



Transportation Improvement Board
May 30-31, 2013 – Chelan, Washington
Location: Campbell's Resort
104 W. Woodin Avenue
Chelan, WA 98816
(509) 682-2561

May 30, 2013
WORK SESSION AGENDA

WORK SESSION

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1:30 p.m.	A.	<i>General Matters</i> Welcome by Chelan Mayor Robert Goedde & Local Presentations	Gloria Bennett
2:10 p.m.	B.	<i>Projects & Program Matters</i> Delayed Projects Report	Steve Gorcester 28
2:30 p.m.	C.	WAC Revisions: Arterial Preservation Program	Alicia Seegers Martinelli 32
3:00 p.m.	D.	City of Grand Coulee: Spokane Avenue Scope Change Request	Gloria Bennett 45
3:30 p.m.	E.	Contingency Extension: City of Richland Center Parkway	Gloria Bennett 46
4:15 p.m.	F.	2013 Schedule and Preliminary Program Call Size	Steve Gorcester 48
5:00 p.m.	G.	Adjournment	Vice Chair Crawford

Dinner on your own



Transportation Improvement Board
 May 30-31, 2013 – Chelan, Washington
 Location: Campbell's Resort
 104 W. Woodin Avenue
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May 31, 2013 – 9:00 a.m.
 BOARD AGENDA

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9:00 a.m.	1. CALL TO ORDER	Vice Chair Crawford
9:05 a.m.	2. GENERAL MATTERS	
	A. Approval of March 29, 2013 Minutes	Vice Chair Crawford 1
	B. Communications	Steve Gorcester
	1. Town may get all new street lights – <i>The Star News</i>	4
	2. Federal culvert ruling could cost Wash. over \$2.4B – <i>Seattle Times</i>	5
	3. Recent “culvert decision” in US v. WA has significant implications – <i>K&L Gates</i>	7
	4. Kent property owners stop city’s planned fee for SE 256 th St – <i>KentReporter.com</i>	9
	5. Kent City Council searches for 256 th St funding options – <i>KentReporter.com</i>	12
	6. Sidewalk project looks for different locale – <i>The Star News</i>	15
	7. New Steptoe section between Kennewick, Richland opens – <i>Tri-City Herald.com</i>	16
	8. City pitches road map for Transportation Improvement Plan – <i>The Splash</i>	18
	9. Drivers beware: New traffic light coming next week – <i>RentonReporter.com</i>	19
	10.Reduced driving rates have implications for infrastructure – <i>Port Orchard Independent</i>	20
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 Seegers Martinelli
	D. Project Activity Report (3/1/13-4/30/13)	Gloria Bennett 21
10:00 a.m.	4. ACTION ITEMS	
	A. WAC Revisions: Arterial Preservation Program	Alicia Seegers Martinelli 32
	B. City of Grand Coulee: Spokane Ave. Scope Change Request	Gloria Bennett 45
	C. Contingency Extension: City of Richland – Center Parkway	Gloria Bennett 46
	D. 2013 Schedule and Preliminary Program Call Size	Steve Gorcester 48
	E. Election of Chair and Vice Chair	Vice Chair Crawford 49
	F. 2014 Meeting Schedule	Steve Gorcester 50
11:00 a.m.	4. FUTURE MEETINGS	Steve Gorcester
	September 26-27 (Clarkston)	
	November 21-22 (Bellevue)	
11:05 a.m.	5. ADJOURNMENT	Vice Chair Crawford

Transportation Improvement Board
March 29, 2013
The Heathman Lodge
Vancouver, Washington

MINUTES

TIB BOARD MEMBERS PRESENT

Mayor James Irish, Chair
Councilmember Sam Crawford, Vice Chair
Mr. Pasco Bakotich
Councilmember Jeanne Burbidge
Mr. Todd Coleman
Ms. Kathleen Davis
Mr. Mark Freiberger
Councilmember Bob Olson

Ms. Laura Philpot
Ms. Heidi Stamm
Commissioner Richard Stevens
Mr. Harold Taniguchi
Mr. John Vodopich
Mr. Ralph Wessels
Mr. Clay White
Mr. Jay Weber

TIB STAFF

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

TIB BOARD MEMBERS NOT PRESENT

Mr. Jim Albert

CALL TO ORDER

Chair Irish called the meeting to order at 9:06 a.m.

GENERAL MATTERS

A. Approval of January 24, 2013 Minutes

MOTION: It was moved by Councilmember Burbidge with a second from Councilmember Crawford to approve the minutes of the January 24, 2013 board meeting as presented. Motion carried with two abstentions from Commissioner Stevens and Mr. Bakotich.

B. Communications

Steve Gorcester referred the board to the articles in the board packet. He specifically noted three articles of interest. The first, "Kent property owners object to fees to improve SE 256th Street" from the *KentReporter.com*, covered the LID protest on this TIB project. The other article referenced the appointment of the new WSDOT Secretary, Lynn Peterson. Finally, the article in the *HeraldNet*, "Progress on massive Lynnwood Place development," referred to a TIB project that was funded contingent upon development moving forward.

NON-ACTION ITEMS

A. Executive Director's Report --Steve Gorcester reported on the following:

Legislative Update

- The budget will come out next week, but it is still unknown what new funds, if any, will be included. The funding for the APP also funds the LED streetlight retrofit project. If that funding is taken away, we will not be able to continue the APP or move the six LED demo sites into construction. To date, TIB is in a strong legislative position with support from all three chairs.

APP Program

- There is a possibility of increasing the eligibility of the APP program from cities with \$2 billion assessed valuation to cities with \$3 billion assessed valuation. This would add 15 cities to the eligibility list. The decision to increase the eligibility would be made during the May meeting when the board approves the project call size.

LED Streetlight Retrofit Status

- DKS, the LED streetlight retrofit consultant, is working with TIB Engineer Clint Ritter on the streetlight implementation. All meetings with the selected local agency, their respective utility

provider, and DKS and TIB will be completed by the end of April. The City of Blaine already has data on their costs from separately metered lights, and they are sharing that data with TIB.

Project Events

- Gig Harbor – Point Fosdick Dr. NW / 56th St. NW ribbon cutting

Upcoming Events

- City of Mesa – May Avenue (April 23 – 3:00 p.m.)
- City of Kennewick – Steptoe Street (April 25 – 11:00 a.m.)
- Pierce County – 112th Street East (May 29 – 10:00 a.m.)

C. Financial Report

Alicia Seegers Martinelli reported the following:

- The combined fund balance is at \$31.5 million, which is \$4 million less than the January report.
- Expenditures have been higher than revenue for the last seven months due to construction cycle and rapid action initiative. This trend should turn around this month and start to balance out.
- There are currently 380 active projects.
- Of the \$87 million remaining commitment for projects in construction or bid phase, two-thirds of that should be paid out by the end of the calendar year.
- Both the SCPP and TIA show a negative net change of -\$1.5 million and -\$11 million, respectively. This is intentional to continue to reduce the fund balance.
- To date, 80% of the rapid action projects have been paid out, leaving about \$5 million in remaining obligations.
- In preparation for the next call, we look at Key Performance Indicators for construction payments, which show the cyclical nature of the construction cycle. It also shows that the percentage of construction payments continues to be high, indicating that these projects are expected to close sooner. Steve Gorcester noted that this, coupled with the current unprecedented surplus of funds, provides a possible opportunity to offer a larger call size.

D. Project Activity Report

Clint Ritter reported that there were 126 project activities for this reporting period. Total actions resulted in a net decrease of \$179,810 in TIB obligations. Seventy of these actions were design phase approvals from projects selected in November 2012 and with approval to move forward. The report shows three project combinations that appear approved and then immediately withdrawn. In fact, these three agencies were funded for APP projects in 2011 and 2012 and, in each case, the projects were combined to deliver in the most efficient manner.

ACTION ITEMS

- A. Strategic Plan Adoption** – Steve reviewed the strategic plan, specifically noting the new criteria and how the Washington state transportation policy goals are entwined within the criteria. TIB is already underway with a couple of the goals in the strategic plan, including positioning for new revenue and updating sustainable design criteria and how to measure sustainability. The plan is a living document, allowing progress reviews and adjustments to goals, strategies, and desired outcomes as new issues and opportunities emerge. An annual assessment of the plan will be presented to the board, most likely at the January meetings. In addition to the annual assessment, 10-year performance measures will be integrated into the Dashboard to specifically address the outcomes.

It was recommended to change the language on the second bullet under the “Effective Project Management” goal from “Develop larger grant program” to “Develop major project grants program.”

MOTION: It was moved by Councilmember Crawford with a second by Mr. Freiberger to adopt the Strategic Plan as presented with the above language change. Motion carried unanimously.

- B. City of Algona: West Valley Highway Sidewalk Deviation Request** – The City of Algona requested a sidewalk deviation on the west side of the street for the West Valley Highway project. This project constructs a left-turn lane for southbound traffic to alleviate major back-ups on this arterial. This section of the project is in close proximity of wetlands on the east side and has limited space for shoulders, bike

lanes, and sidewalk on the west side due to a steep hillside with seepage. The project was part of the 2012 Priority Array and the constraints of this design were discussed at length during the November 2012 meeting.

In February 2013, TIB staff and the consultant met to discuss the proposed design. 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 board requested that TIB staff work with the city to try to maximize the west side shoulder as much as possible to help cyclists on either side of the road. It was pointed out that the road pushes into the hillside at both ends of the project, so a simple striping adjustment would not work. It was agreed to try to achieve as much clearance as possible on both sides for bicycle access.

MOTION: It was moved by Councilmember Crawford with a second by Mr. Wessels to approve a sidewalk deviation on the west side of the West Valley Highway project and construct a paved shoulder. Motion carried unanimously.

- C. Contingency Restoration: City of Kent – 256th Street** – The City of Kent requested funding restoration for the SE 256th Street project, which was in Stage 2 delay on July 1, 2012. Before funds may be restored, the city must meet specific requirements and receive board approval. The project is now fully funded and has met all of the requirements needed to advertise. The city formed an LID on March 5, 2013 as part of the package to achieve full funding. A protest has been filed to try to block the LID, with the result still unknown. The only obstacle to prevent immediate progress to construction is the repeal of the LID. The city assured the board that if that should happen, other funds are available to backfill the money generated by the LID, if necessary.

