A

Funding

from Page 1A

87 applications from around the state and awarded a total of \$130 million to 70 projects, including to the Kamiaken Street bridge project.

Workman said the deck rehabilitation will prolong the life of the bridge and also enable the removal of the load restriction.

He said the \$285,000 grant will cover the entirety of the project, which has a target start date of September 2013. The bridge will likely be closed for about a week during construction.

"We're going to give it an effort and try to get it done this fall, but if we miss it for some reason, we would do it during the

summer session of 2014," Workman said.

Road and sidewalk improvements

The Washington State Transportation Improvement Board is awarding a total of more than \$1.3 million to several other Whitman County communities that are in need of road and sidewalk repairs and construction.

"The grant funding comes from the revenue generated by 3 cents of the statewide gas tax dedicated by the Legislature for TIB programs," according to the TIB.

■ Tekoa is set to receive \$593,000 to help pay for its \$599,000 project to reconstruct Warren Street between Crosby and Leslie streets. The project will include stormwater

improvements to mitigate drainage issues and also a new ADA-accessible sidewalk adjacent to the roadway. The city also plans to construct bus pullouts in front of Tekoa Elementary School to improve traffic flow and safety.

■ Colton is receiving \$150,000 to replace existing deteriorated sidewalks along Broadway Street/U.S. Highway 195. An eight-foot sidewalk on the south side of the street will provide access to the city hall and library, and a seven-foot sidewalk on the north side will serve the city park and post office.

■ Oakesdale is anticipating a \$121,354 award to help pay for its \$137,183 project to remove and replace existing sidewalk on the north side of Steptoe Street. Sidewalk ramps will be installed to ensure ADA compliance, and some lighting will also be replaced.

■ Colfax will receive \$120,000 for its \$150,000 project to extend sidewalk access from the school district complex on Third Street across nearby railroad tracks and then north on Clay Street. The new 5-foot sidewalk will connect with existing sidewalk on Third and Clay

streets and will extend ADA access to the residential area at the north end of the project, according to the city's project description.

■ Palouse and Endicott are receiving \$46,451 and \$17,153, respectively, for roadway seal coating projects in multiple locations

in each community.

Information about the TIB and projects funded by TIB grants is available online at www.tib.wa.gov.

Holly Bowen can be reached at (208) 882-5561, ext. 239, or by email to hbowen@dnews.com. Follow her on Twitter: @DailyNewsHolly

MOSCOW-PULLMAN DAILY NEWS
DEC. 21, 2012

Southcenter Parkway extension opens 200 acres for development

By JOURNAL STAFF

Last week the city of Tukwila opened a 1.4-mile extension of Southcenter Parkway from South 180th to 200th streets that provides another way to get to Westfield Southcenter — and better access to about 200 acres of developable land.

"We are very pleased to be able to open this new five-lane arterial road, which will provide much needed access to Tukwila's Southcenter District and Westfield Southcenter Mall," said Tukwila Mayor Jim Haggerton in a release. "In addition, this new road opens up development for hundreds of acres of land that will help us meet our goals by attracting thousands of new jobs."

The city and La Pianta LLC, a Segale Properties entity, signed a long-term deal in 2009 to develop 512 acres owned or controlled by Mario Segale that will be accessed by the new road. The city helped build the road and other infrastructure to support the development.

The Segale site is bordered by Interstate 5 on the west, the Green River on the east, South 204th Street on the south and 180th on the north.

Tukwila's economic development administrator, Derek Speck, said about 100 acres of Segale's property is already developed with offices, warehouses and industrial buildings. He said about 200 acres are available for

development and the rest is open space.

The overall development could create 20,000 jobs, 10 million square feet of buildings and 2,000 housing units in 25 years, according to Speck.

The environmental impact statement from 2005 indicates the new uses could include office, retail, housing, hotels and recreation. Speck said the existing 100-acre business park could be redeveloped in the future as part of the plan.

Segale is now doing some grading and infrastructure work on its property.

Scarsella Bros. of Seattle was the general contractor for the road extension. It submitted the low base bid out of nine bidders, at \$15.66 million. The engineer's estimate was \$20.31 million.

Scarsella's work included about 3,000 feet of new sewer and water pipes from Minkler Boulevard to 180th.

Total project cost was \$20.8 million, which included \$14.3 million for construction, \$1.8 million for design and engineering, \$2.3 million for construction management and \$2.4 million in other costs. Highline Water District and the city's water utility kicked in another \$1.7 million toward utility construction.

The state provided \$12 million, with another \$3.8 million from the Federal Highway Administration and \$5 million from the city's general fund and the issuance of general obligation bonds.

Shoppers and commuters driving northbound on Interstate 5 can use the Orillia Road exit to access the new road. The city will hold a ribbon-cutting ceremony in mid-December.

Tukwila celebrates opening of Southcenter Parkway extension



STEVE HUNTER, TUKWILA REPORTER
Tukwila Mayor Jim Haggerton prepares to cut a ribbon Friday, Dec. 14 to celebrate the opening of the Southcenter Parkway extension from South 180th Street to South 200th Street.

By STEVE HUNTER
Tukwila Reporter Reporter
DECEMBER 14, 2012 · 3:05 PM

More roads lead to Tukwila with the opening of the Southcenter Parkway extension.

City officials and others gathered last Friday at the intersection of Southcenter Parkway and Segale Park Drive C to cut a ribbon, pose with a banner and celebrate the 1.4-mile extension that runs between South 180th Street and South 200th Street and replaces the old Frager Road.

"It's going to pay dividends in the future for not only the city of Tukwila but for this entire Tukwila south business area," said Tukwila Mayor Jim Haggerton.

The street extension is part of the city's Tukwila South development project expected to provide up to 25,000 jobs, 1,700 housing units and 10 million square feet of office and retail space. The Segale family owns most of the property along the new street and plans to develop the area. The new roadway will provide much approved access to Interstate 5 and the South 188th Street interchange via South 200th Street and Orillia Road.

"The Segale family is very pleased to have the new roadway open," said Jami Balint, counsel for the family. "We are even more pleased that even though we are having the ribbon cutting (Friday), we were able to get the road open before Thanksgiving and before the start of the very busy holiday season."

Balint said the Segale family invested in wetland enhancement, flood protection and infrastructure improvements along the Southcenter Parkway extension.

"These investments are not only for the benefit of the Segale family but for the city of Tukwila," Balint said.

Construction crews began work on the new street more than two years ago. The planning started many years ago.

"I can't tell you how difficult this particular project was," Haggerton said. "I remember in the negotiations of the development agreement with the Segale family, I was quoted as saying, 'This is a simple five-lane road.' But believe me this was not a simple five-lane road.

"There were so many agencies involved that we had to deal with. The Army Corps of Engineers for the cross valley (Green River) levee issues. We had permit issues. That's why it took a little bit longer than any project normally would. It was a very, very complicated project."

Scarsella Brothers, Inc., of Kent, received the \$18 million construction contract. Overall, the project cost \$22 million, including design, construction, construction management and agreements with Puget Sound Energy and the Highline Water District. The city received about \$18 million in state and federal grants for the project and funded the rest through general obligation bonds.

The curvy, two-lane Frager road has been replaced by a five-lane street that also runs farther to the west, especially up by South 200th Street. Crews realigned the new street close to the hillside to maximize development.

The City Council last month adopted a right-of-way ordinance that allowed the street to open. The original agreement between the city and developer La Pianta LLC, run by the Segale family, failed to address replacement access issues for two parcels along Southcenter Parkway, including truck access for a moving company, according to city documents. City officials had expected a July opening until the delay.



[View Larger Map](#)

Contact Tukwila Reporter Reporter Steve Hunter at shunter@tukwilareporter.com or 253-872-6600, ext. 5052.

Find this article at:

<http://www.tukwilareporter.com/news/183570801.html>

Tekoa council votes for truck bypass study

BY GARTH MEYER
Gazette Reporter

A proposed truck bypass for the city of Tekoa has moved ahead with approval of a grant application for an economic and engineering study.

At a public hearing Nov. 19 the city council voted to approve a CERB (Community Economic Revitalization Board) grant application for \$51,200, which would require a 25 percent match from the town.

Part of that 25 percent would include \$1,200 which the city spent last

summer for a truck-count study, done by J.U.B. Engineers of Spokane.

The bypass project would create a route for grain rigs and other heavy trucks beginning at the north end of town, to run level along Hangman Creek, on Union-Pacific railroad right-of-way ground, connecting at the south end of town before the bridge.

Another option considered for the bypass route would be Ramsey Street, one block west of Crosby Street, the town's main street and Highway 27.

"Ramsey Street has the same grade issues as Crosby but it's already a street," said Dave Kliewer, Spokane Area Manager for J.U.B. Engineering. "That's one of the challenges of Crosby. Drivers have to apply a lot of gas or a lot of brakes."

