



Transportation Improvement Board
March 28-29, 2013 – Vancouver, Washington
Location: The Heathman Lodge
7801 N.E. Greenwood Drive
Vancouver, WA 98662
360-254-3100

March 28, 2013
WORK SESSION AGENDA

WORK SESSION

<i>General Matters</i>			Page
2:00 p.m. A.	Local Presentations	Clint Ritter	
2:30 p.m. B.	Strategic Plan Adoption	Steve Gorcester	31
<i>Projects & Program Matters</i>			
2:50 p.m. C.	Sidewalk Deviation Request: City of Algona – West Valley Hwy	Clint Ritter	33
3:20 p.m. D.	Contingency Restoration: City of Kent – 256 th Street	Steve Gorcester	34
4:00 p.m. E.	Criteria Adoption	Steve Gorcester	35
5:00 p.m. F.	Adjournment	Chair Irish	

Dinner on your own



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Location: The Heathman Lodge
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March 29, 2013 – 9:00 a.m.
BOARD AGENDA

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9:00 a.m.	1. CALL TO ORDER	Chair Irish
9:05 a.m.	2. GENERAL MATTERS	
	A. Approval of January 24, 2013 Minutes	Chair Irish 1
	B. Communications	Steve Gorcester
	1. New light bulbs save big bucks – <i>Tri-City Herald</i>	4
	2. Kent might use B&O tax to help pay for 256 th St project – <i>Kent Reporter</i>	5
	3. Tri-City road projects likely going nowhere as money runs dry – <i>Tri-CityHerald.com</i>	7
	4. Progress on massive Lynnwood Place development – <i>HeraldNet</i>	11
	5. Moxee moving slowly toward SR 24 intersection – <i>Yakima Herald Republic</i>	14
	6. Inslee appoints Lynn Peterson as new state transportation secretary – <i>King5.com</i>	15
	7. Woodland accepts \$2M grant to renovate accident-prone intersection – <i>The Oregonian</i>	17
	8. Kent property owners object to fees to improve SE 256 th Street – <i>KentReporter.com</i>	19
9:15 a.m.	3. NON-ACTION ITEMS	
	A. Chair's Report to the Board	Chair Irish
	B. Executive Director's Report	Steve Gorcester
	C. Financial Report	Alicia Martinelli
	D. Project Activity Report (1/31/13-2/28/13)	Clint Ritter 21
10:00 a.m.	4. ACTION ITEMS	
	A. Strategic Plan Adoption	Steve Gorcester 31
	B. City of Algona: West Valley Hwy Sidewalk Deviation Request	Clint Ritter 33
	C. Contingency Restoration: City of Kent – 256 th Street	Steve Gorcester 34
	D. Criteria Adoption	Steve Gorcester 35
11:00 a.m.	4. FUTURE MEETINGS	Steve Gorcester
	May 30-31 (Chelan)	
	September 26-27 (Clarkston)	
	November 21-22 (Bellevue)	
11:05 a.m.	5. ADJOURNMENT	Chair Irish

**Transportation Improvement Board
January 24, 2013
Educational Service District 113
Tumwater, Washington**

MINUTES

TIB BOARD MEMBERS PRESENT

Mayor James Irish, Chair
Councilmember Sam Crawford
Mr. Jim Albert
Councilmember Jeanne Burbidge
Ms. Kathleen Davis
Mr. Mark Freiburger
Councilmember Bob Olson

Ms. Laura Philpot
Ms. Heidi Stamm
Mr. Harold Taniguchi
Mr. John Vodopich
Mr. Ralph Wessels
Mr. Clay White

TIB STAFF

Steve Gorcester
Alicia Seegers Martinelli
Clint Ritter
Vaughn Nelson
Eileen Bushman/recorder

TIB BOARD MEMBERS NOT PRESENT

Mr. Todd Coleman
Secretary Paula Hammond
Mr. Jay Weber

CALL TO ORDER

Chair Irish called the meeting to order at 1:05 p.m.

GENERAL MATTERS

A. Approval of November 16, 2012 Minutes

MOTION: It was moved by Ms. Stamm with a second from Councilmember Burbidge to approve the minutes of the November 16, 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, "Southcenter Parkway opens 200 acres for development" from the *Daily Journal of Commerce*, covered the ribbon cutting for that project and can be used as a test case of TIB's new growth and development criteria. The second article published in the *Whitman County Gazette*, "Tekoa council votes for truck bypass study," referred to a study Steve suggested the city do to determine the complexities of the truck bypass project.

STRATEGIC PLAN DRAFT

Meagan Eliot, FLT Consulting, reviewed the strategic plan developed by the Visioning Committee. She emphasized that this draft is a living document over the next 10 years. Ms. Eliot provided a summary of the Program Goals and Administrative Goals, discussing goals, strategies, outcomes, and measures. Customer feedback was obtained to ensure that Program Goals were aligned with local needs. One outcome of the feedback was that customers would like to see more clarity and flexibility in the area of Economic Development.

Action on the final plan will be taken at the March meeting.

PUBLIC WORKS BOARD

PWB Executive Director John LaRocque and PWB Chair Stan Finkelstein spoke to the TIB about a possible collaboration between the two boards. The Public Works Board provides 20-year loans at 1.5% interest for a variety of infrastructure projects including utilities and streets. This year, the PWB is extending their loans to include roads and bridges for roadway improvements. It was proposed for consideration that the PWB offer pre-construction loans to road projects that may subsequently be financed by TIB for construction. TIB would pay off a portion of the loan debt corresponding to its grant reimbursement percentage if the project received a

construction grant at a later date. Another concept mentioned was the grant-loan hybrid, which would help achieve full funding by allowing loan funds to be more easily obtained or optioned if the project already has a TIB grant. Through multiple state agency collaboration, it makes it easier for local municipalities to obtain or borrow the match needed to complete a project.

The consensus of the board was a positive view of these ideas. The PWB will work with their executive committee and TIB staff, with each returning to their respective boards with a proposal.

LEGISLATIVE UPDATE

House Transportation Committee Chair, Representative Clibborn, provided a legislative update, letting the board know that she has been working on a new revenue package for about two years. The first iteration of a rough draft includes:

- A 10¢ gas tax roll out at 1¢ to 2¢ per year over the next 5 to 10 years
- Tolls in the Puget Sound region
- Gross weight fees on trucks
- Majority of the funds generated from the truck weight fee would go to freight and not ferries
- FMSIB would get some of the funding to cover the first and last mile “connectors” for freight
- Additional revenue from motor vehicle excise tax would be split into thirds: one-third to ferries, one-third to transit, and one-third to local government
- Funding to locals would be a combination of direct distribution and through TIB and CRAB

Not part of the revenue package is the fee bill, part of which was used to fund TIB’s Arterial Preservation Program. She noted that this can be reallocated and would like to see it go to TIB, CRAB, and FMSIB. She suggested not only codifying the fee bill, but also adding funds to it.

CRITERIA DRAFT

Steve Gorcester provided a summary of the new banding criteria, which had been discussed with the Visioning Committee in 2011 and with the full board in 2012. Since that time, TIB staff sought input from customer agencies and consulting engineers through presentations, webcasts, local agency meetings, and customer focus groups. Last year’s application was modified to ask the questions that would fit the new criteria and apply those results.

The beta test was successful and showed that projects could be selected using the new criteria while maintaining regional distribution. Software is being developed that encompasses the Sustainability and Constructability categories and ranks projects within each of the four bands (Safety, Growth & Development, Physical Condition, and Mobility), automatically moving projects into an overall ranking while tracking regional allocation. A Venn diagram displayed actual projects that were selected in 2012 versus those same projects using the banding criteria.

Concerns expressed by some board members included the number of points given to a new route and the unintended consequence of local agencies scoring higher by intentionally letting physical condition deteriorate. A request was made to provide a point boost to National Highway System classified routes. These concerns and requests will be reviewed and addressed during the March meeting.

NON-ACTION ITEMS

A. Chair’ Report - Chair Irish provided an update on former board members Bill Ganley and Greg Partch.

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

Project Issues

- Two projects have not met the requirements for contingency restoration and will need to appear before the board to ask for an extension of time. If not approved for extension, these projects will automatically be withdrawn. The two projects are Kent 256th Street and Richland Gage Blvd/Center Parkway.
- Steve received a letter from the Mayor of Grand Coulee regarding the sidewalk project near the middle school, which is closing at the end of the year. The project was funded based on its proximity to the school. Consequently, expenditures for this project have not been authorized.

The city may need to appear before the board in the near future to request a scope change to this project.

Contracts

- TIB has entered into an interagency contract with University of Washington to assess criteria regarding sustainable design and to recognize which specific sustainability categories grant recipients are completing. The Greenroads Foundation is helping to update the TIB sustainability criteria. This research effort should result in an updated and improved Sustainability scoring system.
- The DKS street light feasibility study was sent to the board last week. Field inspections have been completed in all of the seven towns selected and DKS is now working on Phase 2 of the feasibility study, implementation of the demonstration projects. At this time, Okanogan would not proceed as a demonstration project because the PUD indicated they would increase rather than decrease rates.

Legislative Update

- Steve met with the Joint Transportation Committee in December, and has subsequently met with the House and Senate Transportation Committees. One Senator on the STC questioned if sidewalks should be funded and if they are 18th Amendment eligible. TIB has a 2003 AGO on this issue and support from RCW 47.30.005.