MOTION: It was moved by Councilmember Crawford with a second by Councilmember Burbidge to restore funds to the City of Kent 256th Street for \$2,000,000 to active status contingent on success of the LID or substitute funding. Motion carried unanimously.

- D. Criteria Adoption** – Steve presented the final criteria to the board. This was provided to the board for review at the January 2013 meeting. After that meeting, the criteria were sent out for comment from customers. Comments and action taken on those comments were included in the board packet. These criteria allow a more efficient method of project selection and provide an objective assessment of projects. Ms. Davis questioned the points allowed on the “Construction Ready Matrix” that was shown to the board. She believed it penalized projects that had federal funding attached and asked to have that changed. Mr. White and Mr. Vodopich asked to combine “development agreement status” and “permitting status” on the “Growth and Development Evaluation Matrix.” The following language was suggested:

- Change the point eligibility under *Construction Ready* from “No federal funds” to “No federal funds or bid ready with federal funds.”
- Change the criteria in *Growth and Development* under private support to combine “Development agreement status” and “Permitting status” to be “Permitted development” at 15 points maximum.

MOTION: It was moved by Ms. Davis with a second by Mr. Weber to adopt the proposed criteria for the November 2013 call for projects funding cycle with the changes noted above. Motion carried unanimously.

FUTURE MEETINGS

The next meeting is scheduled for May 30-31, 2013 in Chelan. Meeting notices will go out on May10, 2013.

ADJOURNMENT

The meeting adjourned at 10:31 a.m.

The Star News

April 3, 2013

LXXIII, No. 1

Town may get all new street lights

Grant for energy efficiency would fund change

By Roger S Lucas

Coulee Dam may be in line for a grant that would replace all its street lights with energy saving systems.

Public works director Barry Peacock told the town council last week that the town is entering phase two in a grant from the Transportation Improvement Board to replace some 300 town street lights with new energy efficient lights, including installation costs.

Peacock said the new lights, if the grant progresses, will cut energy costs for the lights by 50 percent.

He said the new fixtures cost about \$400 each.

He said the town was notified by a letter to Mayor Quincy Snow in mid-March and that representatives from TIB would be here April 9, to review the town's needs.

Peacock said Coulee Dam was one of six small communities in the state to gain the grant. Now the grant is only a visit away.

In the TIB letter, it was stated that the town would not have a matching fund requirement, and the grant would include installation.

The TIB team will determine the construction process for each of the six communities that have been notified that they are being considered.

The letter said that TIB engineer Clint Ritter will oversee the work, and that if Coulee Dam gets over the phase two part of the grant, the new lighting should be installed by the end of the year.

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Federal culvert ruling could cost Wash. over \$2.4B

Posted: Saturday, April 13, 2013 12:22 pm

The state may need to spend more than \$2.4 billion to answer a federal ruling concerning culverts and salmon that has been brewing for decades.

State officials briefed lawmakers about the ruling's potential impact during a public meeting on Friday, The News Tribune (<http://is.gd/hCidOm>) reported in Saturday's newspaper.

The culvert ruling came more than a decade after an injunction was sought by 21 tribes claiming that poorly planned culverts were blocking salmon from reaching spawning grounds. The tribes say the culverts would infringe on treaty-protected tribal fishing rights.

Culverts are often built under roadways to allow streams to flow under them.

Tim Burns, assistant director at the Washington Department of Fish and Wildlife, told lawmakers the agency is capable of getting the work done by its 2016 deadline _ if lawmakers provide the money.

Rep. Hans Dunshee, D-Snohomish, compared the ruling from the U.S. District Court for Western Washington to a state Supreme Court case that has lawmakers scrambling to move more money into basic education.

"This is sort of our McCleary a bit," Dunshee, chairman of the Capital Budget Committee, said during Friday's work session of the House Capital Budget Committee, making reference to the state's education-funding mandate. "Right? Like, if we don't act, what will they do next? But that's kind of a bad game of chicken to play with a federal court."

U.S. District Court Judge Ricardo Martinez's permanent injunction, issued March 29, has two major deadlines.

The state has until Halloween 2016 to fix approximately 180 culverts on recreational lands. Preliminary estimates by the state's Office of Financial Management put the cost of those repairs at \$55.3 million, with the work being coordinated by the Department of Natural Resources, State Parks, and the Washington Department of Fish and Wildlife.

The state Department of Transportation will have until 2030 to repair or replace the 817 culverts under its jurisdiction.

Ann Briggs, a spokeswoman with the department, said dealing with those culverts is expected to cost an estimated \$2.4 billion over the next 17 years.

Richard Brown, capital program manager at the State Parks and Recreation Commission, said the average cost to fix a culvert is \$300,000. That doesn't include the \$30,000 each in permitting fees.

The salmon culvert legal battle dates from the 1974 U.S. District Court case, *United States v. Washington*. The landmark ruling, known as the Boldt Decision, ultimately was affirmed by the U.S. Supreme Court.

The decision found that when Indian tribes signed treaties in the 1850s, they reserved the right to catch up to 50 percent of the harvestable fish.

In 2007, the U.S. District Court ruled tribal fishing rights also impose "a duty on the state to refrain from building or operating culverts under state-maintained roads that hinder fish passage and thereby diminish the number of fish that would otherwise be available for tribal harvest."

After six years of failed negotiations, Judge Martinez issued last month's ruling, noting that the state needed to accelerate its attempts to "remedy the decline in salmon stocks and remove the threats which face the Tribes."

Information from: The Seattle Times, <http://www.seattletimes.com>

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The Recent "Culvert Decision" in *United States v. Washington* Is Likely To Have Significant Implications For Governmental and Private Entities

by Bart J. Freedman, Benjamin A. Mayer
April 18, 2013

On March 29, 2013, United States District Judge Ricardo S. Martinez ordered the State of Washington to replace culverts under State owned roads that block the passage of salmon to critical habitat. The court earlier found those culverts violated tribal treaty rights. The so-called "Culvert Case" holds that the Stevens treaties of 1855 require protection of the environment in ways designed to increase the viability of treaty-protected fish. The decision has potentially far-reaching effects for the State of Washington as well as for local governments and private parties.

The immediate effect of Judge Martinez's March 29th ruling is that the State must replace culverts that impede the passage of fish to their spawning grounds. The ruling imposes economic costs, estimated at upwards of \$1 billion, upon the State, as it must fund the construction of the replacement culverts. The ruling is also likely to have regulatory impacts on the State, tribes, and the United States during its implementation, as well as on the court, which will monitor implementation of the ruling. The long-term effects of the decision, however, may be broader. It potentially applies to a host of local government and private party actions, including construction and maintenance of other infrastructure that has historically altered the environment.

What the March 29th Ruling Says

The ruling requires the State to replace culverts that block fish passage with culverts that allow free passage of fish. It gives the tribes and the court supervisory roles in ensuring State compliance with its mandates. The ruling specifically states that blocked culverts are only one cause of salmon habitat degradation, and, in his August 2007 ruling, Judge Martinez acknowledged the potential for other contributing factors to diminished fish runs. Although the tribes had not established that blocked culverts had affirmatively reduced salmon populations, Judge Martinez nevertheless concluded "that if culverts block fish passage so that they cannot swim upstream to spawn, or downstream to reach the ocean, those blocked culverts are responsible for some portion of the diminishment."^[1] He further found that the treaties carried "the implied promise that neither the negotiators nor their successors would take actions that would significantly degrade the resource."^[2] What the ruling does not say is what exactly a tribe must show in order to obtain an injunction like the one Judge Martinez issued on March 29th. That is to say, Judge Martinez did not delineate a clear causation standard for determining whether particular conduct may violate treaty rights.

What the March 29th Ruling Means

Previous decisions in *United States v. Washington* are applicable to easily identifiable facts, such as the physical invasion of treaty protected fishing areas or allocation of catch between treaty and non-treaty fisherman on a fifty-fifty basis. The facts necessary to satisfy the standard enunciated by Judge Martinez in the Culvert Case are, on the other hand, not well established. Since Judge Martinez's ruling does not create a clear standard for determining whether a treaty violation has taken place, it leaves open the question of other sources of liability.

While the specific facts in the Culvert Case pertain to barrier culverts under State-maintained roads, Judge Martinez's March 29th ruling has potentially far wider application. Whether the ruling creates a broad environmental servitude remains to be seen, however, state governments, local governments, tribes and private parties must consider the potential created by the March 29th ruling for litigation regarding other historical changes to the environment, e.g., tide gates, flood gates, and dams. The ruling also potentially applies to stream flow or river temperature changes caused by or attributable to state or local governments or private party actions. It may require federal, state and local regulators to consult with tribes on a broad range of permit issues. In turn, it potentially impacts the

development of habitat for a number of purposes, including housing, recreational, and/or industrial uses. Ultimately, the potential impacts could be numerous and far-reaching.

Considerations Going Forward

While all impacts of Judge Martinez's March 29th ruling remain to be seen, it appears that the Culvert Case may be the start of a significant new chapter in the 40 year *United States v. Washington* saga. The ruling may impact local governments and private parties in a number of concrete ways, and ways not yet imagined. If you are interested in the further implications of Judge Martinez's March 29th ruling, please contact Bart J. Freedman.

Notes:

[1] *United States v. Washington*, NO CV 9213RSM, 2007 WL 2437166, at *3 (W.D. Wash. Aug. 22, 2007).

[2] *Id.* at *10.

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Kent property owners stop city's planned fee to help pay for SE 256th Street project



STEVE HUNTER, KENT REPORTER
Property owners along Southeast 256th Street in Kent stopped a city plan to charge a Local Improvement District fee to help pay for a \$7 million improvement to the road.

By STEVE HUNTER
Kent Reporter Courts, government reporter
APRIL 19, 2013 · 11:36 AM

The news greatly pleased Susan Draine that neighboring property owners had turned in enough signatures to stop the city of Kent's plan to charge them extra fees to pay for Southeast 256th Street improvements.