If approved, the CERB grant would break down as follows: \$51,200 made up of \$40,000 in CERB funds and \$11,200 in matching funds from Tekoa, including the \$1,200 already spent on the truck counter study.

The engineering part of the grant would include an environmental study.

Kliewer indicated that ecological issues regarding the bypass proposal may involve the shoreline of Hangman Creek, which the railroad right-of-way runs along, flood plain and/or soil matters.

"A lot will hinge on an environmental study, the railroad right-of-way being right along the creek," said Tekoa City Councilman Roy Schulz. "There's a lot of

things to fall into place."

Since Union Pacific owns the right-of-way, if a truck route is placed there, the city would need to negotiate for the land.

The results from the truck study last summer showed 100 to 250 heavy trucks per day passed through Tekoa in the last two weeks of August. The numbers include single loads, double (truck with separate trailer) and trains, truck-tractor with two trailers.

Analyzed by J.U.B., the figures indicated 1,049,650 freight tons per year going up and over the hill on Crosby Street in Tekoa.

The truck count was taken during harvest to find out what the worst case scenario is, and then the numbers were analyzed from there.

"It's a significant number, not only for trucks, but it tells you that there's a lot of weight," said Kliewer. "And heavy trucks like that deteriorate roads."

Schulz said the numbers were not as many as

the city had hoped to see, but "in the ballpark."

"The town, J.U.B. and others are all encouraged by the positive support we've received," said Kliewer, noting comments received from T.I.B., Southeast Washington Economic Development Association and the Port of Whitman County.

"Based on this really positive feedback we're receiving, it's a worthy project."

"A big part of this is economics," said Schulz. "We've got to sell that there's going to be an economic impact for the good."

The town expects to hear a decision on the grant application from CERB at the end of January or early February.

"We'll see if CERB thinks it has merit," said Kliewer.

The railroad right-of-way is a quarter-mile stretch free of tracks, which were taken out in the 1980s.

State TIB selects Palouse for LED light grant

BY GARTH MEYER
Gazette Reporter

Palouse was selected as one of seven Washington towns to participate in a Transportation Improvement Board pilot program to install LED lights, and study its cost effects.

TIB Executive Director Stevan Gorcester said that LED lights have started to be installed in Washington cities for about five years.

"The energy is lower and the maintenance cost is massively lower," he said. The lights can last up to 25 years before they begin to dim, thus reducing the need to change bulbs.

"Because of lack of modernized technology, we're spending more money on streetlights than we need to," he said.

Starting next summer, Palouse will receive new LED lights for its estimated 150 streetlights, although the actual number will depend on the design of lights.

"It's a very good thing for Palouse," said Mayor Michael Echanove. "Switching lighting is a substantial cost for any community. The opportunity to switch technology by light years is tremendous for us."

The town is one of seven chosen, representing the different utility company arrangements around the state.

Palouse's power comes from an investor-owned utility; Avista. Its rates are governed by a tariff set by the Washington State

Utilities and Transportation Commission, for which there is none yet set for LED streetlights.

"We were looking for a good example across these different kinds of service providers," Gorcester explained.

Avista will now need to submit a new rate tariff before the Palouse project can begin.

"We will be asking Avista to apply to charge

"The opportunity to switch technology by light years is tremendous for us."

- Michael Echanove, Palouse Mayor

us less," said Echanove. "I think it will work out; they are a very proactive company."

The TIB's \$2 million project for seven towns, with a population of 5,000 or less, is funded by savings from low-bid prices on their road projects throughout the state in 2012.

LED stands for light emitting diode.

"A tiny light bulb that glows instead of burning, basically," said Gorcester.

The design issue for Palouse may come up whether there is an applicable LED replacement for each type of light they now have, including the "acorn" style lights of downtown.

After the project is completed, the city of

Palouse will keep the new lights and the associated savings.

"Palouse should realize a savings in year one," said Gorcester, noting that for cities paying for the new technology themselves, they see savings in year eight to 10.

"I can't say enough about the leadership of TIB," said Echanove. "They are very forward-thinking. Imagine how many towns would want to have this."

In addition, further savings for Palouse are projected due to the LED lights' ability to be programmed to reduce light after 1 a.m.

Light can be reduced by shutting off a combination of the 24 small lights in a single LED fixture.

Meters will be installed on the fixtures to record precisely what the difference is in energy use compared to the old lights.

"Before we do this for all the small towns in Washington, we're going to performance measure to make sure we're getting the results," said Gorcester.

He added that most TIB projects which involve replacing streetlights now install the LED lights.

LED fixtures cost between \$300-\$400 while standard bulbs cost \$20-\$30, and roughly \$150 in total costs to replace a bulb.

Gorcester said that the city of Seattle has seen a savings of 40 to 48 percent of costs on their streetlights since converting to LED lights in the past five years.

The Star News

November 21, 2012

LXXII, No. 34

Town could benefit from lighting grant

By Roger Lucas

Coulee Dam could end up with new, low-energy street lights.

Public works director Barry Peacock told the council last Wednesday that representatives from the state's Transportation Improvement Board were in town and looking at the town's current street lights.

He said that Coulee Dam was one of seven small municipalities in the state being considered for a grant for low-energy street lights.

Peacock said there was two level of grants, one for 100 percent of lights and one for 50 percent of lights.

"We should know by the end of the year," Peacock said.

The energy saving lights "would, over a period of time, save the city a good deal of money," Peacock stated.

When asked if this included lights on the bridge, Peacock said "no" but it could include the fixtures. The wiring cost would have to be borne by the town, he added.

Coulee Dam has long wanted to replace the bridge lighting, and has asked the state Department of Transportation to do so, but DOT says it is the town's responsibility.

Peacock said not only would the lights cut the energy costs, but also maintenance. The lights are suppose to have a life of 15 years.

The Star | P.O. Box 150, Grand Coulee, WA 99133
Ph: (509) 633-1350 or Toll-free: (888) 633-1350 | star@grandcoulee.com | www.grandcoulee.com
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From the Puget Sound Business Journal

:<http://www.bizjournals.com/seattle/news/2013/01/03/state-may-do-away-with-the-gas-tax.html>

State may do away with the gas tax, but motorists still would pay

Puget Sound Business Journal by Marc Stiles, Staff Writer

Date: Thursday, January 3, 2013, 5:02pm PST



Marc Stiles

Staff Writer- *Puget Sound Business Journal*

[Email](#) | [Twitter](#)

The Washington State Transportation Commission is preparing to recommend that the Legislature consider a dramatic overhaul of how to fund billions of dollars of road construction in the coming decades.

Instead of relying on a gas tax, motorists may one day be charged by how many miles they drive. Another option is an annual fee. In briefings to the media Thursday, officials lumped both ideas into one concept they called a "road usage charge assessment."

Vehicles are becoming more fuel efficient or running entirely on electricity. Also, people are driving less, either due to the weak economy or because they're shifting to other travel modes, such as mass transit.

State officials project that as drivers use less fuel, gas tax revenues could fall by more than \$5 billion between 2007 and 2023. This is a problem because in Washington, the state gas tax funds 76 percent of all transportation investments.

"The gas tax is simply not sustainable," state Transportation Commissioner Tom Cowan said. He was one of three people who briefed the Business Journal on the possible change.

Recognizing the revenue shortage, legislators last year appropriated \$1 million to determine whether it would be feasible to transition from the gas tax to a road user assessment system. The commission appointed a steering committee, which determined that it is feasible. Now the commission is recommending the Legislature undertake two years of work to continue the study.

The work would include public outreach, research on how a road usage system might be set up, and pilot projects.

Charging motorists a per-mile fee is not unheard of. Europe does it. But in the United States, it's relatively unknown, although one state, Oregon, has been looking at it for about a dozen years.

"People have no concept of what this is," said Allegra Calder of Berk, a consulting company that is working with the state to assess the road usage charge. But something needs to be done, she said, "because pavement doesn't repair itself."

Marc Stiles covers commercial real estate and government for the Puget Sound Business Journal.