Project Events

- Connell – West Adams Street ribbon cutting
- Tukwila – Southcenter Parkway ribbon cutting

C. Financial Report

Alicia Seegers Martinelli reported the following:

- The combined fund balance is at \$35 million, which is \$10 million less than the November report.
- Accounts payable shows about \$20.5 million in payments since December.
- With only six more months left in the biennium, the total revenue is \$152 million, with \$159 million in expenditures, with the bulk of the expenditures paid out for local year-end closing in December.
- The intended larger call size and rapid action projects continue to decrease the fund balance.
- There is \$10.6 million remaining in rapid action projects, with a total of \$29 million paid out.
- The current TIA fund balance is \$32 million.

D. Project Activity Report

Clint Ritter reported 95 project activities for this reporting period. The majority were for design approvals (49) or project close out (32). There were surpluses for Clark County, City of Des Moines, Snohomish County, and City of Yakima totaling \$778,883. Total actions resulted in a net decrease of \$652,859 in TIB obligations.

FUTURE MEETINGS

The next meeting is scheduled for March 28-29, 2013 in Vancouver. Meeting notices will be sent out on March 8, 2013.

ADJOURNMENT

The meeting adjourned at 4:58 p.m.

New light bulbs save big bucks

Kennewick gets \$792,831 rebate after replacing bulbs in streetlights, city buildings

KRISTI PIHL

HERALD STAFF WRITER

Kennewick saved enough energy to power 175 homes a year by replacing streetlights and lights in city buildings.

Benton PUD officials gave Kennewick a rebate of almost \$793,000 on Tuesday, which will help the city pay for the conservation projects completed last year.

Kennewick invested about \$2.2 million to replace more than 5,000 streetlights and lights at 20 city buildings with more energy efficient lights, said Steve Plummer, Kennewick's engineering services manager.

A \$600,000 federal grant also helped pay for the project, and Plummer said the city expects to see the rest of the cost paid off by energy savings in about seven years.

City hall and the Toyota Center and neighboring arena are among the buildings to benefit from new lights, he said.

"It's really about cost savings, that's



Kai-Huei Yau | kyau@tricityherald.com

Benton PUD commissioners Lori Kays-Sanders and Barry Bush, middle, point out that the ceremonial check is "non-negotiable" to Kennewick Mayor Steve Young on Tuesday after Young joked he was going straight to the bank. The city earned the \$792,831 rebate for energy conservation measures. Benton PUD General Manager Chad Bartram is seen at the left.

what it all comes down to," said Kennewick Mayor Steve Young.

Altogether, the city's efforts saved 3 million kilowatt hours, said Kevin Fischer,

Benton PUD's energy efficiency adviser. The city replaced older technology

See **BULBS** | Page B4

BULBS | Lights will last 12 years

FROM PAGE B6

fluorescent lights called T-12s with the newer T-8 fluorescent lights that put out more light while using less energy, he said.

The difference between the lights is like comparing a computer from the '80s to one from today, Fischer said.

More than 10,000 lamps were replaced in city buildings, Fischer said.

Just replacing city hall's lights saved enough energy to power six homes for a full year, he said.

The new lights in city buildings have about 100,000 hours of life, and should last almost 12 years before needing replacement, Fischer said. Some of the previous lights had to be replaced every two to six months.

Exit signs also were replaced with LED technology, which will save maintenance costs, Fischer said. Streetlights were changed from a high pressure sodium light to the newer induction lights.

Induction is a fluorescent type of light that uses half the energy while providing better quality light, Fischer said.

Instead of a yellow-tinged light, the new streetlights give off more of a white light. The older, yellow-tinged lights had a tendency to cause colors to blend, while colors are easier to distinguish with the induction lighting.

The induction lights also will last longer, adding to the maintenance savings, he said.

Benton PUD General Manager Chad Bartram said conservation projects like the one completed by Kennewick in partnership with the Bonneville Power Administration and Benton PUD help reduce the amount of energy the utility needs and allows the utility to meet conservation targets.

He said he expects conservation efforts will address half of the utility's expected load growth in coming years.

► Kristi Pihl: 582-1512;
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Kent might use B&O tax to help pay for 256th Street project



STEVE HUNTER, KENT REPORTER

The city of Kent plans to widen Southeast 256th Street between Kent-Kangley Road and 116th Avenue Southeast to three lanes and add a bicycle lane and sidewalks.

By STEVE HUNTER

Kent Reporter Courts, government reporter

FEBRUARY 1, 2013 · 11:40 AM

Kent city officials are considering using \$1 million from the new business and occupation (B&O) tax to help pay for the \$7 million upgrade and widening of Southeast 256th Street on the East Hill.

Crews will upgrade an old, sub-standard section of Southeast 256th Street from the "Y" intersection at Kent-Kangley Road to 116th Avenue Southeast. The changes will improve traffic flow, access to businesses and homes and safety for vehicles and pedestrians by adding a center turn lane to form a three-lane road; adding bicycle lanes and sidewalks; installing street lights; and improving traffic efficiency by rebuilding intersections and re-timing traffic signals, according to city staff reports.

City officials also are forming a Local Improvement District (LID) to charge fees to property owners who benefit from the project to raise a total of about \$2 million.

The rush is on by city staff to get the project funded because a \$2 million grant awarded six years ago to the city from the state Transportation Improvement Board will be taken back and given to another jurisdiction if the city isn't ready to start construction by July 1.

"Why it has taken so long to get off the ground is the \$2 million grant awarded for pedestrian safety needs a (funding) match and when the economy went downhill we didn't find a matching source," Public Works Director Tim LaPorte said to the City Council's Public Works Committee on Jan. 14.

LaPorte said the asphalt overlay component of Southeast 256th Street makes the project eligible for the B&O tax fund. The council approved a new B&O tax last year that started Jan. 1 and is expected to raise about \$5 million in 2013 to help repair streets.

Councilwoman Dana Ralph, however, questioned whether the B&O tax should be used for the project.

"I believe the project needs to move forward for the safety of children and so we do not lose the grant money," Ralph said at the meeting. "But my concern is the B&O money that the group of citizens met about did not have this project on the list."

Council President Dennis Higgins said he prefers a different funding option for the project than the B&O tax that the council adopted for street repairs rather than new construction.

"The portion for the (asphalt) overlay makes sense but I still would like to find an alternate source," Higgins said.

Councilwoman Elizabeth Albertson said the 256th Street work needs to get going.

"We have not looked at the B&O list yet but if we are going to lose money then this is the No. 1 project to get done," Albertson said.

LaPorte said a Transportation Impact Fee (TIF) approved in July 2010 by the council would raise about \$1 million for the project.

Under the ordinance, the city charges TIFs up front to new retail and residential developments as well as when pre-existing structures see a major change in use. The rate of the TIF depends on the kind of development being proposed. Single-family residences pay a different rate than a hotel, as would a warehouse, or a movie theater. The key is how much more traffic each development would put on Kent's roads.

"The economy has been so low that nothing has come in the door," LaPorte said about the TIF funds so far. "But now with development picking up we anticipate about \$1 million."

The city has used LIDs to pay for numerous projects. A total of 370 properties would be impacted by the 256th LID with payments spread out over 15 years.

The formation of a LID is scheduled to go to the full council on Feb. 5 to set a public hearing date, which is expected to be March 5 in front of the council.

LaPorte said the 256th project would take about two years to complete. He said it could take up to nine months for the power company to move utilities from overhead wires to underground wires.

The city has targeted this section of Southeast 256th Street for improvement for many years.

"There are a lot of apartment complexes in the area with school-aged children who catch buses and high schoolers who walk," said city design engineering manager Mark Howlett. "There are a lot of people who walk in the area to businesses. It has a single travel lane in each direction and no sidewalks."

Southeast 256th Street project

(Potential \$7 million funding sources)

- \$2 million state grant
- \$2 million Local Improvement District
- \$1 million city B&O tax
- \$1 million city Transportation Impact fee
- \$1 million city drainage utility fund

Contact Kent Reporter Courts, government reporter Steve Hunter at shunter@kentreporter.com or 253-872-6600, ext. 5052.

Tri-CityHerald.com

Next Story >

Homelessness down in Tri-City schools

Tri-City road projects likely going nowhere, as state and federal money runs dry

Published: February 3, 2013



Richard Dickin | rdickin@tricityherald.com Construction continues Thursday along Highway 12 and Humorist Road in Burbank on a new bridge and interchange at the intersection of highways 12 and 124. The \$22.2 million project is to increase safety on Highway 12 between the Snake River and Humorist Road, where there were 37 accidents last year.

Richard Dickin

By Kristi Pihl — Tri-City Herald

Plans for a new Red Mountain highway interchange near West Richland, finishing the Highway 12 expansion between the Tri-Cities and Walla Walla, and building a Duportail Street bridge in Richland might remain on the waiting list for a while.

Tri-City officials say they just can't afford those multimillion-dollar road and bridge projects without state and federal help. But the state and federal pots of money that have paid the lion's share of road improvement projects are shrinking.

Washington is short of the \$300 million a year needed just for preservation work on its roadways and bridges, said Don Whitehouse, Washington State Department of Transportation's south central regional administrator.

A task force recently identified the need for \$3 billion during the next 10 years just to care for maintenance.

Counties will need about \$1.5 billion in the next decade to maintain roads and bridges, and cities will need another \$3.4 billion, according to the task force's report.

There just isn't money for new improvement projects unless more revenues are found, Whitehouse said.

The federal government is facing a similar shortfall, with \$14 billion more needed each year just for highway maintenance, and another \$50 billion for improvement projects, according to the Congressional Budget Office.

"The numbers are staggering," Whitehouse said.

LESS FEDERAL DOUGH

Federal dollars once made up about 27 percent of what the state used to pay for road projects, Whitehouse said. But the federal share has declined to 20 percent this year.