"You just made my stomach jump," said Draine during a phone interview. "I'm delighted to hear that."

Despite protests by property owners, the Kent City Council voted 4-2 on March 5 to approve the formation of a Local Improvement District (LID) to pay about \$2 million of a \$7 million project to upgrade and widen 256th Street on the East Hill from the "Y" intersection at Kent-Kangley Road to 116th Avenue Southeast.

"I was so upset at that meeting," said Draine, who testified in front of the council. "We've done the petition twice and they made us do it again."

The signatures turned in at the council meeting didn't have the legal authority to stop the LID. But the council's approval started a 30-day period for property owners to dissolve the LID if they gathered signatures from those who own at least 60 percent of the assessed land value within the LID boundaries.

"The petition received over 60 percent so the petition dissolved the LID," said City Public Works Director Tim LaPorte last week in a phone interview.

Property owners also opposed the 256th LID when the city proposed the project four years ago. City officials dropped plans at that time to find other funds because of the recession but figured now would be the right time to fund the street improvements.

The rush also 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) could 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 hadn't determined how to raise the final \$1 million needed for the project - a figure that now hits \$3 million because of the dissolved LID.

The council's Public Works Committee plans to discuss potential funding options for the 256th Street improvements at its May 6 meeting.

"I was disappointed," said Councilwoman Elizabeth Albertson, who chairs the three-member Public Works Committee, about the dissolved LID. "The challenge is the assessment is based on the value of your property so (the out-of-state property owner of) one large apartment complex can shut down a project for an entire neighborhood of single-family residents who may desire a LID to move forward."

The large Washington Park Apartments sit between 256th Street and Kent-Kangley Road in the LID area.

"The folks who live in the apartment buildings don't have a vote or a voice in this process and yet they are the ones who daily use that street needing the sidewalks, walking in the ditches and it's their children who are standing out there at risk," Albertson said.

But Draine, who along with her husband has lived near 256th Street for about 25 years, said the city needs a plan that spreads out the bill to pay for the project. Crews would turn a two-lane road without sidewalks and lights into a three-lane road with a center turn lane, sidewalks and lights.

"A very small amount of people are expected to pay for it but a large amount of people use it," Draine said about the popular commuter route for Covington and East Hill residents. "Why not have Mr. and Mrs. Covington help pay for it as well as the truckers who come off of Highway 18."

A total of 370 properties would have been 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.

LaPorte said this marked the first time in his 35 years of working for about a half-dozen jurisdictions that he has seen a LID dissolved by property owners. He said that includes about 20 projects since 1990 in Kent. But he added funding roads has become a problem statewide and nationwide as well.

"Everyone wants to drive on them but no one wants to pay," LaPorte said.

Now the council and city staff must come up with another funding plan.

"We're going to have to make some hard decisions on what we need to do to fix this and look at the structure we use," Albertson said. "We need to look at other options or resources we may have at our disposal. It may mean we have to take out a low-interest loan or for the council to do something outside the normal box."

Albertson doubts whether the council would spend any revenue from the city's new business and occupation (B&O) tax to fund 256th Street.

"At this point all options are on the table but the only B&O that might possibly be used - and that would not be my first choice - would be the small part that could be used for overlays because that's what the B&O money was designated for," Albertson said.

Draine said she thinks the city needs to be wiser with where it spends money.

"I don't understand why the taxes we already pay are not going to roads," Draine said.

Albertson said the state Transportation Improvement Board has worked closely with the city to keep the \$2 million grant an option.

"They were very kind in their extension in saying that they knew the LID may be at risk but they were still supportive of us moving forward with whatever strategies we can use," Albertson said. "They did not say if the LID fails we're pulling the money back. They said it's your issue and you need to come up with what your plan will be."

But the board has not extended the July 1 deadline to see a solid funding plan from the city.

Despite the major bump in the road project, Albertson expects the council to find funding answers.

"I know this council is committed to fixing that stretch of road," Albertson said. "It's a matter of how."

[View Larger Map](#)

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

Find this article at:

<http://www.kentreporter.com/news/203809141.html>

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

Kent City Council searches for 256th Street funding options



STEVE HUNTER, KENT REPORTER

The Kent City Council continues to look for a way to fully fund plans to improve Southeast 256th Street on the East Hill.

By STEVE HUNTER

Kent Reporter Courts, government reporter

MAY 10, 2013 · 11:05 AM

When it comes to funding the Southeast 256th Street project, the Kent City Council might just take the approach if at first you don't succeed, try, try again.

Property owners along the street last month turned in enough signatures to overturn the city's plan to charge them extra property tax fees to help pay for improvements. The property owners dissolved a Local Improvement District (LID) approved by the council to pay for about \$2 million of an estimated \$7 million project to upgrade and widen 256th Street on the East Hill from the "Y" intersection at Kent-Kangley Road to 116th Avenue Southeast.

But the three council members of the city's Public Works Committee on Monday at City Hall voiced how upset they were that a few property owners had the power to stop the fees that also could jeopardize a \$2 million state grant for the project. They all want the project to move forward but need to figure out how to pay for the \$2 million lost through the LID process.

"LIDs have been used over 100 years in this community," said Councilwoman Dana Ralph. "What I feel happened here is a very vocal minority has said we're an exception to this rule. I struggle with that. This vocal minority also will gain the most benefit if this project goes through because of the increased value of their property."

Property owners dissolved the LID because they gathered signatures from those who own at least 60 percent of the assessed land value within the LID boundaries.

The committee on Monday told the Public Works Department to seek bids for the project in an effort to find out exactly how much money is needed turn a two-lane road without sidewalks and lights into a three-lane road with a center turn lane, sidewalks and lights. The ad for bids will be posted later this month and city staff expects to have the bids by construction companies ready for the June 3 committee meeting.

City staff cost estimates show the project has a \$2 million grant awarded six years ago to the city from the state Transportation Improvement Board (funded by the gas tax); \$1 million from the city Transportation Impact Fee (charged to new developments and pre-existing structures with a major change in use); \$1.6 million from the city storm drainage utility fund; and \$360,000 from LID covenants that were pre-approved when developers built projects.

The state grant, however, could 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.

Councilwoman Elizabeth Albertson brought up the idea to try for another LID.

"Is there anything in the law that prevents us from educating those on the LIDs exactly what happened and who signed and go out and try to form it again with new information?" Albertson said. "Because I hear people want this."

Public Works Director Tim LaPorte said the council could take that step. He said a LID could even be formed after street construction starts.

"Sometimes it takes several tries," LaPorte said.

City Attorney Tom Brubaker said if the council forms another LID the same procedure would happen with property owners again having the chance to protest and overturn a LID. He also pointed out that if a LID is formed after road construction starts, the banked-on money might need to be found somewhere else if property owners again dissolve the property fee.

"If we do that we're still bumping against the large property owners and I'm not sure we can change their minds," Councilman Dennis Higgins said about going for a new LID.

"I only have to change one," Albertson responded. "I only have to take pictures of kids and show these people that live in Vancouver (B.C.), Gig Harbor or Kirkland or wherever they happen to be what we are really talking about and that being a good steward in the community means you participate in the community. I'm very frustrated but I can't in good conscience not do anything."

City officials want to improve the street not only for vehicles but to provide sidewalks and lighting for children who walk to school as well as those who walk to nearby businesses.

Higgins researched the property owners who opposed the fees and found out that 124 people signed petitions, with a few of them owning more than one piece of property. The signatures were from people who own \$1.251 million worth of property or 62.35 percent (just more than the 60 percent threshold of \$1.2038 million needed) of the total LID amount of \$2.006 million.

"Four protest signers, comprising six of the properties, had the capacity to make or break the entire protest with their one signature," Higgins said. "Without their signature the protest would have failed."

The four largest property owners included Seattle-based IC USA No. 14 Holdings LP (three properties that house the 435 units of the Washington Park Apartments); North Vancouver, B.C.-based Hume Investments, Inc., (the 120-unit Easthill Apartments); Gig Harbor-based Erickson Stratford Arms (the 87-unit Stratford Arms Apartments); and Tom Reichert, of Kirkland, (ShurGuard Storage, 409 storage units).

Higgins added that the LID area includes an estimated population of 6,600 (based on 2010 Census) with 1,844 children under age 18. The housing includes 11 apartment complexes, 18 condo complexes and 436 single-family residences.

"We have to look at this entire community, not just the property owners," Higgins said. "The people I have a problem with is the out-of-town apartment owners. I feel we need to go forward with this project."

"I believe we should continue to use LIDs as we have on every major road project in the city for 101 years. Residents in this area are benefitting from LIDs that other people paid all around the city."

Higgins added the \$2 million state grant covers regional funding and so that means people who live in Covington are helping to pay for the project. Some property owners opposed the fee because they wanted others who use the street to help cover the costs.

The committee also discussed possibly trying to get a loan from the state's Public Works Board to help pay for the street. But City Finance Director Bob Nachlinger told the committee the city doesn't have any funds at this time to pay back a loan.

Higgins said the city should look into using a portion of the new business and occupation (B&O) tax to possibly help pay for the project. Ralph said she opposed using the B&O tax.

Any properties impacted by the 256th LID would have had payments spread out over 15 years. The average assessment for the single-family homes would have been about \$3,000 to be paid over 15 years, according to city officials.

Property owners also opposed the 256th LID when the city proposed the project four years ago. City officials dropped plans at that time to find other funds because of the recession but figured 2013 would be the right time to fund the street improvements.



[View Larger Map](#)

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

Find this article at:

<http://www.kentreporter.com/news/206946791.html>

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

The Star News

April 24, 2013

LXXIII, No. 4

Sidewalk project looks for different locale

By Roger S Lucas

Grand Coulee officials are trying to get a sidewalk project on Spokane Avenue changed to the same kind of improvement on Federal Avenue.

A sidewalk on Spokane Way lost its main focus when city officials realized that Center School would no longer be in use after the 2013-2014 school year since students would move to a new building in Coulee Dam. The project's main intent had been to provide sidewalk service to Center school.