TIB Agency PROGRAM Goals, Strategies, Outcomes and Targets/Measures, 2013-2023

Agency Program Goals	Strategies	Related programs	10-Year Outcomes	10-Year Targets/Measures
1. Improve mobility of people and goods Improving mobility means that projects reduce congestion, connections are created for modern urban arterial features and design features are appropriate to their locale and usage needs.	Fund projects that strategically add capacity and enhance mobility options	SCPP, SCAP, CHAP, APP, UAP	Congestion reduced on project-specific basis	Change index (% improvement) in level of service per project
	Encourage projects that fill gaps and complete corridors	SCPP, SCAP, CHAP, APP, UAP, SP	Leverage prior transportation investments	% increase in completed corridors ¹ # of miles of corridor extension/improvement by project
	Use criteria that identifies projects that improve access to non-motorized mobility options, transit, and freight	SCPP, SCAP, CHAP, APP, UAP, SP	Continuous network of mobility options, providing access to non-motorized facilities, transit and freight	Miles of bike lanes Bus stops per mile # of projects accessing freight facilities
2. Support economic development Supporting economic development means that projects encourage development siting decisions and improve connectivity on urban arterials.	Use growth and development criteria to coordinate timely investments with reliable development opportunities	UAP	Increased economic activity near TIB projects	Of those selected for growth and development, did the development occur as expected ²
	Focus investments on downtown and activity centers			
3. Encourage environmental responsibility Encouraging environmental responsibility means that projects are designed well and constructed with respect for the environment and users.	Develop curriculum and provide training to customers on environmentally sustainable design	SCPP, SCAP, CHAP, APP, UAP, SP	Curriculum made available to customers More agencies have knowledge and tools to use environmentally sustainable practices	# of training opportunities Participation rate Customer satisfaction rate ³
	Fund projects that support sustainable design and construction, driven by up-to-date sustainability criteria	SCPP, SCAP, CHAP, APP, UAP, SP	Projects designed and constructed for the environment and users	% of points available achieved ⁴
4. Enhance arterial safety Enhancing arterial safety means that projects reduce the potential for fatalities and collisions.	Fund projects that have a high potential for collision reduction based on safety criteria	SCAP, UAP, SP	Arterial safety hazards reduced	% reduced collisions on arterials
5. Maintain, extend and preserve the life of projects Maintaining, extending and preserving the life of street systems means pavement life is extended and restored.	Continue to improve efficient delivery of small city preservation projects	SCPP, SCAP	Improved pavement in small cities/towns	Pavement condition over 70 for all small cities
	Stabilize funding for arterial preservation projects	APP	Stop decline of medium city arterial condition	Medium size city pavement condition stays equal to or greater than reported in 2012

¹ Need to define completion

² Create incentive to report in, or identify ways to get the information internally? Identify: Did the site develop or is it developing? Possibly add case studies for storytelling.

³ To be developed further after program is established

⁴ As success rate approaches 100%, raise criteria

TIB Agency ADMINISTRATIVE Goals, Strategies, Outcomes and Targets/Measures, 2013-2023

Agency Administrative Goals	Strategies	10-Year Outcomes	10-Year Targets/Measures
1. Communicate effectively Communicating effectively means that staff, Board, and stakeholders clearly understand TIB's mission and programs.	Broadly communicate TIB funding opportunities to external audiences	Customers clearly understand how TIB programs work and how they can be competitive	% positive customer survey response # agencies without awards in past 5, 10 years # agencies at TIB funding workshops
		New legislators understand and support TIB Stakeholders support TIB activities, leveraging funding for greater impact in local communities	Additional funding appropriated/obtained
	Clearly communicate agency responsibilities for managing the TIB project in order to access TIB grant	Grant recipients clearly understand grant rules and agreements	% delayed projects % agencies billing TIB on-time
2. Maintain stable operations Maintaining stable operations means TIB is operating in balance with resources.	Position for new revenue	Resources are balanced	% of fund balances at target levels % of projects under construction vs. design only projects % of transactions processed within target
	Use effective project management practices		
	Utilize demand model to anticipate future expenditures		
	Performance reviews of executive director by three board members (chair, vice chair, past chair if available)	Programs are still in place Funding is stable Legislature and constituents appreciate TIB Independence is maintained New funding sources are achieved	Consistency in # of projects, fund balances Change/review of funding laws Reduced reliance on gas tax Satisfaction survey # of new customers
	Continue Visioning Committee work through emerging ideas – report at end of each year	Responsive to changing environment and program results meet emerging needs	% of customers who are satisfied
Customer feedback every 2-3 years: are programs we are offering meeting the needs of the customers?			
3. Effective project management Effective project management means maximizing potential for successfully completed projects.	Collaborate to establish design only and hybrid loan programs Develop larger grant program Apply constructability criteria Active project management approach	Economies of scale created and higher cost projects supported Minimize losses due to project failure Resolve project delays	# of jurisdictions using hybrid program % of participating jurisdictions meeting loan obligations Average time to completion % of obligations # of resolved at-risk projects



Potential Loan Programs January 24, 2013

BACKGROUND

During Visioning Committee meetings, the need to offer more financing tools to local governments when building transportation projects was discussed. A loan program was suggested as one way to deal with local budget constraints and funding shortfalls. Discussion evolved around two different loan concepts that could assist local governments in moving past design and reaching full funding for transportation projects.

1. A design-only loan program would give agencies the opportunity to borrow funds for design, and then upon going to construction, a TIB grant would pay off the loan (minus any matching requirements). If the project did not go to construction, the loan would be paid back.
2. A hybrid grant/loan program would allow an agency with a TIB grant the option to also apply for a loan from the state in order to achieve full funding.

This program could be done in conjunction with the Public Works Board (PWB), which was created in 1985 to administer the Public Works Assistance Account in order to offer loans to local governments for public health, safety, and environmental infrastructure projects that support community and economic vitality.

STATUS

Preliminary discussions have occurred with the PWB staff to explore the possibility of partnering on development of these loans. PWB Chair, Stan Finkelstein, and PWB Executive Director, John LaRocque, have been invited to the January 24 board meeting to discuss this partnership.

RECOMMENDATION

No action needed. Discussion only.



Criteria Banding January 24, 2013

BACKGROUND

In order to select the best projects and make the best investment with TIB dollars, the Visioning Committee and the Executive Director reviewed the current criteria in 2011. From this review, a new method of evaluating project applications, called criteria banding, was developed. Four bands (safety, mobility, growth and development, and physical condition) will serve as the main criteria drivers for project selection. Additionally, all projects will be scored on the common factors of sustainability and constructability.

Banding criteria were brought to the board in January 2012 for a status update. Since that time, TIB staff sought input from customer agencies and consulting engineers. Customer input includes:

- **Presentations.** The Executive director provided on-site presentations to the ten consulting firms that most frequently design TIB projects. Local government customers were invited to these presentations.
- **Webcasts.** During the June 2012 urban funding workshops, a portion of the time was spent presenting the new criteria and selection process that they might see for 2013.
- **Local agency meetings.** During many local agency meetings, the banding concept was discussed in order to gain customer feedback.
- **Customer focus group.** TIB staff invited customers from SeaTac, Kitsap County, and Lacey to a customer integration meeting. The day-long meeting discussed all aspects of the selection criteria from the customer perspective. The meeting particularly helped identify the questions and concerns customers might have during training and implementation.

The new criteria will be posted for public comment after the January 2013 board meeting. Any public comments received will be brought to the board at the March meeting.

STATUS

Bands and Purpose

A maximum of 65 points from any one band (safety, growth and development, physical condition, or mobility) will be available for each project. The remaining 35 points will come from both the sustainability and constructability criteria. Although a project may score well in multiple bands, it only needs to score well in one band to qualify for funding.

Once points are totaled, the best projects from each band will be chosen until either grant funds are exhausted or remaining projects drop below a desirable score.

The table below illustrates the primary components of the four bands plus sustainability and constructability.

					Sustainability	Constructability
Safety	Potential for Accident Reduction	Predicted Crash Frequency	Counter Measures	New Safety Features	Modal	Funding Sources
Growth & Development	Public Support	Private Support	Quality	Location	Energy	Construction Readiness
Physical Condition	Pavement Condition	Non-Pavement Failure	Loading and Usage	Significant Design Flaws	Environment	Ease of Implementation
Mobility	Congestion and Level of Service	Network Connectivity	Modal Access	Mobility Features	Recycling	Full Funding

SAFETY (65 pt max) Corrects unsafe conditions, prevents human injury and property damage.

The safety criteria have been modernized to reflect new standards. Principles outlined in AASHTO's 1st Edition, Volume 1, 2010 Highway Safety Manual are woven into the criteria to evaluate the effectiveness of a project's design enhancements. Criteria are no longer based solely on past accident history, but instead look at the factors that cause collisions and the potential for safety improvements and project completion.

Safety Evaluation Tool (40 pt max)

- Increase in Potential Safety Improvements 0-15
- Decrease in predicted crash frequency 0-5
- Increase in Crash Modification Factors score 0-20

New Safety Features (25 pt max)

- Add non-traversable median 5
- Add center left-turn lane 5
- Road diet 5
- Add curb or physical separation 5
- Convert unsignalized intersection to roundabout 10
- Convert signalized intersection to roundabout 10

GROWTH & DEVELOPMENT (65 pt max) Maximizes development potential and appropriate project locations.