Between 2004 and 2011, Washington received \$4.4 billion from the Federal Highway Administration. Most of the dollars -- \$1.5 billion -- went to bridges. During those eight years, \$939 million went toward maintenance, while \$446 million went to add capacity, according to an analysis by McClatchy Newspapers.

Federal stimulus money helped with some preservation work, including grinding and rehabbing pavement on Interstate 82 between the Tri-Cities and Yakima, Whitehouse said.

Statewide, the stimulus meant about \$490 million for 225 projects. All but two have been completed, according to the federal government. Getting those projects done was good, Whitehouse said, but now that money is gone.

Recently, in Franklin County, state and federal grants helped move Road 170 around a landslide, extend Road 100 past the city of Pasco limits, and connect East Foster Wells Road to the Pasco-Kahlotus Road to create a second arterial route to and from northeast Pasco, said Matt Mahoney, the county's Public Works director.

About 91 percent of Franklin County's \$3.2 million road construction for 2013 is federal money, Mahoney said. Among the projects are Peterson Road, which is part of a project to establish legal access to Juniper Dunes, and two phases of rebuilding the Pasco-Kahlotus Road.

Cuts to funding put projects that have been on county and city waiting lists in jeopardy, said Dan Ford, Benton County engineer.

"The monies are not there," he said.

Maintenance is about all Richland can pay for locally, said Pete Rogalsky, Richland's public works director. Richland barely is keeping up with about \$1.3 million a year for paving and rehabbing streets.

"We have virtually no local tax revenue to do any widening or add sidewalks or traffic signals," he said.

The project to widen Keene Road from Gage Boulevard to the city limits took 16 years and between \$15 million to \$20 million, Rogalsky said. Of that, 95 percent came from the state and federal governments.

SHRINKING STATE CENTS

Of the state's 37.5-cent-per-gallon gas tax for preservation and maintenance, only 8 cents is left after bond debt and payments to cities and counties are taken out, Whitehouse said.

In 2001, the 8 cents from the gas tax would have generated \$251 million, he said. Now, those same pennies total \$134 million, a decline of 47 percent.

The gas tax has no ties to inflation, Whitehouse said. And with fuel efficiency up and the recent recession, people are buying less fuel.

Every dollar spent to maintain a road in the first 15 years of its life saves \$6 to \$14 in maintenance costs after 20 years, according to the National Center for Pavement Preservation, a research lab for road-building materials at the Michigan State University engineering school.

The Federal Highway Administration doesn't require states to put money into repairing roads before building new ones.

Washington needs to resurface at least 1/15th of its roadways each year to keep up with preservation, Whitehouse said, and that isn't happening.

"We push this problem ahead," he said.

When the Legislature voted in 2003 and 2005 to increase the gas tax by 14.5 cents, that money was meant to pay bonds for 421 specific projects, he said. It's not available for new projects.

Tri-City projects paid for by the gas tax increases included widening Highway 240, improving the blue bridge, widening Highway 12 to a four-lane corridor, and installing the roundabout at Steptoe Street and Columbia Park Trail near Highway 240, Whitehouse said.

Rep. Brad Klippert, R-Kennewick, said he hopes any gas tax increase passed in the future would be used by the state on a pay-as-you-go basis, rather than issuing bonds and using the revenue all at once. But he'd rather have voters propose a tax increase.

It's unclear what -- if anything -- the Legislature will do to add to transportation funding this session. Suggestions have included taxes for studded tires, tolls and a gas tax.

"I haven't seen any significant move forward toward any gas tax at this time," Klippert said.

LOCAL PROJECTS

Federal dollars are helping pay for Kennewick's efforts to increase road connectivity between the growing Southridge area and the rest of the city, and extend Steptoe Street from Center Parkway to Fourth Avenue, said Evelyn Lusignan, Kennewick's customer service director. Extending Steptoe to Center Parkway from Gage Boulevard also relied on a federal grant.

In Benton County, rebuilding Travis Road for the 3.2 miles between Sellards and Henson roads will cost about \$2.2 million, Ford said. Of that, Benton County is using local dollars for \$1.2 million and \$1 million from the federal government.

In Richland, federal dollars are helping expand Center Parkway in Richland from Gage Boulevard to Tapteal Drive this year, Rogalsky said. The \$2.5 million project will improve circulation around Columbia Center mall.

And Pasco is working on improving Oregon Avenue, Argent Road and Road 68, said Ahmad Qayoumi, the city's public works director. They hope to get some federal money for the \$7 million to \$8 million the three projects will cost.

TRI-CITIES' WISH LIST

This year, Port of Walla Walla Commissioner Mike Fredrickson said the Highway 12 Coalition will lobby for the federal government to step up and help pay for the project. Most of the Highway 12 corridor improvements have been paid for by the state.

"Maybe we'll get laughed at," he said. But it won't stop the coalition from asking for \$200 million for one of the remaining two phases.

This summer, two Highway 12 overpasses were finished in Burbank at intersections that had been the sites of fatal and injury car crashes, Fredrickson said.

All that is left to build is the last two phases between Lowden and Wallula, he said. That's the longest and most expensive stretch, with two bridges needed. It could cost \$300 million to \$350 million.

Pasco hopes to use federal money for a chunk of the \$27 million needed to finish the Lewis Street overpass project, which will replace the aging railroad underpass, Qayoumi said. Trying to get state or local money to pay for a project of that magnitude is "almost impossible," he said.

For Richland, the Duportail Street bridge and related street improvements are a high priority, but with a price tag of \$35 million, state and federal money is a must, Rogalsky said. A bridge spanning the Yakima River would relieve congestion on Interstate 182 between Queensgate Drive and Wellsian Way and provide access between central Richland and the Queensgate shopping district.

"We rely almost entirely in state and federal money to make any substantial road improvements," Rogalsky said.

The Red Mountain interchange and Highway 12 are the only two projects from the Tri-Cities on a priority list WSDOT submitted to the governor, Whitehouse said.

While there has been some seed money for the Red Mountain interchange, Whitehouse said construction dollars just aren't available. The project includes adding a roundabout at the intersection of highways 224 and 225 in Benton City and building an interchange on I-82 near milepost 100 that would be the first direct access to West Richland from I-82.

Klippert thinks it's unlikely that the state will be able to fully pay for any of the transportation projects on the Tri-Cities wish list. But he said the region may see some dollars to keep projects moving forward.

"I think that we will be able to find something in the budget for local projects," Klippert said.

Curtis Tate and Greg Gordon of McClatchy Newspapers contributed to this article.

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Pasco city council discusses bids for water reuse facility

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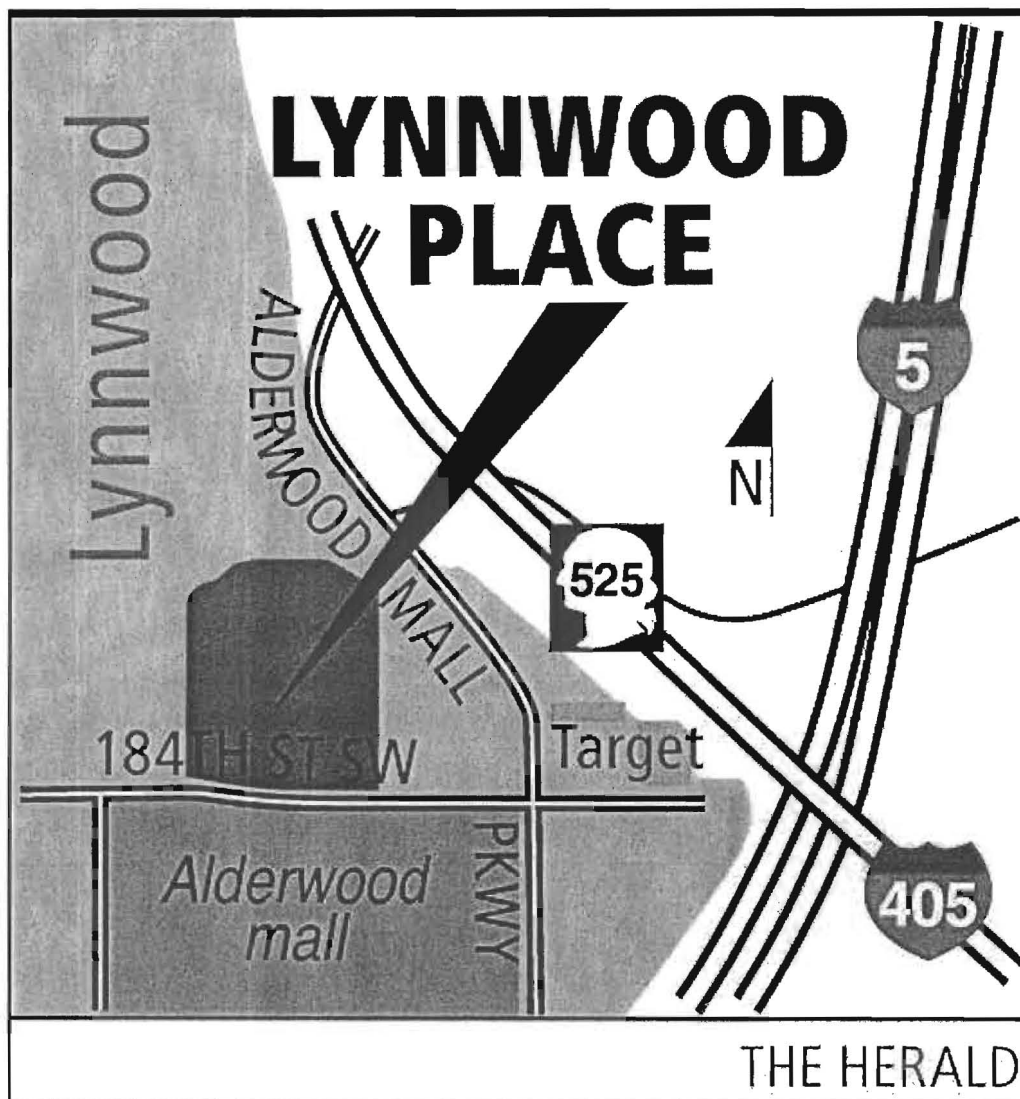
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Progress on massive Lynnwood Place development



By Gale Fiege, Herald Writer

LYNNWOOD -- One of the largest developments in Snohomish County in years is finally moving forward.