Now the city is checking with the State Transportation Improvement Board, the source of the funds, to see if the arterial along Federal Avenue could be a substitute project.

The TIB had agreed to provide some \$215,000 to the city for the Spokane Avenue project.

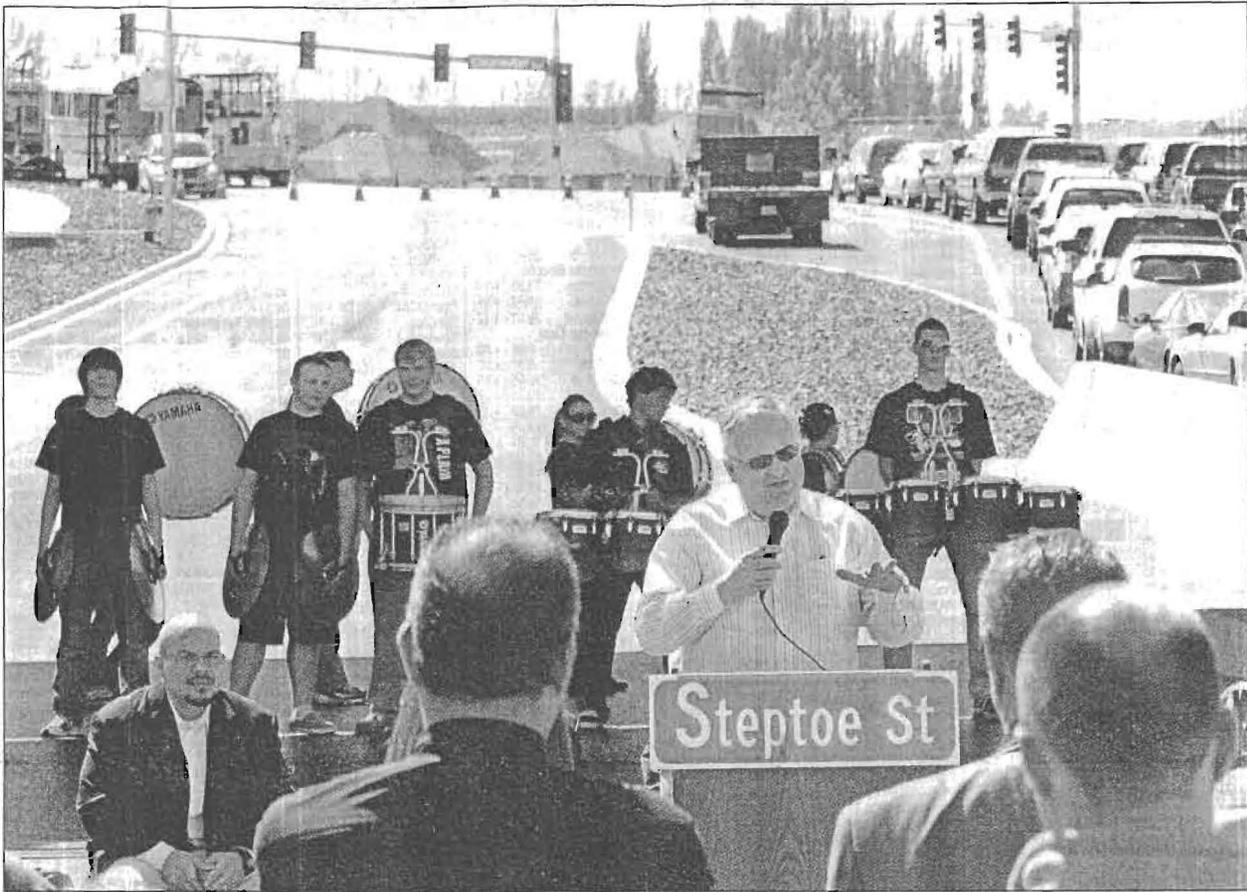
Sidewalks on Federal Avenue, which service the Senior Center and link to Main Street businesses, are in need of repair. On one side, the sidewalks are crumbling, and on the other side a tree has caused sidewalks to heave. Both sides are a safety hazard for older people using them, city officials had stated.

Mayor Chris Christopherson and the city council last Tuesday decided to move ahead with the effort and will ask the city's engineering firm, Gray & Osborne to work with the TIB on the alternate plan.

The mayor mentioned that new sidewalks on Main Street could also be an alternative project, but stated that the Main Street project would cost more than TIB had OK'd for the original project.

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Kai-Huei Yau | kyau@tricityherald.com

Steve Gorcester, executive director of the Transportation Improvement Board, speaks Thursday at a ribbon-cutting ceremony for a Steptoe Street extension that connects Gage Boulevard to Clearwater Avenue in Kennewick. The Kennewick High School Drumline provided music for the celebration.

New stretch of Steptoe open

Officials hope to link street to 10th Avenue next year; now it connects to Fourth

GEOFF FOLSOM

HERALD STAFF WRITER

A new sixth-tenths of a mile section of Steptoe Street along the Kennewick-Richland city limits is open to the public.

Officials from the cities gathered on a warm Thursday morning near a new railroad bridge built for Phase 2 of the Steptoe project. After a half-hour ceremony, they cut a ribbon and traffic was allowed through.

The newly opened stretch of road allows drivers to take Steptoe from Center Parkway to Fourth Avenue.

"We've been waiting a long time to get a way to go from Gage over to Clearwater without having to make a lot of

turns," said Kennewick Mayor Steve Young.

Steve Plummer, Kennewick's engineering services manager, said it was paid for with \$2.1 million from the Federal Highway Administration's Surface Transportation Program, as well as a \$1.8 million grant from the state Transportation Improvement Board.

A new BNSF Railway Co. bridge was paid for using \$2.1 million in federal money, which Plummer credited Sen. Patty Murray, D-Wash., for securing.

Young said BNSF was able to build the new bridge in 18 hours.

Kennewick officials hope to begin construction next year on the third phase of Steptoe Street, which will link to 10th Avenue. The state has committed \$3.1 million to that \$5.2 million project, but the remainder is expected to come from the city's capital improvement funds.

"We will be pursuing other funding,

obviously," Plummer said.

Eventually, Steptoe Street will connect all the way to Hildebrand Boulevard south of Kennewick, which Young said will allow for a "loop" connecting Highways 240 and 395.

Richland Mayor John Fox had fun with that.

"In the future, we'll be able to call Kennewick the loopyest city in the Tri-Cities," Fox said, eliciting groans from the audience.

Phase 2 of the Steptoe expansion was originally planned to end at Clearwater, but Kennewick was able to extend it another 700 feet to Fourth Avenue due to cost savings and additional grant money.

The road projects will provide improved connectivity for Southridge and areas where 60 percent of Kennewick's future growth is expected, Young said.

See **STEPTOE** | Page C7

STEPTOE | Project will reduce traffic, Cantwell says in letter

FROM PAGE C10

Along with Murray, officials said Sen. Maria Cantwell, D-Wash., and Rep. Doc Hastings, R-Wash., helped bring federal funding to the Steptoe Street project.

In a letter read to almost 100 attendees Thursday, Cantwell said the project will reduce traffic on Columbia Center Boulevard in Kennewick and Leslie Road in Richland, while providing better access to the Clearwater Business Park.

"The Steptoe Street project will provide a critical link in the regional transportation system," she wrote. "Tri-Citians traveling between Richland and Kennewick will face less congestion and businesses will have better access to thoroughfares."

► *Geoff Folsom: 582-1543; gfolson@tricityherald.com; Twitter: @GeoffFolsom*

THE SPLASH

LIBERTY LAKE'S COMMUNITY NEWSPAPER

City pitches road map for Transportation Improvement Plan

5/8/2013

By Craig Howard

Splash Contributor

As the city of Liberty Lake ponders strategies to repair and maintain its roads, new avenues are emerging to address the lingering question of how to fund such improvements.

At Tuesday night's City Council meeting, City Administrator Katy Allen provided the governing board with an overview of one potential revenue source – the state Transportation Improvement Board. Since incorporating in 2001, the city has not drawn on TIB funds other than an ambitious pedestrian bridge project spanning Interstate 90.

Allen said TIB traditionally supports work that focuses on "preservation and sidewalks" and noted that "many other area cities, including Medical Lake, Deer Park, Cheney and Tekoa are getting TIB dollars." TIB coffers receive 3 cents from each portion of the statewide gas tax.

"The TIB has a goal of moving projects forward," Allen said. "You're only competing against other cities in your area of similar size for these funds, not big cities on the west side of the state."

Allen advised council that the city would need to craft a Transportation Improvement Plan in order to qualify for TIB benefits. She then proposed a goal of presenting such a document – comprised of a blend of the existing Capital Facilities Plan and the Street Maintenance Program introduced last month – at the June 4 council meeting. The city needs to submit a plan by July 1 to qualify for the next round of TIB funds.

Drivers beware: New traffic light coming next week to Northeast Fourth and Whitman Court Northeast

MAY 8, 2013 · 10:25 AM

A newly installed traffic signal at the intersection of Northeast Fourth Street and Whitman Court Northeast will be activated Monday, May 13, as part of Phase 1 of the City of Renton Transportation Division's NE 3rd/4th Street Corridor Improvement Project.

Drivers should anticipate using this new traffic signal to make left turns out of the Safeway complex, and to make left turns from Whitman Court Northeast after leaving the post office.

In addition, the city is asking for the public's patience after the traffic signal is activated, as the signal timing may need to be adjusted to better serve the varied traffic volumes that occur.

Project improvements include the signalized intersection of Northeast Fourth Street and Whitman Court Northeast as well as a westbound bicycle lane and sidewalk landscape strips. A King County Water District 90 water main was also replaced, and except for the high-voltage transmission power lines, all utilities (power, phone, cable, fiber) on the north side were relocated underground.

The project will improve safety and traffic operations at this intersection and the access to shopping and the post office. All access to the post office will now be off Whitman Court Northeast.