Criteria scoring are based on the scale of the development site (number of jobs anticipated, acreage developed, etc.), developer support, necessity, and location. Criteria also evaluate the likelihood the development will occur based on whether or not zoning is in place, permits are issued, and private investment is leveraged.

Public Support (20 pt max)	
• Development fulfills the comprehensive plan	0-8
• Zoning in place for the development	0-5
• Water in place for the development	0-4
• Sewer in place for the development	0-4
• Power in place for the development	0-4

Private Support (20 pt max)	
• Development agreement status	0-10
• Private investment in public infrastructure	0-10
• Permitting status	0-10

Quality (15 pt max)	
• Dwelling units constructed in the development	0-10
• Acreage of the development	0-5
• Jobs created by the development	0-10

Location (10 pt max)	
• Development location	0-5
• Project proximity	0-4
• Dependence of development on the project	0-3

PHYSICAL CONDITION (65 pt max) *Corrects physical deficiency and prevents failure.*

This band is primarily based on street pavement condition rating. Other areas contributing to a project's score are non-pavement related failures such as slope stability or flooding; other significant flaws like poor alignment, channelization or sight distance, traffic volume or truck/bus route, and sidewalk condition.

TIB Engineer PCR score rating (30 pt max)	0-30
-------------------------------------------	------

Non Pavement Failure (12 pt max)	
• Walls	0-4
• Storm water conveyance	0-4
• Bridges or culverts	0-6
• Slope Stability	0-2

Significant Flaws (10 pt max)	
• Illumination	0-2
• Fixed objects	0-2
• Access control	0-2
• Alignment	0-5
• Channelization	0-2
• Turning radius	0-5
• Sight distance	0-2

Loading (10 pt max)	
• Volume	0-4
• Truck Route Classification	0-4
• Buses	0-4

Sidewalk Condition (5 pt max)	
• Meets Standards	0-3
• Overall Sidewalk Appearance	0-3

MOBILITY (65 pt max) Contributes to traffic and modal capacity and healthy systems

Mobility criteria are based on the principles of TRB's *Highway Capacity Manual 2010*, Vols. 1-3.

Projects will be scored based on current level of service compared to anticipated level of service post-project. The mobility criteria will address current congestion problems, whereas future mobility issues will be addressed within the growth and development band.

Congestion and Level of Service (35 pt max)	
• Significant congestion problem	0-10
• Increase in LOS within project limits	0-20
• Addresses congestion on the system or adjacent routes	0-10
• New route	0-20
• High volume	0-5

Network Connectivity (10 pt max)	
• Complete/extend corridor improvements	0-6
• Complete gap/extend improvements	0-4
• What does the project connect to?	0-4

Modal Access (10 pt max)	
• Improve transit access	0-4
• Improve connections to non-motorized access	0-2
• Improve freight facilities	0-6

Features (10 pt max)	
• Relieves bottleneck	0-2
• Improves access to CBD or urban center	0-6
• Traffic signal interconnect	0-2

SUSTAINABILITY (15 pt max) Improves project quality through sustainable design.

This category will evaluate if agencies are using sustainable design and well-tested, reliable techniques that have a strong track record. Current sustainability criteria will remain in effect for 2013. In partnership with the University of Washington, the sustainability criteria are being updated. The new criteria are planned to be incorporated in 2014.

ADOPTED GREENHOUSE GAS EMISSIONS POLICY	1
MODAL MEASURES (8 PT MAX)	
• Completes gap in HOV system	3
• Adds HOV lanes in each direction	2
• Adds Queue Jump or Transit Only Lane	1
• Peak Hour Transit Buses	0-3
○ <i>One point for every 2 buses</i>	
• Sidewalk width greater than TIB standard &/or planter strip (3 foot min width)	0-3
• Bicycle Facilities	
○ <i>Completes gap in adopted bike plan system with either separated bike path or signed & striped bike lanes</i>	3
○ <i>Extends adopted bike plan system with either separated bike path or signed & striped bike lanes</i>	2
○ <i>Adds separated bike path or signed & striped bike lanes designated on the adopted bike plan</i>	1
ENERGY MEASURES (4 PT MAX)	
• Replace or install Low Energy Street Lighting	3
• Solar powered signage	1
ENVIRONMENTAL MEASURES (4 PT MAX)	
• Low Impact Drainage Practices	2
○ <i>Use bio-swales, rain gardens, other low impact drainage practices</i>	
• Hardscaping or climate appropriate planting	2
<i>Project must not include irrigation</i>	
RECYCLING MEASURES (4 PT MAX)	
• On-site grinding & reuse of pavement	2
• Use of base treatment to avoid over-excavation	2
• Use of stockpiled recycle materials	1

CONSTRUCTABILITY (20 pt max) *Provides a reasonable expectation of completion.*

Criteria in this category evaluate the likelihood the project will successfully reach completion. Points are received for things like secured funding, completed plans and specifications, and processed permits. This category does not dictate TIB funding be directed towards shovel-ready projects, but projects that are closer to construction may compete better.

Full Funding (15 pt max)		
• Over match		0-10
• Full funding in place		5
Construction Readiness (10 pt max)		
• Plans, Specs, and Estimate finished		3
• Permits completed		2
• Cultural resources complete		2
• Right of way certified or not required at application		3
• No federal reporting or permits needed		1
• No sensitive areas or issues pending		1
• Street will be closed during construction		1

RESULTS OF BETA TEST

During the 2012 call for projects TIB staff gathered information through applications to perform a test of the new banding system. Using this information, TIB staff re-rated each urban project using the new banding criteria.

Test projects were selected in a round robin style selection process. For example, the top scoring safety project was selected, then the top scoring mobility project, and so on. Selection continued in this manner until project scoring in that category dropped too low or funds were exhausted.

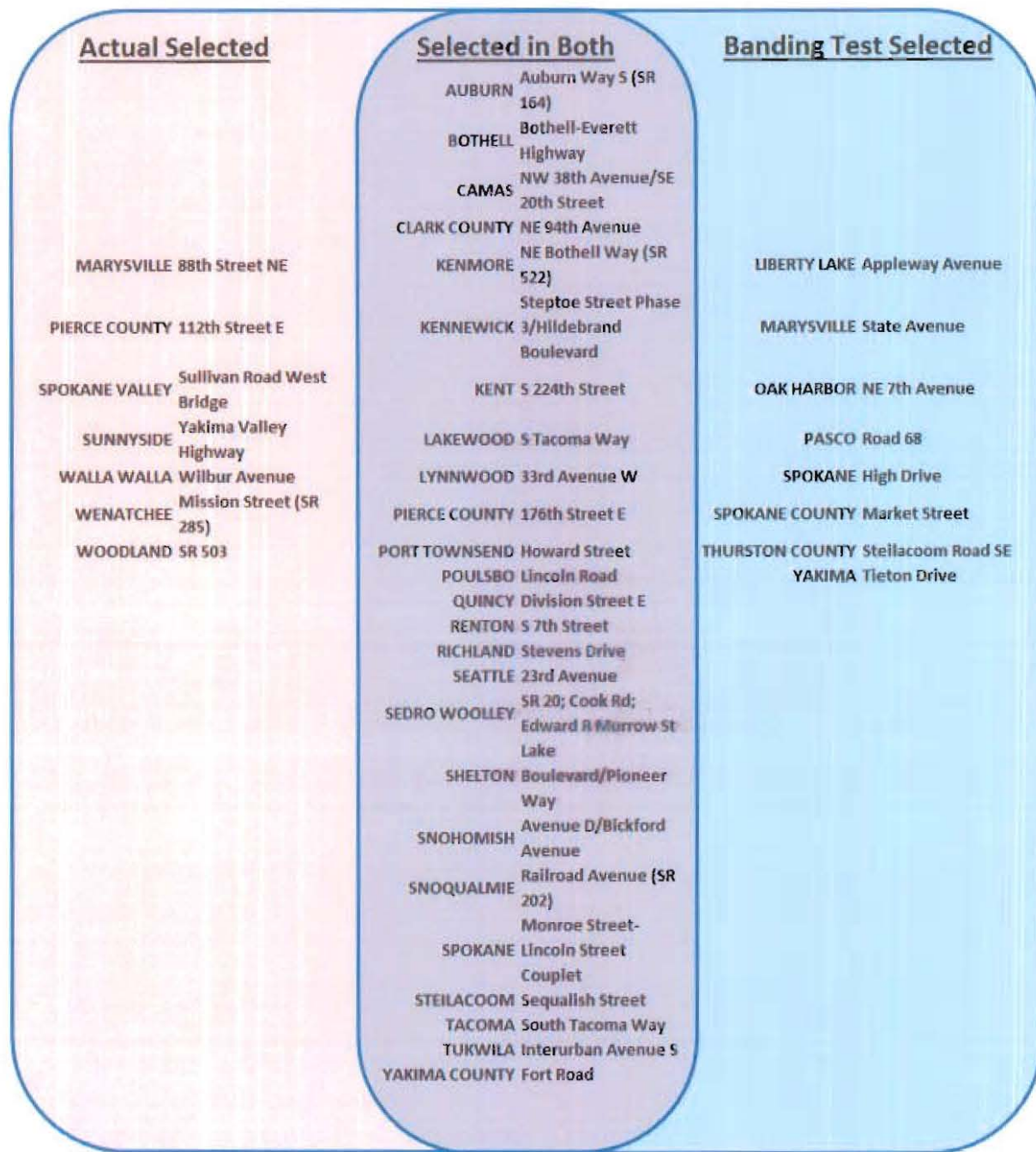
The beta test showed that it is still possible to maintain regional distribution, while listing all projects within bands and not by region. It is interesting to note that the criteria did not lean towards any one region. Each region received at least one project in the first two rounds. As part of the selection process the regional allocation was tracked as each project was selected. If a region ran out of funds, it would be skipped in the subsequent rounds.