Lynnwood Place, a mix of stores and apartments across from the Alderwood mall, is planned for the long-vacant 40 acres once home to Lynnwood High School.

The main tenant on the property would be Costco, but Texas-based development company Cypress Equities also wants to build several mid-rise -- seven stories or less -- apartment buildings with retail stores, restaurants and offices located on the street level.

After completion, Lynnwood Place at 990,000 square feet would rival the size of the mall at 1.3 million square feet. Costco would take up 160,000 square feet on the north 15 acres of the property.

And that leads to the important question: How can the area handle more traffic?

During a well-attended Lynnwood City Council meeting Monday, former City Councilman Ted Hikel asked if council members had ever been held up in traffic around Alderwood mall in the shopping days before Christmas.

"Do you really believe you won't have more problems (with traffic)?" Hikel said.

Public works director Bill Franz said the development proposal includes the construction of a four-lane bypass road that would wrap around Lynnwood Place and connect Alderwood Mall Parkway with 184th Street SW on the north and west sides of the property.

With changes to some intersections and current streets, the Alderwood area would be busy, but studies show that the traffic would still move, Franz said.

A representative of Cypress Equities maintained that by keeping shopping centered at Alderwood, fewer traffic problems would occur elsewhere.

Ian Casey, 17, a student at Lynnwood High School expressed concerns about the proposed Costco gas station and its location near neighborhoods northwest of the development.

A Costco representative said owners of the Issaquah-based chain are certain that neighbors won't be bothered by gasoline vapors or need to worry about safety issues.

While a Costco business store is located on Highway 99 in Lynnwood, the nearest full-service Costco stores are off Highway 99 in Shoreline, the Silver Lake Costco in south Everett, the Woodinville Costco on Highway 9 and the Marysville Costco at Smokey Point.

The City Council is considering the changes to the city's comprehensive plan and zoning code that would allow for the development of Lynnwood Place. People have until Tuesday at the council's next work session to submit written comments at the city permit center.

City staff and the Planning Commission have recommended approval of the changes that would allow Cypress Equities to apply for building permits. A council vote on the zoning changes is expected as early as Feb. 25. After that comes consideration of specific details of the proposed project, such as architecture, landscaping, entrances and more, along with a review of the development's environmental impact statement.

The Edmonds School District retains ownership of the 40-acre property and would benefit from lease revenues. The development has been in the works since about 2007 when the Edmonds School Board began working on a development agreement with Cypress Equities.

The economic recession caused a hiatus in the process, said Lynnwood community development director Paul Krauss.

The former high school site has been vacant since 2009, when students were moved to the new Lynnwood High School building on North Road east of I-5.

The voter-approved bond issue that built the new high school also included language that allows the district to lease the site of the former school building. Lease income will go into the district's capital fund.

Edmonds Superintendent Nick Brossoit told the council Monday that a super majority of voters approved the plan for the land. Lease revenues will help the school district repair and replace many of its aging buildings.

"Leasing this property makes sense," Brossoit said. "It will save the taxpayers money."

While the city of Lynnwood does not yet have a detailed analysis of sales tax revenue that would come from Lynnwood Place, "suffice to say it would be significant," Krauss said.

Gale Fiege: 425-339-3427; gfiege@heraldnet.com.

Comment

People can comment until Tuesday on changes to the city zoning codes that would allow for construction of Lynnwood Place. Written comments can be dropped off at the city's permit center, 4114-198th St. SW, Suite 7. More info: 425-670-5400.

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Yakima Herald Republic

Moxee moving slowly toward SR 24 intersection

Posted on February 14, 2013

BY Dan Catchpole

MOXEE, Wash. — After two years of jumping through regulatory hoops, Moxee is still at least a year away from breaking ground on a new intersection with State Route 24 intended to open up several hundred acres for industrial development.

The city is in the process of getting state and federal approvals for the intersection about a mile east of Birchfield Road that would make it eligible for \$4.8 million in federal funding, which would pay for the design, planning and construction.

“Anything with federal dollars does not move quickly,” City Supervisor Byron Adams said. “But it is moving. That’s a good thing.”

The state Department of Transportation has already signed off on the design of the intersection, which would connect to Morrier Lane to the north.

The city has to match the federal money with about \$650,000, which it hopes to get from the state Transportation Improvement Board, he said.

Moxee is holding a public hearing at 7 p.m. today at Moxee City Hall, 255 W. Seattle Ave., to update its six-year transportation improvement plan to reflect the project’s current status.

The 350-acre area north of SR 24 between Ekelman and Birchfield roads is mostly hop farms now, but with improved access, it could be developed for light industrial use or warehouses, according to a 2004 study by the Yakima County Development Association.



Inslee appoints Lynn Peterson as new state transportation secretary



by KING 5 News and Associated Press

KING5.com

Posted on February 19, 2013 at 12:29 PM

Updated Tuesday, Feb 19 at 7:35 PM

Governor Jay Inslee has appointed Lynn Peterson as the new secretary of Washington's Department of Transportation. Peterson replaces Paula Hammond, who announced her retirement Tuesday.

Peterson, a highway engineer, currently serves as the Sustainable Communities and Transportation Advisor to Oregon Governor John Kitzhaber.

Peterson helped manage several of Oregon's statewide transportation initiatives including the Willamette Valley Passenger Rail Plan, Kitzhaber's 10-year Energy Action Plan including Oregon's portion of the Electric Highway from B.C. to Baja and acceleration of commercial fleet turnover to alternative fuels.

Hammond is retiring after nearly six years as head of the department. She announced her retirement in a letter sent to employees Tuesday morning, saying she would be leaving early March.

"My time at WSDOT has come to an end," Hammond said in her statement. "I'll be retiring from the agency on March 8th. I leave with pride in knowing that we are regarded as one of the best and most progressive transportation agencies in the country."

Hammond has been the subject of numerous reports by the KING 5 Investigators outlining a history of wasteful practices by the state ferry system. Hammond had her supporters too, who called her a master politician who knew how to get things done.

On Tuesday, Inslee said it's time for the troubled department to go in a new direction.

"We need an innovative approach to fixing a transportation network that is outdated and hampering our economic growth," Inslee said in a news release. "Lynn has the experience, creativity and leadership skills to help Washington build a transportation system for the 21st century. And we'll do that in a way that more efficiently moves people and goods and reduces carbon emissions."

Peterson will have to hit the ground running when she takes over. She inherits a 2-year \$8 billion transportation budget and a lot of issues like I-90 toll to pay for a new 520 bridge that's way over budget, and a ferry system on the brink of bankruptcy.

Environmentalists are also praising Inslee's choice. They see Peterson as someone who is committed to creating walkable, bikeable communities and transit, someone with a history of supporting rail over road expansion.

Tuesday's news comes as the Legislature tries to put together a transportation package for the November ballot and House Democrats introduce a 10-cent transportation tax.

Inslee also named several other new cabinet choices. He appointed bank executive Carol Kobuke Nelson to lead the Department of Revenue. Scott Jarvis was reappointed as Director of the Department of Financial Institutions where he has served since 2005. Inslee also appointed Nicholas Brown to be his new General Counsel.



Woodland accepts \$2 million grant to renovate accident-prone intersection



By [Daniel Moran, The Oregonian](#)

on February 28, 2013 at 1:53 PM, updated February 28, 2013 at 2:29 PM

In response to a series of accidents and to prepare for the impending opening of a new high school, the City of Woodland accepted a \$2 million grant from the [Washington State Transportation Improvement Board](#) to renovate an intersection at State Route 503.

The city will also designate \$233,000 for the construction project, which will begin in 2015.

The intersection, where East Scott Avenue merges with a curving section of SR 503, has been the site of congestion and an "above-average number of accidents," according to Woodland's public works director, Bart Stepp.

Woodland's grant application to the transportation board noted nine accidents at the intersection between March 2008 and October 2010, resulting in seven reported injuries.

"It's really been a long-term problem," said City Councilman Scott Perry, who is also a member of the Woodland Public Works Committee.

A design plan for the intersection will not be complete until 2014. Stepp said the city will consider moving back power poles to avoid collisions. It might also install traffic signals to decrease speed and avoid congestion.

The intersection will see a shift in directional traffic in the fall of 2015 when Woodland High School moves from the southwest section of the city to a new facility more than two miles north.

"That intersection will get a lot busier ... once the new high school is built because (students and parents) will be coming from a different part of town," Woodland Mayor Grover Laseke said.

Construction of the new intersection is scheduled to be completed by the 2015-16 school year to accommodate increased traffic.

Stepp anticipated that deadline would be difficult to meet under the current schedule, as the construction season lasts from March to October.

"It would be great to say, 'Yeah, we'll get it done before the school starts,'" he said, "but that's really shortening our construction season so I don't know if it'll get done in that time."