The City of Renton would like to thank the motoring public and adjacent business and property owners for their cooperation, support and patience during the project. The city also would like to thank our funding partner, the Washington State Transportation Improvement Board (TIB), who helped make this improvement project possible.

For more information please contact City Project Manager Keith R. Woolley at kwoolley@rentonwa.gov or call 425-430-7318.

Find this article at:

<http://www.rentonreporter.com/news/206617641.html>

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

Reduced driving rates have major implications for nation's infrastructure

MAY 14, 2013 · 11:30 AM

As the average number of miles driven by Americans heads into its eighth year of decline, a new report from U.S. PIRG Education Fund, finds that the slowdown in driving is likely to continue. Major demographic shifts are likely to depress driving levels for decades, according to the report, "A New Direction: Our Changing Relationship with Driving and the Implications for America's Future."

"The trends highlighted by this report have significant implications for the Puget Sound area," said Rob Johnson, the executive director of Transportation Choices Coalition. "And it's crucial that Washington's leaders right-size our plans and projects to ensure that we don't build projects for tomorrow based on assumptions from yesterday."

"The driving boom is over," said Phineas Baxandall, senior analyst at the U.S. PIRG Education Fund and co-author of the report. "The constant increases we saw in driving before 2005 are unlikely to return. And if millennials' tendency to drive less becomes the norm as they age, the reduction in driving will be even larger."

Miles driven per capita peaked in 2004. The average American currently drives no more miles than at the end of President Clinton's first term. The millennial generation is leading the change in transportation trends. Those 16 to 34 drove 23 percent fewer miles on average in 2009 than in 2001—a greater decline in driving than any other age group. In addition, millennials are more likely to want to live in walkable neighborhoods and are more open to non-driving forms of transportation than older Americans.

The report finds that under any reasonable scenario, the number of miles driven annually will be far fewer in the future than if Baby Boom trends had continued. The driving boom during the second half of the 20th century was fueled by low gas prices, rapid suburbanization, and an ever-increasing number of women commuters entering the workforce.

"The shift away from the car is part of a new way of life being embraced by our younger citizens who are leading the trend away from driving," said Hilary Franz, executive director of Futurewise. Effective management of our limited government dollars requires our local planners, leaders and our representatives in Congress to recognize this dramatic change and begin shaping our communities and focusing funding on the type of infrastructure needed to meet this new demand."

The report examines a number of high-profile official transportation forecasts and finds a consistent pattern of overestimating how much Americans will drive, and then only partially revising those forecasts when they turn out to be incorrect. The government forecasts examined all seem to be based on the assumption that the driving boom will last forever, and all fall above even the most conservative scenarios forecast in the report.

Changes in driving habits will affect the amount of revenue collected for transportation, whether through tolls or from the gas tax. Coupled with improvements in fuel efficiency, reduced driving means Americans will use about half as much gasoline and other fuels in 2040 than they use today, making the real value of gas taxes fall as much as 74 percent. Gas taxes provide the chief source of federal and state transportation funds.

"These trends make it clear that, as a nation, we need to take a hard look at our transportation programs, whether we are building what we need for the rest of this century, what we ought to build instead and how to pay for it," said James Corless, director of Transportation for America.

"In Washington, Johnson said, we need a new funding model to fix existing infrastructure and meet the needs of our communities. As we search for new transportation funding solutions in an age when the old gas tax no longer suffices, the solutions we land on must recognize the new reality that Washingtonians are driving less and choosing to live in affordable, walkable communities connected by transit.



Washington State Transportation Improvement Board
Project Activity Report

Reporting Period
 From 03/01/2013 to 04/30/2013

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
APP Program							
3-E-177(002)-1	COLLEGE PLACE	FY 2014 Arterial Preservation Project	Construction	CN	10,417	0	Director
3-E-161(001)-1	EAST WENATCHEE	FY 2014 Arterial Preservation Project	Bid Award	BA	371,673	-19,327	Director
3-P-201(001)-1	EDGEWOOD	FY 2014 Arterial Preservation Project	Design	DE	18,421	0	Director
3-E-175(001)-1	ELLENSBURG	FY 2014 Arterial Preservation Project	Bid Award	CN BA	222,670	170	Director
1-W-985(001)-1	FERNDALE	FY 2014 Arterial Preservation Project	Construction	CN	52,700	0	Director
1-E-183(003)-1	GRANDVIEW	FY 2014 Arterial Preservation Project	Bid Award	CN BA	497,589	-71,121	Director
1-W-839(001)-1	LYNDEN	FY 2014 Arterial Preservation Project	Construction	CN	25,330	0	Director
1-P-804(001)-1	NORTH BEND	FY 2013 Expanded Preservation Project	Audit	CC FV AD	228,225	-24,436	Director
3-P-117(001)-1	PACIFIC	FY 2013 Expanded Preservation Project	Audit	CC AD	95,332	-15,674	Director
3-W-194(001)-1	SHELTON	FY 2014 Arterial Preservation Project	Construction	CN	34,071	0	Director
3-E-178(002)-1	TOPPENISH	FY 2014 Arterial Preservation Project	Construction	CN	16,200	0	Director
3-E-946(001)-1	WAPATO	FY 2014 Arterial Preservation Project	Bid Award	CN BA	244,328	-9,472	Director
Total APP Change						-139,860	



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
SCAP Program							
6-E-921(003)-1	ASOTIN	Second Street	Audit	CC FV AD	287,461	8,905	Director
6-W-837(009)-1	BLAINE	Marine Drive	Audit	CC FV AD	377,796	-29,320	Director
6-E-847(005)-1	CASHMERE	Sunset Highway	Audit	FV AD	547,663	0	Director
6-W-952(003)-1	CASTLE ROCK	Front Avenue NW	Bid Award	BA	376,875	0	Director
6-W-952(004)-1	CASTLE ROCK	Front Avenue NW	Bid Award	BA	351,000	0	Director
6-W-832(004)-1	CONCRETE	Main Street	Audit	CC FV AD	884,501	24,705	Director
6-W-825(005)-1	FORKS	Division Street	Audit	FV AD	784,662	0	Director
6-E-935(005)-1	GOLDENDALE	East Collins Drive	Audit	CC FV AD	466,705	62,431	Director
6-E-935(006)-1	GOLDENDALE	Brooks Street	Bid Award	CN BA	557,069	125,000	Director
6-E-889(001)-1	IONE	Houghton Street	Bid Award	BA	450,799	-58,076	Director
6-W-953(007)-1	KALAMA	North 4th Street	Audit	FV AD	885,981	0	Director
6-E-896(002)-1	LATAH	Main Street	Bid Award	CN BA	571,484	74,184	Director
6-E-850(009)-1	LEAVENWORTH	Front Street	Audit	CC FV AD	800,000	0	Director
6-W-961(003)-1	MORTON	7th Street	Audit	CC FV AD	804,164	60,015	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
6-E-899(003)-1	SPANGLE	3rd Street/Ash Street	Bid Award	BA	647,811	-20,389	Director
6-E-918(004)-1	ST. JOHN	Park Avenue	Bid Award	CN BA	609,298	20,298	Director
6-P-824(109)-1	SULTAN	Sultan Basin Road	Design	DE	3,830	0	Director
6-E-919(004)-1	TEKOA	Henkle Street	Audit	CC FV AD	549,931	41,464	Director
6-E-885(003)-1	TONASKET	3rd Street, 5th Street, 6th Street, Western Avenue	Bid Award	BA	370,678	8,807	Director
-E-947(108)-1	ZILLAH	First Ave Improvements	Audit	CC FV AD	64,078	-3,062	Director
Total SCAP Change						314,962	

ICPP Program

2-P-800(003)-1	BLACK DIAMOND	FY 2014 Overlay Project	Construction	CN	0	0	Director
2-E-847(002)-1	CASHMERE	FY 2014 Red Town Project	Construction	CN	32,500	0	Director
2-E-895(001)-1	FAIRFIELD	2012 WSDOT Chip Seal Project	Audit	CC AD	38,706	-12,915	Director
2-E-911(006)-1	GARFIELD	FY 2013 Overlay Project	Audit	CC FV AD	67,524	-939	Director
2-E-860(003)-1	HARTLINE	FY 2012 Seal Coat Project	Audit	FV AD	17,807	0	Director
2-E-896(001)-1	LATAH	FY 2013 Sidewalk Maintenance Project	Bid Award	BA	9,822	-909	Director
2-W-962(002)-1	MOSSYROCK	FY 2014 Overlay Project	Construction	DE CN	7,200	0	Director



Washington State Transportation Improvement Board
Project Activity Report

Reporting Period
 From 03/01/2013 to 04/30/2013

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-E-943(003)-1	MOXEE	FY 2014 Overlay Project	Construction	CN	20,710	0	Director
2-W-964(001)-1	PELL	FY 2014 Seal Coat Project	Bid Award	BA	46,749	0	Director
2-E-873(002)-1	REARDAN	FY 2012 Seal Coat Project	Withdrawn	WD	0	-43,286	Director
2-W-950(002)-1	RIDGEFIELD	FY 2014 Overlay Project	Design	DE	13,500	0	Director
2-W-950(003)-1	RIDGEFIELD	FY 2014 Seal Coat Project	Construction	DE CN	8,971	0	Director
2-E-898(001)-1	ROCKFORD	2012 WSDOT Chip Seal Project	Audit	CC AD	32,755	-4,680	Director
2-E-917(002)-1	ROSALIA	FY 2013 Overlay Project	Audit	CC FV AD	87,354	-3,721	Director
2-E-925(002)-1	STARBUCK	FY 2012 Overlay Project	Audit	AD	97,133	0	Director
2-E-875(002)-1	WILBUR	2012 WSDOT Chip Seal Project	Audit	CC AD	28,411	-30,117	Director
2-W-968(001)-1	WINLOCK	FY 2013 Overlay Project	Withdrawn	WD	0	-76,056	Director
Total SCPP Change						-172,623	
SP Program							
P-E-893(P02)-1	AIRWAY HEIGHTS	SR 2	Design	DE	60,400	0	Director
P-P-103(P03)-1	BELLEVUE	NE 8th Street	Bid Award	CN BA	92,092	-32,373	Director
P-P-800(P04)-1	BLACK DIAMOND	Roberts Drive	Audit	CC FV AD	277,622	-2,756	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
P-P-136(P03)-1	BONNEY LAKE	SR 410	Design	DE	75,000	0	Director
P-E-848(P03)-1	CHELAN	Bradley Street	Audit	FV AD	356,241	0	Director
P-P-115(P02)-1	CLYDE HILL	NE 24th Street	Construction	CN	14,113	0	Director
P-P-111(P03)-1	KIRKLAND	6th Street	Bid Award	CN BA	153,412	-28,365	Director
P-P-111(P04)-1	KIRKLAND	NE 112th Street	Design	DE	33,019	0	Director
-W-197(P01)-1	LACEY	Yelm Highway SE	Construction	CN	24,132	0	Director
-E-897(P08)-1	MEDICAL LAKE	SR 902	Design	DE	17,813	0	Director
-P-109(P01)-1	MEDINA	Evergreen Point Road	Construction	CN	0	0	Director
-E-165(P04)-1	SPOKANE	Rowan Avenue	Design	DE	19,200	0	Director
P-E-036(P01)-1	WALLA WALLA COUNTY	Reser Road	Audit	CC FV AD	197,033	-2,967	Director
P-E-846(P02)-1	WASHTUCNA	Main Street (SR 260)	Bid Award	CN BA	341,719	6,369	Director
Total SP Change						-60,092	