Region	Allocation	Funded	Difference
Southwest	\$9,300,000	\$9,112,236	\$187,764
Northwest	\$6,500,000	\$7,757,922	-\$1,257,922
Puget Sound	\$39,400,000	\$39,637,574	-\$237,574
Southeast	\$7,000,000	\$7,381,912	-\$381,912
Northeast	\$7,800,000	\$7,862,735	-\$62,735
Total	\$70,000,000	\$71,752,379	-\$1,752,379

As expected, each band was not equally represented in the final funding. Growth and Development projects are not as common as a physical condition project. Mobility represented the most dollars and the most need.

Band	Count	Total
Safety	8	\$15,816,345
Mobility	11	\$24,543,537
Growth &Development	4	\$9,044,000
Physical Condition	10	\$22,348,497
Total	33	\$71,752,379

The results of the selection using the banding criteria versus the actual selection can be seen below in the Venn diagram below.



Projects to the left of the diagram were funded in November, but would not have been funded under the new criteria. Nearly all of these were projects near or at the funding cutoff line in the November 2012 selection. Projects to the right would have been funded if the new criteria had been used, but were not in November.

Overall, the test demonstrated the criteria functioned successfully and mostly affected whether or not the projects near the funding cutoff would or would not be funded. Projects in the Safety category were **most affected** because the new methodology is so much better at determining potential for

reduced accidents. The Growth and Development criteria were the most difficult to apply because the test determined the need to modify the application questions.

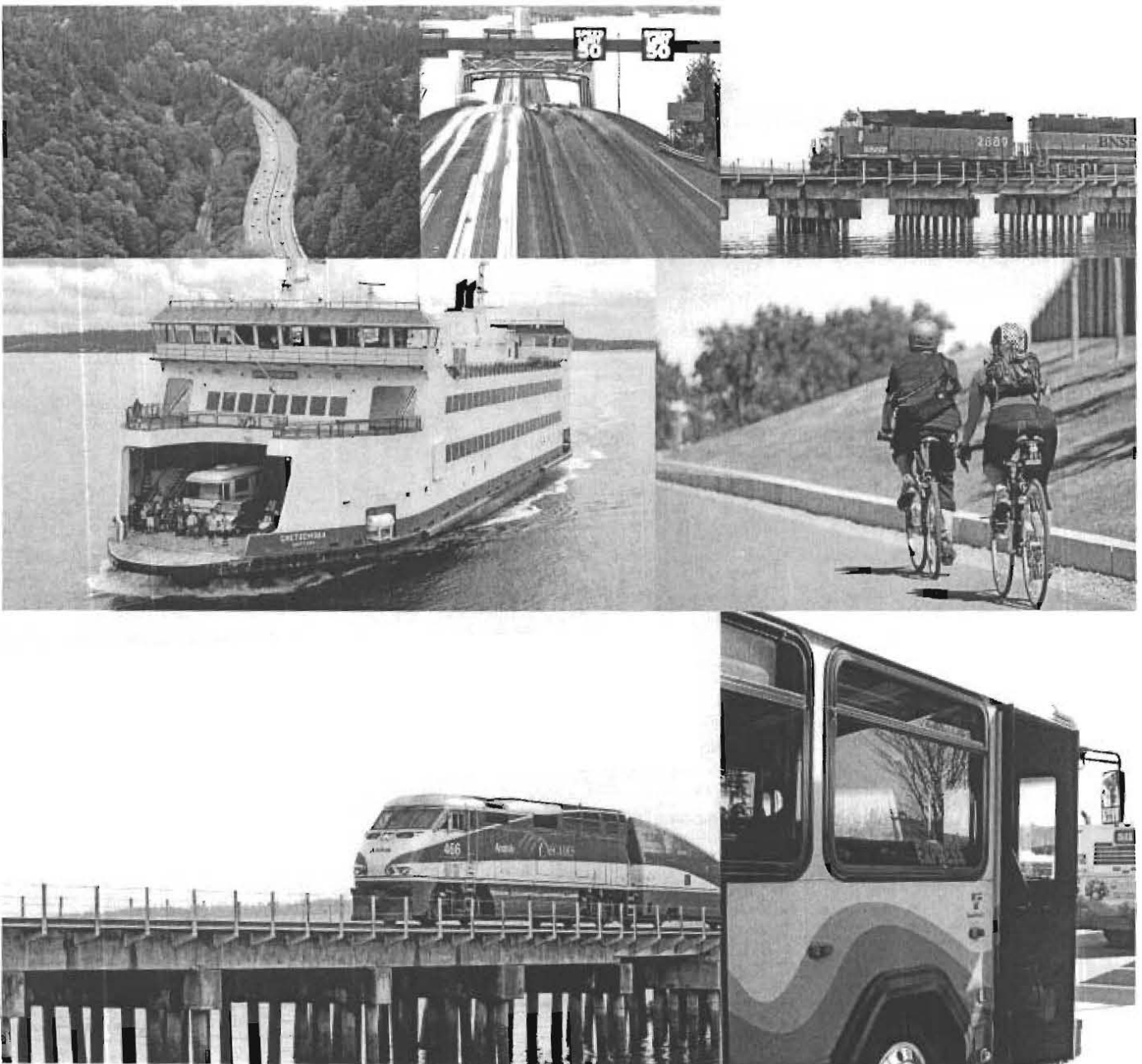
TIMELINE

January 24 th , 2013	Present test results and preliminary criteria to board
February 1 st -28 th , 2013	Public comment period
March 21 st , 2013	Present public comment and final criteria to board
March 22 nd , 2013	Criteria put before the board for adoption

RECOMMENDATION

No action needed. For information and discussion only.

2013 Revenue Proposal





STATE OF WASHINGTON
TRANSPORTATION COMMISSION

PO Box 47308, Olympia WA 98504-7308 • 2404 Chandler Ct SW Suite 270, Olympia WA 98502
(360) 705-7070 • Fax (360) 705-6802 • transc@wstc.wa.gov • <http://www.wstc.wa.gov>

December 31, 2012

The Honorable Members
Senate Transportation Committee
PO Box 40482
Olympia, Washington 98504-0482

The Honorable Members
House Transportation Committee
PO Box 40600
Olympia, WA 98504-0600

Dear Honorable Members:

Please find enclosed the Washington State Transportation Commission's Transportation Revenue Proposal for your consideration during the 2013 legislative session.

The State of Washington has invested significantly in system improvements over the last ten years but has fallen behind in maintaining and preserving the existing transportation system. Over the next ten years, the Commission believes we should first focus on maintaining what we have and secondly, continue to invest in critical projects that improve our economic competitiveness, build on our state's stellar safety record, and smooth connections between home, school, work, shopping and recreation.

We encourage and support all efforts to move transportation investments and improvements forward.

If you have any questions or would like more information, please contact our Executive Director, Reema Griffith at 360.705.7070. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Dan O'Neal".

Dan O'Neal, Chairman
Washington State Transportation Commission

Commissioners

Chairman
Dan O'Neal

Vice-Chairman
Tom Cowan

Members
Charley Royer
Philip Parker
Anne Haley
Jerry Litt
Joe Tortorelli

Executive Director
Reema Griffith

P.O. Box 47308
Olympia, WA 98504-7308

360.705.7070
www.wstc.wa.gov

2013 Revenue Proposal

Foreword

Across the state, our transportation network is at the tipping point of failing to meet our basic needs. While the state has invested significantly in system improvements over the last 10 years, we have fallen behind in maintaining and preserving the existing transportation system. In the next 10 years, our first focus must be on maintaining what we have. Then, we must continue to invest in critical projects that improve our economic competitiveness, build on our state's stellar safety record, and smooth connections between home, school, work, shopping and recreation.

While it is neither easy nor simple to get new revenue in these difficult economic times, we must push ahead. The cost to maintain what we have is less than the cost over time of doing nothing.