-- Daniel Moran

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Kent property owners object to fees to improve SE 256th Street



STEVE HUNTER, KENT REPORTER

Property owners are upset with the Kent City Council's decision to form a Local Improvement District to help pay for street improvements along Southeast 256th Street.

By STEVE HUNTER

Kent Reporter Courts, government reporter

MARCH 7, 2013 · 2:52 PM

Mary Cross and other property owners along Southeast 256th Street left a Kent City Council meeting Tuesday night upset and confused.

The council voted 4-2 to form a Local Improvement District (LID) to charge fees to property owners who benefit from the project to pay for about \$2 million of a \$7 million cost to upgrade and widen 256th Street on the East Hill from the "Y" intersection at Kent-Kangley Road to 116th Avenue Southeast.

About a dozen property owners showed up at a public hearing to protest formation of the LID. They also turned in petitions to the council from more than 70 percent of the property owners opposing the assessments because of the high fees and their opinion that the costs should be spread out to all of those who use the street not just those who live nearby where the improvements are planned.

"That was really, really undemocratic," Cross said after the meeting.

Property owners can still overturn the formation of the LID if 60 percent or more of the property owners sign to oppose the fee within the next 30 days and those signatures are given to city officials.

"We'll have 30 days to reproduce what we collected over months," said Cross, who lives in Covington but owns property along 256th Street. "It'll be hard to duplicate in 30 days but we will do our best."

A total of 370 properties would be impacted by the 256th LID with payments spread out over 15 years. The average assessment for the single-family homes would be about \$3,000 to be paid over 15 years, according to city officials. The area includes 107 single-family homes, 1,224 apartments, 82 condos, 17 duplexes and nine commercial parcels.

The changes will improve traffic flow, access to businesses and homes and safety for vehicles and pedestrians by adding a center turn lane to form a three-lane road; adding bicycle lanes and sidewalks; installing street lights; and improving traffic efficiency by rebuilding intersections and retiming traffic signals, according to city staff reports.

The rush is on by city staff to get the project funded because a \$2 million grant awarded six years ago to the city from the state Transportation Improvement Board (funded by the gas tax) will be taken back and given to another jurisdiction if the city isn't ready to start construction by July 1. The board wants evidence that the city has a funding package to pay for the project.

The city plans to use \$1 million from the city Transportation Impact Fee (charged to new developments and pre-existing structures with a major change in use) and \$1 million from the city drainage utility fund to help pay for the project. City officials have yet to determine how to raise the final \$1 million needed for the project.

Council President Dennis Higgins voted for the LID formation along with Les Thomas, Bill Boyce and Dana Ralph. Jamie Perry and Deborah Ranniger opposed the formation. Elizabeth Albertson had an excused absence.

"The question I ask myself is not just what's fair for the people (protesting the formation) in this room but the entire city," Higgins said. "LIDs is how roads get funded. Every road project in the last 50 years had a LID. It would be unfair to the entire city if we did not move forward. Others have paid the price. In this case not to do that - that's not fair."

Ranniger said the public comments by the property owners persuaded her to vote against the LID.

"It's true for 50 years we've used LIDs but people have homes that are still under water (financially) and many of you are retired and on fixed incomes," Ranniger said. "Many of you feel there will be a negative impact on your homes. There is validity to the comments about 1,000 vehicles per hour past the homes and these are not your neighbors but people on the road to Covington."

Ranniger said the petitions also showed the city shouldn't move forward with the LID.

"I know the city is risking \$2 million (in grant money) but we also have 60-percent opposition," she said. "That's a lot of make work to pass this and then the property owners have to come back with petitions. It makes sense to look at new ways to fund the project."

Two Kent-Meridian High School students testified in favor of the project because so many students must walk to school in the dark along unpaved shoulders. Boyce agreed with the students.

"I travel that road and see the kids and it's a safety hazard," Boyce said. "But the power is within the people. If you get the vote to revert, so be it."

Property owners said they also opposed the 256th LID when the city proposed the project four years ago. City officials dropped plans to find other funds because of the recession but figured now would be the time to improve the street and don't want to lose the \$2 million state grant.

Perry said she thinks the new Business and Occupation tax (B&O) adopted last year by the city to help pay for streets could be used for the project. The tax is expected to raise about \$5 million per year. City staff had included \$1 million from the B&O in its initial proposal but dropped that after the council's Public Works Committee questioned use of the fee for 256th Street.

The Kent Chamber of Commerce came out against using the tax for 256th Street.

"I don't understand why we cannot use the B&O," Perry said. "We need to look at this overall and not just at the people who live there."

John Hodgson, chief administrative officer, said it is the council's discretion how it uses the B&O tax.

**Project Activity Report**

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
APP Program							
3-P-136(001)-1	BONNEY LAKE	FY 2014 Arterial Preservation Project	Design	DE	52,981	0	Director
3-W-159(001)-1	BURLINGTON	FY 2014 Arterial Preservation Project	Design	DE	19,696	0	Director
3-E-177(002)-1	COLLEGE PLACE	FY 2014 Arterial Preservation Project	Design	DE	10,417	0	Director
3-P-204(001)-1	COVINGTON	FY 2014 Arterial Preservation Project	Design	DE	46,423	112,643	Director
3-P-204(002)-1	COVINGTON	FY 2014 Arterial Preservation Project	Withdrawn	WD	0	-112,643	Director
3-E-161(001)-1	EAST WENATCHEE	FY 2014 Arterial Preservation Project	Construction	DE	32,300	0	Director
3-E-175(001)-1	ELLENSBURG	FY 2014 Arterial Preservation Project	Design	DE	0	0	Director
3-P-124(001)-1	ENUMCLAW	FY 2014 Arterial Preservation Project	Design	DE	0	0	Director
3-P-124(002)-1	ENUMCLAW	FY 2014 Arterial Preservation Project	Design	DE	0	0	Director
3-E-183(002)-1	GRANDVIEW	FY 2014 Arterial Preservation Project	Withdrawn	WD	0	-415,890	Director
3-E-183(003)-1	GRANDVIEW	FY 2014 Arterial Preservation Project	Design	DE	60,300	415,890	Director
3-W-190(001)-1	HOQUIAM	FY 2013 Expanded Preservation Project	Audit	CC FV AD	206,816	-976	Director
3-W-188(001)-1	KELSO	FY 2014 Arterial Preservation Project	Design	DE	41,741	0	Director
3-W-839(001)-1	LYNDEN	FY 2014 Arterial Preservation Project	Design	DE	25,330	0	Director

**Project Activity Report**

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
3-P-804(002)-1	NORTH BEND	FY 2014 Arterial Preservation Project	Design	DE	5,769	0	Director
3-E-923(001)-1	PROSSER	FY 2013 Expanded Preservation Project	Audit	CC FV AD	239,194	9,722	Director
3-P-131(001)-1	SUMNER	FY 2014 Arterial Preservation Project	Design	DE	60,775	0	Director
3-E-179(001)-1	SUNNYSIDE	FY 2014 Arterial Preservation Project	Design	DE	30,420	0	Director
3-E-946(001)-1	WAPATO	FY 2014 Arterial Preservation Project	Design	DE	29,250	0	Director
3-E-172(001)-1	WEST RICHLAND	FY 2014 Arterial Preservation Project	Design	DE	15,426	0	Director
3-W-954(001)-1	WOODLAND	FY 2014 Arterial Preservation Project	Design	DE	0	0	Director
3-W-978(001)-1	YELM	FY 2013 Expanded Preservation Project	Audit	CC FV AD	207,737	0	Director

Total APP Change**8,746****RTP Program**

7-5-188(012)-1	KELSO	Kirrnear Street and Clearview Drive	Design	DE	0	0	Director
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Total RTP Change**0****SCAP Program**

6-W-837(111)-1	BLAINE	Boblett Street	Design	DE	18,225	0	Director
6-E-876(004)-1	BREWSTER	Main Avenue	Audit	CC FV AD	403,132	-25,492	Director

**Project Activity Report**

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
6-E-847(007)-1	CASHMERE	Mission Avenue	Design	DE	60,310	0	Director
6-W-952(003)-1	CASTLE ROCK	Front Avenue NW	Construction	CN	55,750	0	Director
6-W-952(004)-1	CASTLE ROCK	Front Avenue NW	Construction	CN	59,040	0	Director
6-W-979(006)-1	CATHLAMET	Third Street	Audit	CC FV AD	424,085	16,088	Director
6-E-901(005)-1	CHEWELAH	E Main Avenue	Design	DE	142,475	0	Director
6-E-986(006)-1	COLFAX	Mill Street	Audit	CC FV AD	716,660	22,986	Director
6-W-838(003)-1	EVERSON	Mission Road	Audit	CC FV AD	563,870	94,446	Director
6-E-895(006)-1	FAIRFIELD	E Main Street	Design	DE	55,093	0	Director
6-W-825(005)-1	FORKS	Division Street	Contract Completion	CC	784,662	-24,705	Director
6-W-969(003)-1	ILWACO	Elizabeth Avenue	Design	DE	77,458	0	Director
6-E-914(001)-1	MALDEN	Broadway Avenue	Audit	CC FV AD	758,754	36,384	Director
6-W-964(005)-1	PE ELL	Third Street	Audit	FV AD	788,220	0	Director
6-E-845(005)-1	RITZVILLE	First Avenue (Phase II)	Design	DE	61,218	0	Director
6-E-899(004)-1	SPANGLE	Main Street	Design	DE	65,900	0	Director
6-E-874(005)-1	SPRAGUE	First Street	Design	DE	29,850	-339,200	Director