UAP Program

8-5-006(O38)-1	CLARK COUNTY	NE 10th Avenue	Bid Award	CN BA	1,549,246	-257,893	Director
8-4-170(O07)-1	CLARKSTON	12th Street	Construction	CN	41,006	0	Director



Washington State Transportation Improvement Board
Project Activity Report

Reporting Period
 From 03/01/2013 to 04/30/2013

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-3-161(008)-1	EAST WENATCHEE	Eastmont Avenue	Bid Award	BA	4,439,987	-1,349,363	Director
8-1-113(009)-1	FEDERAL WAY	21st Avenue SW	Bid Award	BA	3,360,000	0	Director
8-2-018(006)-1	KITSAP COUNTY	Newberry Hill Road/Silverdale Way/Chico Way	Audit	CC FV AD	1,020,319	-4,653	Director
8-5-195(015)-1	OLYMPIA	Harrison Avenue	Audit	FV AD	669,200	0	Director
8-1-101(155)-1	SEATTLE	Spokane Street - Lower Roadway	Audit	CC FV AD	3,507,210	105,412	Director
1-1-101(156)-1	SEATTLE	NE Northgate Way/N 105th Street	Construction	CN	0	0	Director
-1-142(010)-1	SNOHOMISH	Avenue D	Contract Completion	CC	602,400	-55,500	Director
-3-165(087)-1	SPOKANE	Monroe Street-Lincoln Street Couplet	Design	DE	147,955	0	Director
-3-208(003)-1	SPOKANE VALLEY	Broadway Avenue	Contract Completion	CC	693,134	-39,249	Director
8-3-208(004)-1	SPOKANE VALLEY	Sprague Avenue	Audit	CC FV AD	2,191,580	30,879	Director
8-5-184(036)-1	VANCOUVER	NE 18th Street	Contract Completion	CC	1,744,126	123,345	Director
Total UAP Change						-1,447,022	

UCP Program

9-P-817(004)-1	ARLINGTON	67th Avenue NE/E Maple Street	Bid Award	BA	5,841,591	-208,140	Director
9-W-830(002)-1	BAINBRIDGE ISLAND	Winslow Way	Audit	CC FV AD	2,192,964	116,400	Director



Washington State Transportation Improvement Board
Project Activity Report

Reporting Period
 From 03/01/2013 to 04/30/2013

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
9-W-156(004)-1	BELLINGHAM	West Bakerview Road	Bid Award	BA	1,297,132	-202,868	Director
9-P-114(006)-1	BOTHELL	Bothell-Everett Highway	Construction	CN	0	0	Director
9-W-006(023)-1	CLARK COUNTY	I-5/Salmon Creek Interchange Project	Audit	CC FV AD	8,000,000	0	Director
9-P-106(010)-1	KENT	S 224th Street	Design	DE	455,978	0	Director
9-W-195(008)-1	OLYMPIA	Harrison Avenue	Audit	FV AD	2,674,169	0	Director
-P-027(020)-1	PIERCE COUNTY	176th Street E	Bid Award	BA	2,990,493	-280,107	Director
-E-171(004)-2	RICHLAND	Keene Road	Audit	CC FV AD	1,867,184	-118,636	Director
-E-171(005)-1	RICHLAND	Stevens Drive	Design	DE	100,000	0	Director
-P-207(002)-1	SAMMAMISH	244th Avenue NE	Audit	FV AD	908,147	0	Director
Total UCP Change						-693,351	
Total Change						-2,197,986	

Page 27

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



Delayed Projects Report

May 30, 2013

BACKGROUND

TIB staff reports to the Board on all projects that missed the performance standard for reaching bid award. The standard is defined as:

- Urban Programs – must reach bid award within 4½ years
- Construction Ready – must reach bid award within 1 year
- All Other Programs – must reach bid award within 2½ years

When project delays are the result of environmental issues, right-of-way issues, changes in funding partnerships, funding shortfalls, or the public involvement process, TIB staff attempt to aid the agency in advancing the project.

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

Since the implementation of the delayed project process in 2002, the number of delayed projects reported to the Board has decreased from 67 to 15 (see attached list).

Of the 15 delayed projects this year:

- 1 project moved to contingency status in 2012 and is scheduled for termination July 1, 2013.
- 2 projects provided a schedule to the Board in 2012 and are now in contingency.
- 1 project provided a schedule to the Board, but is remaining in Stage 1.
- 11 projects are being reported to the Board for the first time. Of these, 10 will receive a letter from the Executive Director requesting an updated schedule and 1 is expected to be terminated.

STATUS

The following summarizes the status of the two of the Stage 1 delay projects and the three Stage 2 delay projects that are on the contingency list:

Stage 1 Projects

- Woodinville SR 202 Bottleneck Relief – Although this project is entering Stage 1, indications are that the city will not have any acceptable plan to proceed and will be terminated immediately instead of holding at Stage 1.
- Port Townsend Sheridan Street – The city is working in conjunction with a hospital parking lot reconstruction project. Because of the imminent construction date, the project is being held at Stage 1 rather than moving to Stage 2. The city plans to advertise the project in July 2013 with award for construction in August 2013.

Stage 2 Projects

- Bellevue 120th Avenue NE – This project has significant right of way issues that require the relocation of Barrier Motors. Design is 75% complete and right of way is being acquired. The city plans to seek restoration of construction funds in summer 2014, but is in jeopardy of missing the automatic termination date of July 1, 2014 if the schedule slips.
- Lynnwood SR/204th Street SW – This project has significant right of way and funding issues. The funding shortfall was resolved by obtaining additional city and federal funds. However, since this project was funded with two sources of federal funds with separate environmental requirements, acquisition of right of way was not allowed to begin until the environmental process was completed. The city is currently scheduled to advertise fall 2013.
- Richland Gage Blvd/Center Parkway – The grant for this project is scheduled to automatically terminate July 1, 2013. The city is requesting a time extension on this project until the WUTC has made a decision on the at-grade railroad crossing approval request. (See Contingency Extension Request staff review, page 46.) The city is appearing before the Board at this meeting.

Staff continues to work with these agencies to establish expected performance dates and to schedule appearances before the Board at subsequent meetings, if necessary.

RECOMMENDATION

No Board action is required at this time.

Delayed Projects

Agency	Project Number	Funding Year	Current Phase	Project Name	Delay Stage	Total TIB Remaining Total Project Cost
Almira	2-E-868(002)-1	2012	Design	FY 2012 Seal Coat	1	12,650 12,650 12,650
Cle Elum	6-E-930(004)-1	2012	Design	Railroad Street – Billings Ave to South Cle Elum Way	1	450,900 412,300 501,000
College Place	8-4-177(006)-1	2010	Pending	College Avenue/Rose Street – Myra Road to Whitman Drive (CN Only)	1	900,000 900,000 4,451,000
Deer Park	6-E-894(111)-1	2012	Design	S Main Street – SR 395 to Crawford Street	1	293,943 272,142 2,177,353
Olympia	9-W-195(009)-1	2013	Design	Boulevard Road – 22 nd Avenue Roundabout (CN Only)	1	1,000,000 1,000,000 4,880,500
Port Townsend ¹	P-W-151(P05)-1	2012	Design	Sheridan Street – 10 th Street to SR 20	1	110,000 110,000 354,961
Ritzville	6-E-845(004)-1	2012	Design	Division/Bauman/Smitty's Intersection – Smitty's Blvd to City Limits	1	655,874 612,426 728,750
Spokane Co.	P-E-032(P06)-1	2012	Design	Whitworth Drive – 770' e/o Waikiki Road to College Entrance Road	1	181,232 162,078 226,541
Spokane Valley	9-E-208(003)-1	2013	Pending	Mansfield Avenue – Pines Rodd (SR 27) to 200' e/o Houk Road (CN Only)	1	792,700 792,700 950,900
Springdale	2-E-906(002)-1	2012	Design	FY 2012 Overlay Project	1	215,476 215,476 215,476
Woodinville	8-1-198(003)-1	2013	Design	Woodinville-Duvall Rd – 400' w/o 156 th Ave NE to 30' e/o 171 st Pl (CN Only)	1	4,500,000 4,500,000 7,073,000
Woodinville ²	8-1-198(002)-1	2010	Design	SR 202 Bottleneck Relief Project – NE Woodinville Drive to NE 131 st Avenue	1	1,500,000 1,337,656 7,002,000

Agency	Project Number	Funding Year	Current Phase	Project Name	Delay Stage	Total TIB Remaining Total Project Cost
Bellevue	8-1-103(027)-1	2012	Design	120 th Avenue NE – NE 8 th Street to NE 12 th Street (CN Only)	Contingency	3,000,000 3,000,000 5,118,848
Lynnwood	9-P-140(005)-1	2012	Pending	SR 99/204 th Street SW – 202 nd to 208th and SR 99 to 68 th (CN Only)	Contingency	1,521,000 1,521,000 3,043,000
Richland	9-E-171(003)-3	2007	Design	Gage Boulevard/Center Parkway – Gage Boulevard to Tapteal Dr	Contingency	644,320 644,320 2,265,600

¹ Contingency project remains in Stage 1 because of near term construction date (WAC 479-05-213).