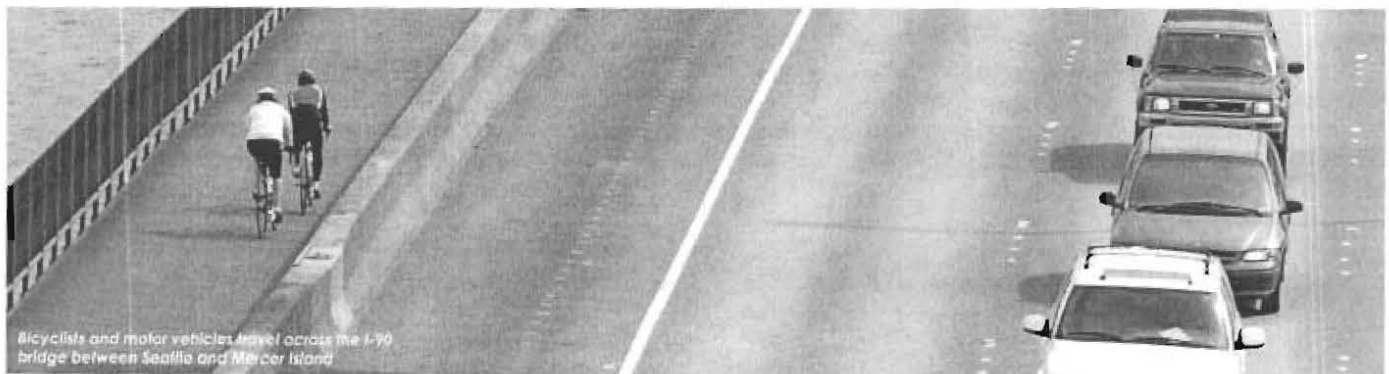
To address our future needs and shrinking revenues, the Washington State Transportation Commission (WSTC) is recommending a gas tax increase, a motor vehicle excise tax, a gross weight fee increase, and some efficiency and cost-saving measures as part of a 10-year, \$7.670 billion transportation investment package. This proposal builds on the work started by the *Connecting Washington* Task Force, which identified a constrained funding need of \$21 billion for maintenance, operations, preservation and capital improvements statewide. Of the \$21 billion, *Connecting Washington* targeted \$10 billion for maintenance, preservation, and operations for transit, cities, counties and the state. An additional \$11 billion funded capital improvements over the next 10 years.

In developing this proposal, the WSTC reviewed current expenditures of counties, cities, transit agencies, the Washington State Department of Transportation (WSDOT) and considered the recommendations identified in the *Connecting Washington* Report.

The guiding principles of this \$7.67 billion WSTC revenue proposal are:

1. Maintain what we have.
2. Finish what we have started.
3. Keep the proposal simple and achievable.

The WSTC proposal meets a significant portion of the maintenance and preservation needs for cities, counties and the state, provides a pathway to completing many large capital projects, provides new state revenue for transit, and includes accountability measures to ensure that new dollars are spent effectively and efficiently. However, this proposal does not address all the funding needs identified in the *Connecting Washington* report.



2013 Revenue Proposal

Funding for Maintenance and Preservation

The Washington State Transportation Commission (WSTC) recommends a 10-cent increase in the state gas tax phased in over six years.

- A five-cent increase would occur in the first fiscal year (FY 2014) followed by a one-cent increase per year for five years through FY 2019.
- This gas tax increase should not be leveraged for bonds but should be used strictly for maintenance, operations, and preservation of our current transportation system on a cash flow basis.
- The 10-cent increase is estimated to raise approximately \$2.55 billion over the next 10 years.
 - Addresses approximately 32 percent of the funding need identified by *Connecting Washington*.
 - Once fully implemented, provides about 15 percent more than 2010 expenditures for maintenance, operations, and preservation.
- The phased-in approach of the gas tax increase responds to the price sensitivity of drivers and the operational capacity of the state, counties, and cities to effectively utilize additional revenue.
- This 10-cent increase in the gas tax, once fully implemented after the initial six-year period, is estimated to cost the average driver an additional \$60 per year, bringing their total annual cost in state gas taxes up from the current \$225 to \$285 per year. (Estimate based on driving 12,000 miles per year in a car averaging 20 miles per gallon.)

The distribution of the revenues generated from the 10-cent increase over 10 years is below:

Total State and Local:	\$2.550 billion
<hr/>	
State:	\$1.453 billion
WSDOT Highways	\$1.163 billion
WSDOT Ferry Operations	\$290 million
Local:	\$1.096 billion
Counties through CRAB	\$416 million
Cities through TIB	\$680 million

State Portion Distribution

The WSTC recommends allocating 57 percent of the gross distributable revenue to WSDOT for highways and ferries and 43 percent to counties and cities.

- This allocation to WSDOT is based on historical data of daily vehicle miles traveled, indicating a 57 percent share on the state system and 43 percent on city streets and county roads.
- Of the total daily vehicle miles traveled on streets and roads, counties represent 38 percent and cities represent 62 percent.

The WSTC further recommends 80 percent of the WSDOT allocation be spent on maintenance and preservation of the highway system and 20 percent be devoted to Washington State Ferries for maintenance, operations, and preservation. In determining this recommendation, the WSTC relied upon historical expenditure data for highway and ferry purposes to arrive at the 80/20 split.

Local Portion Distribution

The WSTC recommends the county and city portion of the maintenance and preservation funding be allocated through the County Road Administration Board (CRAB) and the Transportation Improvement Board (TIB) to maximize the use of the funds and institute expenditure reporting on state tax revenues. CRAB should receive 38 percent of the local portion and TIB should receive 62 percent, based on the allocation described above.

The WSTC further recommends:

- Current levels of spending by local governments on maintenance, operations and preservation not be diminished or substituted with these new revenues. Any new revenues allocated to cities and counties through CRAB and TIB must be additive to current spending levels and should be reported and monitored annually.
- Both CRAB and TIB should utilize their current programs and monitoring processes to ensure the funding allocated to cities and counties is effectively distributed and monitored to ensure full accountability and transparency of expenditures.
- TIB should continue its practice of requiring an increasing scale of compulsory match, based on a measure of value (such as assessed property tax value), for all allocations of new funds. In the case of very small cities, TIB should have the discretion to determine if a match will be required according to the agency's current standards and practices.



Funding for Capital Improvement Projects and Transit

The WSTC recognizes there are unfinished projects that the 2003 Nickel and 2005 Transportation Partnership Act (TPA) revenue packages have partially funded, several corridor projects that have been started but not finished, and several mega projects that have no funding available. In order to complete the projects from the previous revenue packages, make progress on other significant capital projects, and to help address the funding shortfall faced by transit agencies, including the high cost of providing special needs transportation, the WSTC recommends:

- A motor vehicle excise tax (MVET) be established and the revenues dedicated to improvement projects and transit.
- To address freight mobility needs, the WSTC recommends an increase in the gross weight fee for trucks over 10,000 pounds with the revenues dedicated to freight projects.

Key points on the MVET:

- The MVET would not be bonded and should be used primarily for capital projects on a cash flow basis, with 10 percent allocated to fund transit needs. We recommend the MVET be sunset after 10 fiscal years of collection.
- It would be levied on the market value of a vehicle, but would be different from the previous MVET in that it would be dedicated to transportation purposes and would utilize the publicly accepted vehicle depreciation schedule currently in RCW 82.44.035.
- The MVET would be assessed one year after the purchase of a new vehicle, rather than at the time of the purchase.
- The MVET would be capped at a maximum of 2.0 percent, with 1.5 percent authorized for the state and 0.5 percent authorized as a local option for counties and cities.¹
- The WSTC recommends that the Legislature enact the 1.5 percent MVET in FY 2015, or beginning one fiscal year after the new gas tax increase.