**Project Activity Report**

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
6-P-824(008)-1	SULTAN	High Avenue	Design	DE	57,798	0	Director
6-E-919(005)-1	TEKOA	Warren Street	Design	DE	56,550	0	Director
6-E-885(003)-1	TONASKET	3rd Street, 5th Street, 6th Street, Western Avenue	Construction	CN	50,800	0	Director
6-E-938(106)-1	WAITSBURG	W. 7th Street Reconstruction	Bid Award	CN BA	95,966	0	Director
6-E-936(005)-1	WHITE SALMON	Tohomish Street and Snohomish Street	Design	DE	64,140	0	Director
6-E-887(004)-1	WINTHROP	Castle Avenue	Bid Award	CN BA	570,136	-42,614	Director
						Total SCAP Change	-262,107

SCPP Program

2-E-868(004)-1	ALMIRA	FY 2014 Sidewalk Maintenance Project	Design	DE	11,110	0	Director
2-E-847(002)-1	CASHMERE	FY 2014 Red Town Project	Design	DE	32,500	0	Director
2-W-952(003)-1	CASTLE ROCK	FY 2014 Overlay Project	Construction	DE CN	13,238	0	Director
2-W-952(004)-1	CASTLE ROCK	FY 2014 Seal Coat Project	Construction	DE CN	0	0	Director
2-E-869(001)-1	CRESTON	FY 2014 Seal Coat Project	Construction	DE CN	1,406	0	Director
2-E-857(003)-1	ELECTRIC CITY	FY 2013 Seal Coat Project	Audit	CC FV AD	61,110	10,808	Director
2-E-909(001)-1	ENDICOTT	FY 2014 Seal Coat Project	Construction	DE CN	1,492	0	Director

**Project Activity Report**

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-W-833(002)-1	HAMILTON	FY 2014 Red Town Project	Withdrawn	WD	0	0	Director
2-E-850(001)-1	LEAVENWORTH	FY 2014 Red Town Project	Design	DE	36,100	0	Director
2-E-914(001)-1	MALDEN	FY 2012 Overlay Project	Audit	CC FV AD	116,850	0	Director
2-E-897(002)-1	MEDICAL LAKE	2013 WSDOT Chip Seal Project	Design	DE	5,990	0	Director
2-W-961(002)-1	MORTON	FY 2013 Overlay Project	Withdrawn	WD	0	-89,520	Director
2-W-961(003)-1	MORTON	FY 2014 Red Town Project	Design	DE	38,952	89,520	Director
2-E-943(003)-1	MOXEE	FY 2014 Overlay Project	Design	DE	20,710	0	Director
2-E-881(004)-1	OKANOGAN	FY 2014 Overlay Project	Construction	DE CN	7,920	0	Director
2-E-987(001)-1	OMAK	FY 2014 Seal Coat Project	Construction	DE CN	5,154	0	Director
2-E-916(004)-1	PALOUSE	FY 2013 Sidewalk Maintenance Project	Audit	CC FV AD	96,163	269	Director
2-E-916(005)-1	PALOUSE	FY 2014 Seal Coat Project	Construction	DE CN	4,645	0	Director
2-E-845(003)-1	RITZVILLE	FY 2014 Overlay Project	Design	DE	13,333	0	Director
2-E-865(006)-1	SOAP LAKE	FY 2014 Red Town Project	Withdrawn	WD	0	0	Director
2-E-899(001)-1	SPANGLE	FY 2013 Overlay Project	Audit	CC FV AD	124,922	519	Director
2-E-874(005)-1	SPRAGUE	2012 Preservation Prioritization Plan	Audit	CC FV AD	22,241	-2,609	Director

**Project Activity Report**

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-E-874(006)-1	SPRAGUE	FY 2014 Red Town Project	Design	DE	20,000	0	Director
2-E-906(003)-1	SPRINGDALE	FY 2014 Red Town Project	Design	DE	23,405	0	Director
2-E-918(002)-1	ST. JOHN	FY 2012 Seal Coat Project	Audit	CC FV AD	36,007	-35,751	Director
2-E-925(002)-1	STARBUCK	FY 2012 Overlay Project	Contract Completion	CC	97,133	10,677	Director
2-P-824(002)-1	SULTAN	FY 2014 Overlay Project	Design	DE	38,903	0	Director
2-E-886(001)-1	TWISP	FY 2014 Overlay Project	Design	DE	5,176	0	Director
2-E-886(002)-1	TWISP	FY 2014 Red Town Project	Design	DE	20,000	0	Director
2-E-946(002)-1	WAPATO	FY 2013 Overlay Project	Audit	FV AD	359,889	0	Director
2-E-866(002)-1	WARDEN	FY 2013 Sidewalk Maintenance Project	Audit	CC FV AD	110,393	-3,294	Director
2-E-936(001)-1	WHITE SALMON	FY 2014 Overlay Project	Design	DE	7,929	0	Director

Total SCPP Change
-19,381**SP Program**

P-W-837(P07)-1	BLAINE	Boblett Street	Design	DE	19,854	0	Director
P-W-837(P08)-1	BLAINE	H Street	Design	DE	13,890	0	Director
P-E-851(P03)-1	BRIDGEPORT	Columbia Avenue/Foster Creek Road (SR 173)	Audit	CC FV AD	412,893	-3,188	Director

**Project Activity Report**

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
P-W-159(P01)-1	BURLINGTON	S Anacortes Street	Audit	CC FV AD	84,531	0	Director
P-W-952(P02)-1	CASTLE ROCK	Huntington Avenue N	Design	DE	16,863	0	Director
P-E-848(P03)-1	CHELAN	Bradley Street	Contract Completion	CC	356,241	0	Director
P-E-901(P01)-1	CHEWELAH	E Lincoln Avenue	Design	DE	14,303	0	Director
P-E-986(P01)-1	COLFAX	3rd Street/Clay Street	Design	DE	12,000	0	Director
P-E-908(P05)-1	COLTON	Broadway Street (SR 195)	Design	DE	15,000	0	Director
P-E-870(P07)-1	DAVENPORT	Third Street	Audit	CC FV AD	103,854	-6,820	Director
P-P-124(P02)-1	ENUMCLAW	Semanski Street S	Design	DE	6,750	0	Director
P-P-109(P01)-1	MEDINA	Evergreen Point Road	Design	DE	0	0	Director
P-E-166(P02)-1	MILLWOOD	Buckeye Avenue	Design	DE	25,650	0	Director
P-E-915(P04)-1	OAKESDALE	Steptoe Street	Design	DE	15,829	0	Director
P-W-964(P03)-1	PE ELL	4th Avenue (SR 6)	Audit	FV AD	242,113	0	Director
P-E-032(P07)-1	SPOKANE COUNTY	Wellesley Avenue	Design	DE	17,905	0	Director
P-E-874(P03)-1	SPRAGUE	C Street/D Street	Design	DE	7,100	0	Director
P-P-823(P01)-1	STANWOOD	276th Street NW	Design	DE	18,080	0	Director

**Project Activity Report**

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
P-W-965(P05)-1	TOLEDO	Fifth Street	Design	DE	21,750	0	Director
P-W-196(P01)-1	TUMWATER	Linderson Way and Lee Street	Design	DE	13,275	0	Director
P-E-176(P05)-1	WALLA WALLA	Orchard Street	Design	DE	19,439	0	Director
Total SP Change						-10,009	

UAP Program

8-1-105(034)-1	AUBURN	Auburn Way S (SR 164)	Design	DE	134,043	0	Director
8-2-159(012)-1	BURLINGTON	Section Street	Audit	CC FV AD	513,020	44,768	Director
8-3-161(008)-1	EAST WENATCHEE	Eastmont Avenue	Construction	CN	765,000	0	Director
8-3-161(008)-2	EAST WENATCHEE	Eastmont Avenue	Bid Award	CN BA	14,790	-1,360	Director
8-1-113(009)-1	FEDERAL WAY	21st Avenue SW	Construction	CN	672,700	0	Director
8-1-199(014)-1	LAKEWOOD	S Tacoma Way	Design	DE	160,000	0	Director
8-1-143(007)-1	MARYSVILLE	88th Street NE	Design	DE	58,597	0	Director
8-5-195(015)-1	OLYMPIA	Harrison Avenue	Contract Completion	CC	669,200	0	Director
8-4-923(003)-1	PROSSER	Sheridan Avenue	Audit	CC FV AD	936,449	29,154	Director
8-1-102(034)-1	RENTON	S 7th Street	Design	DE	216,483	0	Director

**Project Activity Report**

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-1-121(005)-1	SEATAC	S 154th Street	Audit	CC FV AD	2,371,800	0	Director
8-1-202(006)-1	SHORELINE	Aurora Avenue N (SR 99)	Construction	CN	1,140,247	0	Director
8-4-179(009)-1	SUNNYSIDE	Yakima Valley Highway	Design	DE	189,000	0	Director
8-1-116(010)-1	TUKWILA	Interurban Avenue S	Design	DE	0	0	Director
8-4-176(023)-1	WALLA WALLA	Wilbur Avenue	Design	DE	89,235	0	Director
8-3-160(026)-1	WENATCHEE	Mission Street (SR 285)	Design	DE	55,076	0	Director
8-5-954(004)-1	WOODLAND	SR 503	Design	DE	355,576	0	Director
Total UAP Change						72,562	

UCP Program

9-W-156(004)-1	BELLINGHAM	West Bakerview Road	Construction	CN	300,000	0	Director
9-P-114(006)-1	BOTHELL	Bothell-Everett Highway	Design	DE	0	0	Director
9-W-185(003)-1	CAMAS	NW 38th Avenue/SE 20th Street	Bid Award	BA	1,750,000	0	Director
9-W-006(026)-1	CLARK COUNTY	NE 94th Avenue	Design	DE	588,235	0	Director
9-W-197(008)-1	LACEY	Carpenter Road SE	Audit	CC FV AD	4,998,600	0	Director
9-W-195(008)-1	OLYMPIA	Harrison Avenue	Contract Completion	CC	2,674,169	389,860	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
9-P-027(020)-1	PIERCE COUNTY	176th Street E	Construction	DE CN	0	0	Director
9-W-151(006)-1	PORT TOWNSEND	Howard Street	Design	DE	356,179	0	Director
9-W-158(003)-1	POULSBO	Lincoln Road	Design	DE	0	0	Director
9-P-207(002)-1	SAMMAMISH	244th Avenue NE	Contract Completion	CC	908,147	138	Director
9-P-101(020)-1	SEATTLE	5th Avenue N (Mercer Corridor West project)	Bid Award	BA	2,986,192	0	Director
Total UCP Change						389,998	
Total Change						179,810	

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



Ten-Year Strategic Plan 2013-2023

March 29, 2013

BACKGROUND

This ten-year strategic plan was developed to align program and administrative goals with the agency's charter outlined in RCW 47.26.084. It also reflects TIB's mission and core values, as well as the State Transportation Policy Goals.