²Currently in Stage 1, but expected to be terminated.

 Indicates contingency project



WAC Revisions – Arterial Preservation Program May 31, 2013

BACKGROUND

The Transportation Improvement Board (TIB) received funding in the 2011-2013 supplemental transportation budget to help cities with urgent preservation needs. In response, TIB started the Arterial Preservation Program (APP). Authority for this program is granted in RCW 47.26.084. The Washington Administrative Code (WAC) codifies regulations issued by statute.

STATUS

The TIB administrative code must be updated to reflect the APP. Proposed WAC revisions have been reviewed by Kimberly Frinell, Assistant Attorney General.

WACs for the APP will be part of Chapter 479-10, which contains rules for the Small City Preservation Program (SCPP) and the City Hardship Assistance Program (CHAP). This aligns all TIB preservation programs under one set of WACs.

Most of the WACs written for the APP mirror the SCPP, except in a few instances when it is more suitable that they align with other programs for urban agencies. Below is a table outlining each WAC revision and its effect.

Chapter 479-01: Description of Organization

WAC	Change made	Effect
479-01-060	Added APP to list of programs for executive director administrative increase authority	Gives executive director administrative increase authority up to 15% of original TIB grant

Chapter 479-10: Preservation Programs (proposed new title)

WAC	Change made	Effect
Title	Changed chapter title to "Preservation Programs"	Aligns TIB preservation programs – SCPP, CHAP and APP – under one chapter
479-10-005	Revised to include purpose, authority and funding for three preservation programs: SCPP, APP, CHAP	Spells-out the purpose, authority and funding for each preservation program
479-10-011	Removed references to SCPP and CHAP (since those are now covered in 479-10-005)	Aligns all preservation programs in 479-10-005, and retains language authorizing SCPSA for federal match program
479-10-300	Inserted intent of APP	Outlines program intent – aligns with SCPP
479-10-310	Inserted APP eligible agencies	Outlines eligible agencies – cities with a population more than 5,000 and assessed property valuation below a maximum valuation established annually by the board

WAC	Change made	Effect
479-10-320	Inserted eligible projects	Outlines eligible projects – aligns with urban program, WAC 479-14-121
479-10-323	Inserted allowable treatment and funding uses	Outlines eligible street system treatments and funding uses
479-10-330	Inserted consideration of funding requests	Outlines that funding requests are accepted after TIB issues a call for projects
479-10-370	Inserted city matching funds	Outlines city requirements for APP matching funds – aligns with urban program, WAC 479-14-161

Chapter 479-14: Transportation Improvement Account

WAC	Change made	Effect
479-14-011	Added APP to list of programs	Includes the APP among the programs funded by the Transportation Improvement Account
479-14-011	Correction to title of small city arterial program	No change – title correction only

A public hearing will be held at the September 27, 2013 board meeting in Clarkston for final approval and adoption of the WACs.

RECOMMENDATION

The board is requested to approve the WAC revisions for public comment.

WAC 479-01-060 Executive director—Powers and duties. The board appoints an executive director who will serve at its pleasure to carry out the board priorities and the mission of the agency including the following administrative duties:

(1) The executive director will direct and supervise all day-to-day activities of the staff.

(2) The executive director is the appointing authority of the staff and may authorize subordinates to act in the executive director's place to carry out administrative duties.

(3) The executive director has sidewalk deviation authority as described in WAC 479-14-200.

(4) The executive director has administrative increase authority for projects up to the following levels:

(a) Urban program - Fifteen percent of project costs or seven hundred fifty thousand dollars whichever is less.

(b) Small city arterial program - Up to one hundred twenty-five thousand dollars.

(c) City hardship assistance program - Up to seventy-five thousand dollars.

(d) Sidewalk program - Up to fifty thousand dollars for small city projects; zero for urban projects.

(e) Small city preservation program - Up to two hundred thousand dollars within available funding limitations.

(f) Arterial preservation program - Up to fifteen percent of original TIB grant.

(f) Small city federal match within the limits set by the board in accordance with WAC 479-14-215.

[Statutory Authority: Chapter 47.26 RCW. WSR 12-08-060, § 479-01-060, filed 4/3/12, effective 5/4/12; WSR 07-18-050, § 479-01-060, filed 8/30/07, effective 9/30/07.]

Chapter 479-10 WAC

~~SMALL CITY PAVEMENT PRESERVATION AND SIDEWALK ACCOUNT PROGRAMS~~ Last Update:

4/3/12WAC

WAC 479-10-005 Purpose and, authority and funding. The board adopts reasonable rules necessary to administer the:

- (1) sSmall city pavement preservation and sidewalk account program pursuant to RCW 47.26.340, 47.26.345 and 47.26.164 and funded by the small city pavement preservation and sidewalk account;
- (2) Arterial preservation program pursuant to RCW 47.26.084 and funded by the highway safety account or the transportation improvement account; and
- ~~(1)~~ (3) City hardship assistance program pursuant to RCW 47.26.164 and funded by the small city pavement preservation and sidewalk account.

[Statutory Authority: Chapter 47.26 RCW. 08-21-005, § 479-10-005, filed 10/2/08, effective 11/2/08.]

WAC 479-10-011 ~~Programs funded from the~~ sSmall city pavement preservation and sidewalk account additional uses. ~~The small city pavement preservation and sidewalk account funds:~~

WAC (~~5/22/135/21/135/8/134/29/13~~ 9:55 AM3:42 PM8:15 AM2:25 PM)

[1]

~~—— (1) Small city preservation program and if funds are If available, funds from the small city pavement preservation and sidewalk account may be for use on a project by project basis for the provided to small cities to match federal funding provided for local government federal aid of transportation, on a first come/first served basis, and~~

~~—— (2) City hardship assistance program.~~

[Statutory Authority: Chapter 47.26 RCW. 10-14-027, § 479-10-011, filed 6/28/10, effective 7/29/10; 08-21-005, § 479-10-011, filed 10/2/08, effective 11/2/08.]

WAC 479-10-300 Intent of the arterial preservation program. The intent of the arterial preservation program is to aid urban cities with low assessed property valuation preserve arterial pavement.

WAC 479-10-310 Who is eligible for arterial preservation program funds. Incorporated cities with a population of more than five thousand and an assessed property valuation below a maximum valuation established annually by the board are eligible to receive arterial preservation program funding.

WAC (~~5/22/135/21/135/8/134/29/13 9:55 AM3:42 PM8:15 AM2:25 PM~~)
[2]

WAC 479-10-320 Projects eligible for arterial preservation program

funds. Eligible roadway projects are:

- (1) Improvements on city-owned federally classified arterials;
- (2) City-owned federal arterial functional classification projects within cities qualifying for urban designation upon the next federal census; and
- (3) City-owned urban streets, not functionally classified at the time of award, but meeting federal functional classification prior to approval to expend board funds.

WAC 479-10-323 Arterial preservation program allowable street system treatments and funding uses. The type of treatment allowed will be based on the pavement condition rating, treatment types available in the area, and concurrence by the local agency. Funding can be used for resurfacing of existing streets, required ADA ramp upgrades, and minor associated sidewalk repairs.

WAC 479-10-330 Consideration of arterial preservation program funding requests. To be considered for funding a project under the arterial preservation program, an eligible agency must submit a funding application in response to a TIB call for projects.

WAC 479-10-370 Arterial preservation program city matching

WAC (5/22/135/21/135/8/134/29/13 9:55 AM3:42 PM8:15 AM2:25 PM)
[3]

funds. The arterial preservation program provides funding when program funds are matched by any other non-TIB funds as follows:

- (1) If the city assessed valuation is less than \$1.0 billion, the matching rate is ten percent of the total project costs;
- (2) If the city valuation is \$1.0 billion to \$2.5 billion, the matching rate is fifteen percent of the total project costs;
- (3) If the city valuation is over \$2.5 billion, the matching rate is twenty percent of the total project costs.

WAC 479-14-011 Programs funded from the transportation improvement account. The transportation improvement account funds the following programs:

- (1) The urban program;
- (2) The small ~~arterial-city~~ arterial program:
 - (a) Grants; and
 - (b) Federal match funding.
- (3) The sidewalk programs:
 - (a) Urban sidewalk program; and
 - (b) Small city sidewalk program.
- (4) The arterial preservation program.

[Statutory Authority: Chapter 47.26 RCW. 12-08-060, § 479-14-011, filed 4/3/12, effective 5/4/12; 07-18-050, § 479-14-011, filed 8/30/07, effective 9/30/07.]

WAC 479-01-060 Executive director—Powers and duties. The board appoints an executive director who will serve at its pleasure to carry out the board priorities and the mission of the agency including the following administrative duties:

(1) The executive director will direct and supervise all day-to-day activities of the staff.

(2) The executive director is the appointing authority of the staff and may authorize subordinates to act in the executive director's place to carry out administrative duties.

(3) The executive director has sidewalk deviation authority as described in WAC 479-14-200.

(4) The executive director has administrative increase authority for projects up to the following levels:

(a) Urban program - Fifteen percent of project costs or seven hundred fifty thousand dollars whichever is less.

(b) Small city arterial program - Up to one hundred twenty-five thousand dollars.

(c) City hardship assistance program - Up to seventy-five thousand dollars.

(d) Sidewalk program - Up to fifty thousand dollars for small city projects; zero for urban projects.

(e) Small city preservation program - Up to two hundred thousand dollars within available funding limitations.

(f) Arterial preservation program - Up to fifteen percent of original TIB grant.

(g) Small city federal match within the limits set by the board in accordance with WAC 479-14-215.