Estimated revenue of the MVET:

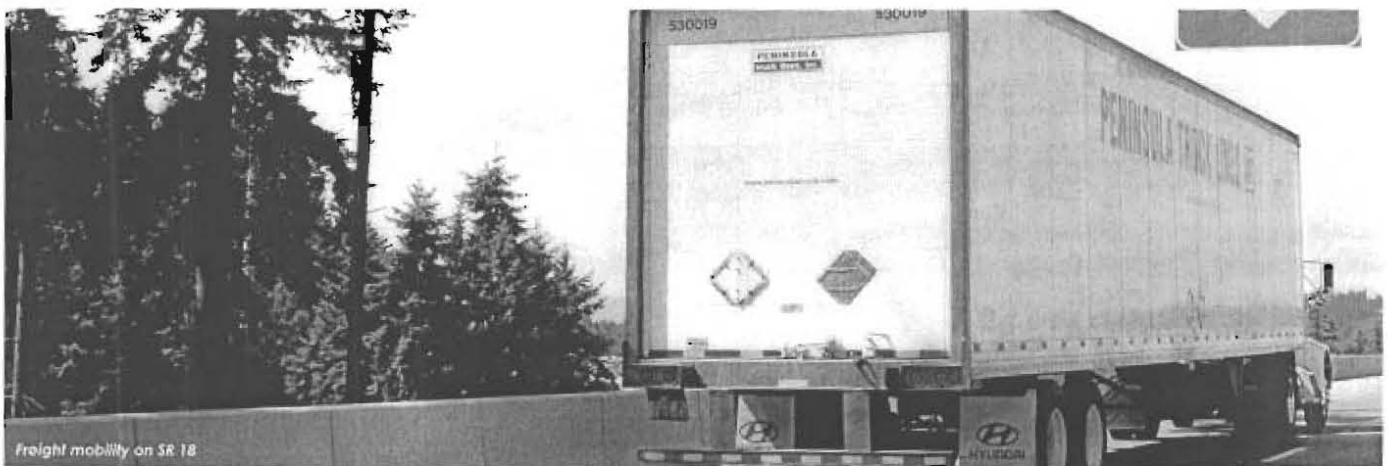
- An MVET of 1.5 percent is estimated to generate revenue of more than \$500 million per fiscal year.
- This level of MVET would address approximately 42 percent of the capital need identified in the *Connecting Washington* report over the next 10 years.
- Of this \$500+ million per year, approximately 90 percent, or approximately \$450 million is assumed to be used on a cash flow basis for WSDOT capital improvement projects.
- The remaining 10 percent or approximately \$50 million per year (\$500 million over the 10-year period) is dedicated to transit agencies. These funds should be allocated through the Washington State Department of Transportation.

Key points on the gross weight fee increase:

- A gross weight fee increase of 15 percent would be applied to all trucks having a gross weight of 10,000 pounds or more.
- The revenue generated from this fee increase would be appropriated to the Freight Mobility Strategic Investment Board for freight projects.

Estimated revenue from the gross weight fee increase:

- A gross weight fee increase of 15 percent on all trucks weighing more than 10,000 pounds is estimated to generate \$110-\$120 million over the next 10 years or roughly \$11-\$12 million per fiscal year.



NOTE: 1. For new vehicles purchased from dealerships, the MVET tax would be waived for the first year. The MVET would start in the second year of the life of a new vehicle. The tax would be levied on the vehicle's value based on the depreciation schedule in RCW 82.44.035 starting at 81 percent of the original purchase price and following the depreciation schedule thereafter.

Below is a short list of some of the uncompleted corridor projects that the WSTC recommends be funded from this revenue package: ²

	Unfunded Need:
Transportation Improvement Projects (Short List):	\$9.546 billion
Projects remaining from the Nickel and TPA package list	\$400 million
Short list of uncompleted corridor projects	\$9.146 billion
Partially funded and completed corridor projects	\$3.446 billion
SR 520	\$1.4 billion
US 395 NSC	\$1.3 billion
I-90 Snoqualmie Pass East	\$386 million
HWY 12	\$360 million
Unfunded mega/corridor projects:	\$5.7 billion
CRC (WA Contribution)	\$450 million
SR 509	\$1.2 billion
SR 167	\$1.5 billion
I-405	\$2.55 billion

Source: WSDOT 2012



NOTE: 2. This short list of projects exceeds the estimated project proceeds from the MVET revenues as presented in this proposal. It is assembled to suggest focus on those uncompleted corridor projects that have the most significant impact on congestion, freight mobility, safety, and commerce statewide.

Additional Policy Efficiencies

The WSTC recommends that, in addition to raising revenue, the state should identify additional areas in which efficiencies can be gained and expenses lowered. The WSTC recommends the Legislature focus on the following three actionable items to facilitate efficiencies and reduce costs:

1. **Prohibit the use of studded tires:** This action will reduce the impact to our road surfaces caused by the use of studded tires. Given the tire industry now offers alternative traction enhancing tires, the use of studded tires is outdated and causes unnecessary damage to our roads. It is recommended that the elimination of studded tires be phased in over a five-year period. One year after its enactment dealers/retailers should no longer sell studded tires. Five years after its enactment all studded tires should no longer be in use on roads, streets, or highways in Washington State.
2. **Right sizing project design:** The state must continue its work towards identifying a process that can accurately assess project design options so they are "right sized" for the funding available and achieve the desired outcomes. While this type of assessment occurs at times, the broader application and advancement of this approach must continue. To do so, the following must occur broadly on a consistent basis:
 - Projects must appropriately and efficiently address a given need and desired outcome as compared to the related cost of not doing so.
 - Project design alternatives must be compared to better assess cost/benefit trade-offs and outcomes.
 - Investment proposals/projects and their costs must be assessed against the goals and policies contained in the Washington Transportation Plan (WTP) and in the statutory policy goals to ensure investments are both strategic, efficient, and result in the achievement of desired outcomes/goals for the system statewide.



- For project designs that are improperly "sized" given the desired outcome and available funding, alternative approaches in design must be presented that result in a better cost/benefit ratio and overall goal achievement.
 - WSDOT should provide the Legislature and Governor with annual reports on such project trade off assessments.
3. **Non-Highway Public Private Partnerships:** The Commission recommends the Legislature implement the recommendations made by the WSTC in their 2011 report to the Legislature titled: "Best Practices Review of Washington State Public Private Partnership Programs and Laws for Non-Toll Facility Projects". (For the full report visit the WSTC website: www.wstc.wa.gov)



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
APP Program							
3-W-189(003)-1	ABERDEEN	FY 2014 Arterial Preservation Project	Design	DE	0	0	Director
3-P-144(001)-1	BRIER	FY 2014 Arterial Preservation Project	Design	DE	25,377	0	Director
3-P-802(002)-1	DUVALL	FY 2014 Arterial Preservation Project	Design	DE	9,000	0	Director
3-W-985(001)-1	FERNDALE	FY 2014 Arterial Preservation Project	Design	DE	52,700	0	Director
3-P-130(001)-1	FIRCREST	FY 2014 Arterial Preservation Project	Design	DE	11,016	0	Director
3-P-130(002)-1	FIRCREST	FY 2014 Arterial Preservation Project	Design	DE	36,273	0	Director
3-P-127(001)-1	GIG HARBOR	FY 2014 Arterial Preservation Project	Design	DE	31,112	0	Director
3-E-183(001)-1	GRANDVIEW	FY 2013 Expanded Preservation Project	Audit	FV AD	226,927	0	Director
3-E-183(002)-1	GRANDVIEW	FY 2014 Arterial Preservation Project	Design	DE	44,100	0	Director
3-E-183(003)-1	GRANDVIEW	FY 2014 Arterial Preservation Project	Design	DE	16,200	0	Director
3-P-146(001)-1	LAKE STEVENS	FY 2014 Arterial Preservation Project	Design	DE	0	0	Director
3-P-822(001)-1	MONROE	FY 2014 Arterial Preservation Project	Design	DE	21,117	0	Director
3-P-200(001)-1	NEWCASTLE	FY 2014 Arterial Preservation Project	Design	DE	12,121	0	Director
3-P-112(001)-1	NORMANDY PARK	FY 2014 Arterial Preservation Project	Design	DE	27,540	0	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
3-W-151(001)-1	PORT TOWNSEND	FY 2014 Arterial Preservation Project	Design	DE	0	0	Director
3-W-126(002)-1	SEDRO WOOLLEY	FY 2014 Arterial Preservation Project	Design	DE	17,987	0	Director
3-E-182(001)-1	SELAH	FY 2013 Expanded Preservation Project	Audit	CC FV AD	178,101	-21,933	Director
3-W-194(001)-1	SHELTON	FY 2014 Arterial Preservation Project	Design	DE	34,071	0	Director
3-P-133(002)-1	STEILACOOM	FY 2014 Arterial Preservation Project	Design	DE	20,531	0	Director
3-E-178(001)-1	TOPPENISH	FY 2013 Expanded Preservation Project	Audit	CC FV AD	166,327	-2,949	Director
3-E-181(001)-1	UNION GAP	FY 2013 Expanded Preservation Project	Audit	CC FV AD	277,483	-5,614	Director
3-W-978(002)-1	YELM	FY 2014 Arterial Preservation Project	Design	DE	48,830	0	Director
Total APP Change						-30,496	