The plan was derived from an interactive planning approach with TIB staff, the Visioning Committee (six Board members) and the full Board. Planning meetings were held with staff to develop details followed by meetings with the Visioning Committee to refine and affirm policies and approaches. The full Board was engaged to review the results of this process and approve recommendations. Feedback from five TIB customers, representing urban agencies and small cities, was also integrated into the final document.

At the January 24, 2013 Board meeting, Meagan Eliot from FLT Consulting, provided a matrix of the program and administrative goals, strategies, outcomes, and measures. She demonstrated how the overall goals were developed from TIB's charter, which provides statutory direction for the agency. The Board would take action on the Strategic Plan at the March meeting.

STATUS

The plan is a living document, allowing progress reviews and adjustments to goals, strategies, and desired outcomes as new issues and opportunities emerge. Measures and targets are intended to be explored and developed after plan adoption. A performance assessment, charting progress on ongoing as well as new targets and measures, will be brought before the Board on an annual basis.

RECOMMENDATION

The Board is requested to adopt the Strategic Plan.



Transportation Improvement Board

Strategic Plan 2013-2023

Charter

The intent of the program is to:

- Improve mobility of people and goods in Washington State by supporting economic development and environmentally responsive solutions to our statewide transportation system needs;
- Improve the arterial street system of the state by improving mobility and safety while supporting an environment essential to the quality of life of the citizens of the state; and
- Maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.

Mission

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

Values

Improve and innovate; Manage projects to ribbon cutting; Dollars in the ground, not in the bank; Catalyst for project completion

WA State
Transportation
Policy Goals

Safety

Economic Vitality

Mobility

Preservation

Environment

Stewardship

Agency Goals

Strategies

Related
Programs

10 Year
Outcomes

10 Year
Targets/
Measures

Program Goals

Enhance Arterial Safety

- 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 (includes motor vehicles, bicycles and pedestrians)

Support Economic Development

- Use growth and development criteria to coordinate timely investments with reliable development opportunities
- Focus investments on downtown and activity centers

UAP, SCAP

- Increased economic activity near TIB projects

- % of projects in which development occurred within 5 years

Improve Mobility of People and Goods

- Fund projects that strategically add capacity and enhance mobility options
- Encourage projects that fill gaps and complete corridors
- Use criteria that identifies projects that improve access to non-motorized mobility options, transit, and freight

SCPP, SCAP, APP, UAP

- Congestion reduced on project-specific basis
- Leverage prior transportation investments
- Continuous network of mobility options, providing access to non-motorized facilities, transit and freight

- Change index (% improvement) in level of service per project
- % increase in completed corridors
- # of miles of corridor extension/improvement by project
- Miles of bike lanes and sidewalks
- # of projects accessing freight facilities

Maintain, Extend and Preserve the Life of Streets

- Continue to improve efficient delivery of small city preservation projects
- Stabilize funding for arterial preservation projects

SCPP, SCAP, CHAP, APP

- Improved pavement in small cities/towns
- Stop decline of medium city arterial condition

- Pavement condition over 70 for all small cities
- Medium size city pavement condition stays equal to or greater than reported in 2012

Encourage Environmental Responsibility

- Develop curriculum and provide training to customers on environmentally sustainable design
- Fund projects that support sustainable design and construction, driven by up-to-date sustainability criteria

SCPP, SCAP, APP, UAP, SP

- Curriculum made available to customers
- More agencies have knowledge and tools to use environmentally sustainable practices
- Projects designed and constructed for the environment and users

- # of training opportunities
- Participation rate
- Customer satisfaction rate
- % of points available achieved in sustainability

Administrative Goals

Communicate Effectively

- Broadly communicate TIB funding opportunities to external audiences
- Clearly communicate agency responsibilities for managing the TIB project in order to access TIB grant

ALL

- Customers clearly understand how TIB programs work and how they can be competitive
- New legislators understand and support TIB
- Stakeholders support TIB activities, leveraging funding for greater impact in local communities
- Grant recipients clearly understand grant rules and agreements

- % positive customer survey response
- # agencies without awards in past 5, 10 years
- # agencies at TIB funding workshops
- Additional funding appropriated/obtained
- # of delayed projects
- # of agencies who have not billed in the past year

Maintain Stable Operations

- Position for new revenue
- Utilize demand model to anticipate future expenditure
- Performance reviews of executive director by three board members (chair, vice chair, past chair if available)
- Report progress on measures to board annually
- Customer feedback every 2-3 years: are programs offered meeting the needs of the customers?

ALL

- Resources are balanced
- Programs are still in place
- Funding is stable
- Legislature and constituents appreciate TIB
- Independence is maintained
- New funding sources are achieved
- Responsive to changing environment and program results meet emerging needs

- % of \$ spent on construction; % of \$ spent on design
- % of transactions processed within target
- Consistency in # of projects, fund balances
- Change/review of funding laws
- Reduced reliance on gas tax
- Satisfaction survey
- # of customers who received a grant after not having one for more than 10 years
- % of customers who are satisfied

Effective Project Management

- Collaborate to establish design only and hybrid loan programs
- Develop larger grant program
- Apply constructability criteria
- Active project management approach

ALL

- 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 resolved delayed projects



Sidewalk Deviation Request
City of Algona – West Valley Highway

March 29, 2013

BACKGROUND

The City of Algona's West Valley Highway (1st Avenue N to 2000' north of 1st Avenue N) project was funded out of the Small City Arterial Program (SCAP) in the FY 2014 priority array. The original application showed no left turn lane at 1st Avenue N. TIB staff identified that a left turn was needed due to major back-ups on this arterial; this was shared with the Board at the November 16, 2012 meeting. The Board also identified that a paved shoulder might be more appropriate than a sidewalk because West Valley Highway is a significant north-south regional bicycle corridor.

SIDEWALK DEVIATION DISCUSSION

In February 2013, TIB staff and the consultant met to discuss the proposed design. The following two options were presented:

- Option 1: Cost \$1.3 million – includes a left turn lane at 1st Avenue N, a sidewalk and bicycle facility along the west side, and guard rail and retaining wall along the east side.
- Option 2: Cost \$735,800 – includes a left turn lane at 1st Avenue N, a paved shoulder for improved bicycle access along the west side, but no sidewalk, and no improvements along the east side.

It was determined that Option 2 was more appropriate due to the lack of continuity of the sidewalk.

The city currently plans to advertise in June 2013, award in June 2013 and beginning construction in July 2013.

TIB Phase	TIB Funds	Total Project Cost
Project Selection	\$662,200	\$735,800
Design	\$662,200	\$735,800

RECOMMENDATION

Staff recommends eliminating the sidewalk on the west side of West Valley Highway Project, constructing a paved shoulder instead.



Contingency Restoration Request

City of Kent – SE 256th Street

March 29, 2013

BACKGROUND

The City of Kent's SE 256th Street (Kent Kangley Road (SR 516) to 116th Avenue SE) project was funded out of the Urban Arterial Program (UAP) in the FY 2008 priority array. The original application showed a portion of local funding coming from a Local Improvement District (LID). Progress on this project has been slowed by opposition to the formation of a LID and subsequent search for other funding sources.

CONTINGENCY RESTORATION DISCUSSION

This project reached Stage 2 delay on July 1, 2012. In accordance with WAC 479-05-213, the city must obtain Board approval for the project to be restored to active status. On March 5, 2013, Kent City Council authorized the formation of a LID completing the funding package for the project that includes the following funding:

Funding Source	Amount
TIB	\$2 million
LID	\$2 million
Kent B&O Tax	\$1 million
Transp. Impact Fees	\$1 million
Kent Stormwater Utility	\$1 million
TOTAL	\$7 million

Since the project is fully funded, no increase in TIB funds is anticipated. The city currently plans to advertise in April 2013, award in May 2013, and begin construction in June 2013.

TIB Phase	TIB Funds	Total Project Cost
Design	\$2,000,000	\$3,850,400
Contingency Restoration	\$2,000,000	\$7,130,953

STATUS

The project is fully funded and has met all the following requirements to advertise:

- Plans, specifications and engineer's estimate are complete
- All right of way has been acquired
- All permits and approvals are complete
- The only obstacle to prevent immediate progress to construction is repeal of the LID

RECOMMENDATION

Staff recommends restoration for the SE 256th Street Project to active status contingent on success of the LID or substitute funding.