SCAP Program

6-P-119(003)-1	ALGONA	West Valley Highway S	Design	DE	76,410	0	Director
6-E-856(001)-1	COULEE CITY	W Douglas Street	Design	DE	29,430	0	Director
6-P-818(005)-1	DARRINGTON	Fir Street	Design	DE	4,320	0	Director
6-W-831(002)-1	FRIDAY HARBOR	Blair Street	Design	DE	65,130	0	Director
6-E-935(006)-1	GOLDENDALE	Brooks Street	Design	DE	49,854	0	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-E-889(005)-1	IONE	SR 31 Pedestrian Improvements	Design	DE	17,402	0	Director
6-W-828(006)-1	LANGLEY	2nd Street	Design	DE	0	0	Director
6-E-928(002)-1	MESA	May Avenue	Audit	CC FV AD	606,750	75,353	Director
6-E-882(107)-1	OROVILLE	Central and Cherry Streets	Design	DE	6,962	0	Director
6-W-964(005)-1	PE ELL	Third Street	Contract Completion	CC	788,220	11,203	Director
6-W-976(001)-1	RAINIER	Second Street	Audit	CC FV AD	198,092	7,130	Director
6-W-972(007)-1	SOUTH BEND	Cedar Street	Design	DE	80,769	0	Director
6-P-815(002)-1	SOUTH PRAIRIE	Emery Ave/3rd St/Tubbs Rd	Audit	CC FV AD	272,933	-18,650	Director
Total SCAP Change						75,036	

SCPP Program

2-E-868(003)-1	ALMIRA	FY 2013 Sidewalk Maintenance Project	Audit	CC FV AD	84,936	7,238	Director
2-P-800(003)-1	BLACK DIAMOND	FY 2014 Overlay Project	Design	DE	0	0	Director
2-P-809(001)-1	CARBONADO	FY 2012 Seal Coat Project	Audit	CC FV AD	41,025	6,273	Director
2-W-832(003)-1	CONCRETE	FY 2014 Red Town Project	Design	DE	20,000	0	Director
2-W-832(004)-1	CONCRETE	FY 2014 Seal Coat Project	Construction	DE CN	1,834	0	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-W-827(002)-1	COUPEVILLE	FY 2014 Overlay Project	Construction	DE CN	0	0	Director
2-P-818(002)-1	DARRINGTON	FY 2014 Seal Coat Project	Construction	DE CN	83	0	Director
2-W-955(001)-1	ELMA	FY 2012 Overlay Project	Audit	CC FV AD	124,885	13,000	Director
2-W-838(001)-1	EVERSON	FY 2013 Seal Coat Project	Audit	FV AD	23,280	0	Director
2-E-935(002)-1	GOLDENDALE	FY 2013 Seal Coat Project	Audit	CC FV AD	21,147	-25,399	Director
2-W-953(003)-1	KALAMA	FY 2013 Seal Coat Project	Audit	CC FV AD	54,981	-12,754	Director
2-E-931(005)-1	KITTITAS	FY 2014 Overlay Project	Design	DE	7,207	0	Director
2-W-949(002)-1	LA CENTER	FY 2013 Overlay Project	Bid Award	BA	111,271	-13,729	Director
2-W-835(001)-1	LYMAN	FY 2014 Seal Coat Project	Construction	DE CN	0	0	Director
2-E-862(005)-1	MATTAWA	FY 2014 Red Town Project	Design	DE	40,400	0	Director
2-W-957(001)-1	MONTESANO	FY 2014 Seal Coat Project	Construction	DE CN	3,113	0	Director
2-W-962(001)-1	MOSSYROCK	FY 2012 Overlay Project	Audit	CC FV AD	63,554	13,868	Director
2-W-840(002)-1	NOOKSACK	FY 2014 Overlay Project	Withdrawn	WD	0	0	Director
2-W-958(002)-1	OAKVILLE	FY 2014 Seal Coat Project	Construction	DE CN	1,908	0	Director
2-W-964(001)-1	PELL	FY 2014 Seal Coat Project	Construction	DE CN	2,033	0	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-E-873(003)-1	REARDAN	FY 2013 Sidewalk Maintenance Project	Audit	FV AD	85,675	0	Director
2-W-950(001)-1	RIDGEFIELD	FY 2012 Overlay Project	Bid Award	BA	120,002	15,652	Director
2-W-972(005)-1	SOUTH BEND	FY 2014 Overlay Project	Design	DE	14,500	0	Director
2-E-874(005)-1	SPRAGUE	2012 Preservation Prioritization Plan	Audit	CN BA	22,241	0	Director
2-E-946(002)-1	WAPATO	FY 2013 Overlay Project	Contract Completion	CC	359,889	91,503	Director
2-P-120(001)-1	YARROW POINT	FY 2014 Overlay Project	Bid Award	DE CN BA	100,000	0	Director

Total SCPP Change 95,652

SP Program

P-W-006(P06)-1	CLARK COUNTY	NE Highway 99	Bid Award	DE CN BA	198,464	-126,536	Director
P-P-802(P02)-1	DUVALL	NE Cherry Valley Road & Main Street NE (SR 203)	Design	DE	36,332	0	Director
P-W-831(P01)-1	FRIDAY HARBOR	Mullis Street	Design	DE	14,805	0	Director
P-P-820(P02)-1	GRANITE FALLS	N Alder Avenue	Design	DE	23,142	0	Director
P-W-953(P07)-1	KALAMA	Elm Street	Design	DE	13,110	0	Director
P-P-206(P02)-1	KENMORE	68th Avenue NE	Design	DE	21,415	0	Director
P-E-931(P02)-1	KITTITAS	Main Street	Design	DE	15,570	0	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
P-P-146(P01)-1	LAKE STEVENS	20th Street NE	Design	DE	22,500	0	Director
P-W-964(P03)-1	PE ELL	4th Avenue (SR 6)	Contract Completion	CC	242,113	14,737	Director
P-W-151(P06)-1	PORT TOWNSEND	Landes Street	Design	DE	11,451	0	Director
P-W-976(P02)-1	RAINIER	Dakota Street	Audit	CC FV AD	50,038	-2,401	Director
P-W-126(P02)-1	SEDRO WOOLLEY	Third Street	Design	DE	3,159	0	Director
P-P-806(P01)-1	SNOQUALMIE	Railroad Avenue SE (SR 202)	Design	DE	10,599	0	Director
P-E-176(P02)-1	WALLA WALLA	Rose Street	Audit	CC FV AD	175,094	-765	Director
Total SP Change						-114,965	

UAP Program

8-1-105(032)-1	AUBURN	West Valley Highway	Audit	CC FV AD	2,036,632	-107,486	Director
8-3-902(005)-1	COLVILLE	Third Avenue	Audit	CC FV AD	1,525,944	61,621	Director
8-1-110(006)-1	DES MOINES	South 216th Street	Bid Award	BA	3,780,502	-219,498	Director
8-4-175(016)-1	ELLENSBURG	Dolarway Rd	Audit	FV AD	2,760,000	0	Director
8-1-113(007)-1	FEDERAL WAY	Pacific Highway South (SR99)	Audit	CC FV AD	8,177,109	0	Director
8-1-199(013)-1	LAKWOOD	Murray Road SW and 150th Street SW	Audit	CC FV AD	697,718	50,677	Director



Project Activity Report

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8-3-863(004)-1	QUINCY	Division Street E	Design	DE	194,389	0	Director
8-2-126(009)-1	SEDRO WOOLLEY	SR 20; Cook Rd; Edward R Murrow St	Design	DE	0	0	Director
8-1-142(011)-1	SNOHOMISH	Avenue D/Bickford Avenue	Design	DE	45,000	0	Director
8-3-165(086)-1	SPOKANE	Francis Avenue	Audit	CC FV AD	617,309	-29,551	Director
8-1-133(003)-1	STEILACOOM	Sequalish Street	Design	DE	201,162	0	Director
Total UAP Change						-244,237	

UCP Program

9-P-206(004)-1	KENMORE	NE Bothell Way (SR 522)	Design	DE	769,482	0	Director
9-E-171(004)-1	RICHLAND	Keene Road	Audit	FV AD	1,127,147	0	Director
9-P-202(004)-1	SHORELINE	Aurora Avenue N (SR-99)	Audit	CC FV AD	5,500,000	0	Director
9-P-031(015)-1	SNOHOMISH COUNTY	20th St SE	Audit	CC FV AD	3,739,682	-285,318	Director
9-P-806(004)-1	SNOQUALMIE	Railroad Avenue (SR 202)	Design	DE	0	0	Director
9-P-128(018)-1	TACOMA	South Tacoma Way	Design	DE	196,500	0	Director
9-P-116(011)-1	TUKWILA	Southcenter Pkwy Extension	Audit	CC FV AD	2,000,000	0	Director
9-P-116(012)-1	TUKWILA	Klickitat Drive & Southcenter Parkway	Audit	FV AD	3,398,716	0	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
9-E-180(006)-1	YAKIMA	Martin Luther King Jr Boulevard	Bid Award	BA	2,852,469	-147,531	Director
						Total UCP Change	-432,849
						Total Change	-651,859

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