Criteria Banding

March 28, 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 & 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.

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 not Modeled in Safety Tool	New Safety Features	Modal	Funding Sources
Growth & Development	Public Support	Private Support	Permitted Development Activity	Location	Energy	Construction Readiness
Physical Condition	Pavement Condition	Non-Pavement Condition	Loading and Usage	Existing Attributes	Environment	Ease of Implementation
Mobility	Congestion and Level of Service	Network Connectivity	Modal Access	Mobility Features	Recycling	Full Funding

Banding criteria were brought to the board in January 2013 for review. Staff briefed the board on the new criteria set, customer outreach and integration and a beta test that applied the new criteria set to projects applying for TIB grants for the FY 2014 funding cycle.

Public comment was open February 1-28, 2013. During this time, information about the new criteria was posted on the TIB website and a notification was sent. The notification was sent to:

- Urban agency primary contacts
- TIB contacts list, consisting of urban agencies contacts (169), Consultants (71), and others (180).

STATUS

Public Comment

TIB received comments from six people, representing cities and counties, as well as agencies of various sizes. Comments ranged from very general to specific. Technical comments were evaluated by staff on a case-by-case basis and adopted, if appropriate. Most of the comments that were not adopted were because they were already accounted for in the criteria set in some way, or based on data lacking reliability. Below is a sample of comments and TIB action.

Comment	TIB Action/Explanation
Banding seems to be a good idea	N/A
Concerns about the definition of "urban" (cities above 5,000 and urban counties)	No action taken. <i>(Requires legislative action and change to RCW.)</i>
Concerns that banding will emphasize one area over another – particularly Growth & Development over other bands	The "round robin" selection process is intended to prevent this from occurring. Additionally, the beta test demonstrated this would not happen. TIB will educate customers about banding and its goals through Q&A and other marketing/educational materials.
Rather than allocate points for certain features up to a maximum of 100, each application should be given 1000 points, with deductions for incomplete or deficient design elements	No action taken
Make the following clarifications: <ul style="list-style-type: none"> • Under Safety, change "Qualitative" to "Non-modeled countermeasures" • Under Growth & Development, change "Quality" to "Permitted Development Activity" • Under Physical Condition, change "Non-Pavement Failure" to "Non-Pavement Conditions" and change "Significant Flows" to "Existing Conditions" 	Changes made
Under Growth & Development: <ul style="list-style-type: none"> • Ensure standardized method to calculate jobs created by site development • Better define private support criterion • Better define development location 	Additional work done by TIB staff to define scope. Application questions will be clarified to be more specific.

Comment	TIB Action/Explanation
Under Safety, additional methodology, like the State's Target Zero plan, should be used to evaluate and prioritize investments	Matrix created to evaluate which Target Zero countermeasures are: 1) already required by TIB WAC or other imposed standards; 2) Included in TIB safety criteria; or 3) determined by the agency in design. Results show criteria are consistent with Target Zero goals. (See attached).
Under Physical Condition, providing points for poor PCR ratings creates an incentive for agencies to let their streets deteriorate	Banding is meant to address this very problem. Under the previous criteria, PCR ratings were considered when evaluating all projects. Now it is only considered under Physical Condition. TIB will educate agencies about this change.
Under Physical Condition, loading should encompass pedestrian and bicycle loading	Loading is not a pedestrian and bicycle issue. Pedestrian and bicycle facilities are addressed under Sustainability.
Under Physical Condition, sidewalk criteria should be clarified to include ADA guidelines	Projects are required to meet ADA guidelines.
Under Mobility, new routes should be supported by regional transportation plan or comprehensive transportation study	Projects are already required to be consistent with these plans.
Under Constructability, allocate additional points to a project that demonstrates it will be built on budget, on target, on time	Under consideration by TIB staff.

New Roads

At the January meeting, the board discussed points given to new roads in the mobility band as rated in the "congestion and level of service" section. It was discussed that new roads should not receive preference over addressing congestion problems through enhancement of existing facilities. Under the old criteria a new road automatically received 20 points. The banding criteria deemphasize new road projects by only giving points in the mobility band. New roads are not favored in any other band.

As presented now in the banding criteria, an existing facility is eligible for up to 45 points in the Congestion and Level of Service section and a new road is only eligible for up to 35 points. In addition, the new route criteria is based on a scale and only new roads that are classified as a principal arterial will receive the full 20 points, where a collector will receive 15 and a collector only 10.

The table below shows the Congestion and Level of Service section and which points are available for what type of project.

Criteria	Points	Project Type Eligible
Does the corridor have a significant congestion problem	0-10	Existing Only
Does the project increase the LOS within the project limits?	0-20	Existing only
Is the project a new Route	0-20	New Routes only
Does the project address congestion on the system or adjacent routes?	0-10	All Projects
Volume	0-5	All Projects

Proposed Criteria Set

After board discussion and public comment, TIB staff has reviewed the banding criteria set and proposed the following.

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 |

Countermeasures not modeled in safety tool (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 |
| • Grade Separation | 0-4 |

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 |

Permitted Development Activity (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 and structural deficiencies 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 Condition (12 pt max)	
• Walls	0-4
• Storm water conveyance	0-4
• Bridges or culverts	0-6
• Slope Stability	0-2
Existing Attributes (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
• NHS Route	3
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 network connectivity*

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
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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, processed permits, and ease of implementation. 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 and Ease of Implementation (10 pt max)

- | | |
|---|-----|
| • Plans, Specs, and Estimate finished | 0-3 |
| • Permits completed | 0-2 |
| • Cultural resources complete | 0-2 |
| • Right of way certified or not required at application | 0-3 |
| • No federal reporting or permits needed | 1 |
| • No sensitive areas or issues pending | 1 |
| • Use of accelerated construction methods | 0-2 |
| • No railroad impact | 1 |
| • Utility upgrades not needed | 0-2 |

RECOMMENDATION

Staff recommends adopting the new Urban Arterial Program banding criteria for the November 2013 project selection.

Review of Target Zero Countermeasures

Target Zero				TIB Criteria
Priority Level One	Applicable?	Objective	Countermeasures	Required by TIB Included in Safety Criteria Determined in Design
Impaired Driving	No			
Run-off-the-Road Collisions	Yes	1.2.A Reduce run-off- the road collisions 1.2.B Minimize the consequences of leaving the roadway 1.2.C Reduce speed related run-off-the-road collisions	Improve geometrics Improve signing Improve pavement Install guardrail /barriers Improve the clear zone Reduce the hazard from roadside utility poles	Required Required Required Required Safety Criteria Safety Criteria
Speeding	Yes	1.3.B Use engineering measures to effectively manage speed	Use roadway design factors to influence driver speed Ensure that speed limit and warning signs are visible Separate motorized traffic from non-motorized traffic	Required Required Required

Target Zero				TIB Criteria
Priority Level Two	Applicable?	Objective	Countermeasures	Required by TIB Included in Safety Criteria Determined in Design
Young Drivers	No			
Unrestrained Vehicle Occupants	No			
Distracted Drivers	No			
Intersections	Yes	2.5.A Reduce motor vehicle collisions at intersections 2.5.B Reduce the occurrence of existing driveways, and discourage the use of new driveways, within or adjacent to intersections 2.5.D Improve driver awareness of intersections 2.5.E Reduce vehicle collisions involving pedestrians and bicyclists at intersections	Improve signal timing Employ emergency vehicle preemption. Remove unwarranted signals Employ flashing yellow arrows at signals Limit turning movements at intersections Provide left- and right-turn channelization Reduce speeds at intersections through engineering Install roundabouts Install illumination Reduce driveways Improve visibility of intersections on approaches Improve visibility of signals and signs Improve sight distances Improve intersection geometry to increase bicycle and pedestrian safety Improve signal timing for pedestrians Improve pavement markings Accommodate non-motorized users through roundabouts	Determined in design Determined in design Safety Criteria Determined in design Safety Criteria Safety Criteria Determined in design Safety Criteria Safety Criteria Safety Criteria Safety Criteria Required Required Required Required Required Required
Traffic Data Systems	Yes	2.6.H Develop and enhance safety data analysis evaluation methods	Develop project scoping safety teams that use a quantitative approach to evaluating projects for educational, engineering, enforcement, and EMS improvements.	Safety Criteria

Target Zero				TIB Criteria
Priority Level Three	Applicable?	Objective	Countermeasures	Required by TIB Included in Safety Criteria Determined in Design
Unlicensed Drivers	No			
Opposite Direction Multi-Vehicle Collisions	Yes	3.1.A Reduce opposite-direction multi-vehicle collisions	Install appropriate median barrier on highways with narrow medians Add raised medians or other access control on multi-lane arterials	Safety Criteria Safety Criteria
Motorcycles	No			
Pedestrians	Yes	3.3.B Improve pedestrian facilities	Provide safer crossings by installing refuge islands, lighting, pedestrian lead interval at signals Reduce pedestrian exposure Improve sight distances Reduce vehicle speeds through traffic calming	Determined in design Determined in design Required Determined in design
Heavy Trucks	No			
Emergency Medical Services	No			

Target Zero				TIB Criteria
Priority Level Four	Applicable?	Objective	Countermeasures	Required by TIB Included in Safety Criteria Determined in Design
Bicyclists	Yes		Making connections and improving bicycle facilities in urban areas Reducing barriers to bicycling on higher speed, higher volume arterials. Improving and increasing connected, separated paths and trails.	Sustainability Criteria Sustainability Criteria Sustainability Criteria
Safer Work Zones	Yes		Promote Work Zone Safety	Required
Vehicle-Train Collisions	Yes		Construct grade separations	Safety Criteria