[Statutory Authority: Chapter 47.26 RCW. WSR 12-08-060, § 479-01-060, filed 4/3/12, effective 5/4/12; WSR 07-18-050, § 479-01-060, filed 8/30/07, effective 9/30/07.]

Chapter 479-10 WAC

PRESERVATION PROGRAMS Last Update: 4/3/12WAC

WAC 479-10-005 Purpose, authority and funding. The board adopts reasonable rules necessary to administer the:

- (1) Small city preservation program pursuant to RCW 47.26.340, 47.26.345 and 47.26.164 and funded by the small city pavement preservation and sidewalk account;
- (2) Arterial preservation program pursuant to RCW 47.26.084 and funded by the highway safety account or the transportation improvement account; and
- (3) City hardship assistance program pursuant to RCW 47.26.164 and funded by the small city pavement preservation and sidewalk account.

[Statutory Authority: Chapter 47.26 RCW. 08-21-005, § 479-10-005, filed 10/2/08, effective 11/2/08.]

WAC 479-10-011 Small city pavement preservation and sidewalk account additional uses. If available, funds from the small city pavement preservation and sidewalk account may be provided to small cities to match federal funding provided for local government federal aid of transportation, on a first come/first served basis.

[Statutory Authority: Chapter 47.26 RCW. 10-14-027, § 479-10-011, filed 6/28/10, effective 7/29/10; 08-21-005, § 479-10-011, filed WAC (5/22/13) 5/21/13 9:]

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WAC 479-10-300 Intent of the arterial preservation program. The intent of the arterial preservation program is to aid urban cities with low assessed property valuation preserve arterial pavement.

WAC 479-10-310 Who is eligible for arterial preservation program funds. Incorporated cities with a population of more than five thousand and an assessed property valuation below a maximum valuation established annually by the board are eligible to receive arterial preservation program funding.

WAC 479-10-320 Projects eligible for arterial preservation program funds. Eligible roadway projects are:

- (1) Improvements on city-owned federally classified arterials;
- (2) City-owned federal arterial functional classification projects within cities qualifying for urban designation upon the next federal census; and
- (3) City-owned urban streets, not functionally classified at the time of award, but meeting federal functional classification prior to approval to expend board funds.

WAC (~~5/22/13~~~~5/21/13~~ ~~9:56 AM~~~~4:24 PM~~) [2]

WAC 479-10-323 Arterial preservation program allowable street system treatments and funding uses. The type of treatment allowed will be based on the pavement condition rating, treatment types available in the area, and concurrence by the local agency. Funding can be used for resurfacing of existing streets, required ADA ramp upgrades, and minor associated sidewalk repairs.

WAC 479-10-330 Consideration of arterial preservation program funding requests. To be considered for funding a project under the arterial preservation program, an eligible agency must submit a funding application in response to a TIB call for projects.

WAC 479-10-370 Arterial preservation program city matching funds. The arterial preservation program provides funding when program funds are matched by any other non-TIB funds as follows:

- (1) If the city assessed valuation is less than \$1.0 billion, the matching rate is ten percent of the total project costs;
- (2) If the city valuation is \$1.0 billion to \$2.5 billion, the matching rate is fifteen percent of the total project costs;
- (3) If the city valuation is over \$2.5 billion, the matching rate is twenty percent of the total project costs.

WAC (5/22/135/21/13 9:56 AM4:24 PM) [3]

WAC 479-14-011 Programs funded from the transportation improvement account. The transportation improvement account funds the following programs:

- (1) The urban program;
- (2) The small city arterial program:
 - (a) Grants; and
 - (b) Federal match funding.
- (3) The sidewalk programs:
 - (a) Urban sidewalk program; and
 - (b) Small city sidewalk program.
- (4) The arterial preservation program.

[Statutory Authority: Chapter 47.26 RCW. 12-08-060, § 479-14-011, filed 4/3/12, effective 5/4/12; 07-18-050, § 479-14-011, filed 8/30/07, effective 9/30/07.]



Scope Change Request
City of Grand Coulee – Spokane Way
 May 30, 2013

BACKGROUND

The City of Grand Coulee Spokane Way project (SR 174 to Federal Avenue) was funded out of the Small City Sidewalk Program (SCSP) in the FY 2013 priority array. In November 2012, TIB received information that the school within the project limits was scheduled for closure. Since the majority of the pedestrian trips were generated by the school, the necessity of this project was called into question by a local resident.

SCOPE CHANGE DISCUSSION

In December 2012, TIB Executive Director directed staff to conduct a pedestrian survey and work with the city to justify the investment and possibly determine an alternative location for the use of sidewalk program funds. The pedestrian survey was completed in April 2013, and the city selected a two block segment of Federal Avenue between Main Street and SR-155 as an alternative project. This section was selected for the following reasons:

- Directly serves the Grand Coulee Senior Center and Grant County Housing Authority Senior Assisted Living Facility.
- Links to sidewalks serving the Grand Coulee Library, Fire Station and Businesses along SR 155 and Main Street.
- Poor condition of existing sidewalks which lack ADA accessible ramps.
- High volume of pedestrians that will use the facility.

If approved by the Board, the city plans to design the project in 2013 and construct spring 2014.

TIB Phase	TIB Funds	Total Project Cost
Project Selection	\$204,250	\$215,000
Scope Change	\$242,250	\$255,000

RECOMMENDATION

Staff recommends the change of project location and the increase of TIB funds of \$38,000.



**Contingency Extension Request
 City of Richland – Gage Blvd/Center Parkway
 May 30, 2013**

BACKGROUND

The City of Richland’s Gage Blvd/Center Parkway project (Gage Blvd to Tapteal Dr) was funded out of the Urban Corridor Program (UCP) in the FY 2007 priority array. The project is currently in the Design phase. This project will construct a new arterial connection that will increase mobility in the region and encourage economic development. The connection completes an arterial loop around Columbia Center Mall. The roadway section consists of four travel lanes, bike lanes, and sidewalks, as well as an at-grade railroad crossing. The city is required to obtain approval for the at-grade crossing from the Washington State Utilities and Transportation Commission (WUTC).

This project reached Stage 2 delay on July 1, 2012 and was placed on the contingency list per WAC 479-05-213. It is scheduled to automatically terminate on July 1, 2013.

CONTINGENCY EXTENSION DISCUSSION

Three different railroad companies operate on tracks located within this project. Part of the project delay has come from the significant railroad coordination issues among the three railroads. The two national railroads (BNSF and UP) concurred with the crossing, but the local shortline, Tri-Cities and Olympia Railroad, objected to the crossing. This objection triggered a full hearing with the WUTC, with a pre-conference hearing with the City of Richland and the WUTC scheduled for June 4. The full WUTC hearing could take up to six months to resolve.

The city is requesting an extension to remain on the contingency list until the WUTC has made their decision. If the WUTC denies the at-grade railroad crossing the city will withdraw the project.

Funding Source	Amount
Richland	\$1,265,000
Kennewick	\$1,070,000
BFCOG STP Funds	\$1,856,000
TIB	\$644,000
Private ROW Donation	\$136,000
TOTAL	\$4,971,000

Project Cost History	TIB Funds	Total Project Cost
Application	\$644,320	\$2,265,600
Current Estimate	\$644,320	\$4,971,000

This project is fully funded. The city is confident of their current plan to advertise in June 2014, award in July 2014, and begin construction in August 2014.

STATUS

- All funds are in place
- Design is 60% complete
- Right of way acquisition will start upon WUTC approval of the at-grade crossing
- WUTC pre-hearing conference is scheduled for June 4.

RECOMMENDATION

Staff recommends a time extension for the Gage Blvd/Center Parkway Project until July 1, 2014. The grant for this project would terminate immediately if WUTC does not approve the at-grade crossing or on July 1, 2014 if the city has not advertised for bids.



2013 Schedule and Preliminary Program Call Size May 31, 2013

BACKGROUND

TIB staff have evaluated the demand estimates and considered the most recent revenue forecast to propose a call size for November 2013. Since the Transportation Improvement Account (TIA) balance is projected to reach an optimal level soon, a call size approximately equal to available revenue should be made to maintain a stable account balance and future grant obligations.

The Legislature allocated \$10 million from the Highway Safety Account to the TIB for the upcoming biennium, increasing available revenue. This allocation was specified for the Arterial Preservation Program, the Small City Pavement Preservation Program, and Low-Energy Street Light Demonstration Program (\$2 million).

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

- Outstanding obligations for current active projects (projection of monthly expenditures)
- Most recent revenue forecast and allocations
- Schedule of expenditures for new commitments
- Projection of revenue including scenario testing (e.g., increased gas prices)

STATUS

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

Preliminary November 2013 Call Size

Program	Amount
Urban Program	\$84.0 million
Small City Arterial Program	\$10.0 million
Urban Sidewalk Program	\$4.0 million
Small City Sidewalk program	\$2.0 million
Small City Pavement Preservation Program	\$2.5 million
Arterial Preservation Program	\$7.0 million
*TOTAL	\$109.5 million

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

Proposed Schedule

Date	Milestone
May 30-31, 2013	Preliminary program call size presented to board for approval
June 3, 2013	Applications posted and are available to agencies
August 23, 2013	Applications due
November 21-22, 2013	Final program call size and project list presented to board for adoption

RECOMMENDATION

Staff recommends the board approve the presented schedule and authorize the \$109.5 million call size.



ELECTION OF CHAIR AND VICE CHAIR
Two Year Term: July 1, 2013 – June 30, 2015
May 31, 2013

BACKGROUND

The Chair and Vice Chair of the TIB are elected every two years by the members of the Board. Both are selected from among the six elected officials serving on the Board (TIB Bylaws, Article II, Sections 1(a) and 1(b)). One is to be a county official and one a city official (TIB Bylaws, Article II, Section 1(c)). The Chair traditionally alternates between a county and city representative, which directs this year's election to consist of a Chair from a county and a Vice Chair from a city.

The current elected COUNTY officials serving on the Board (in alphabetical order) are:

- Whatcom County Councilmember Sam Crawford: Board term ends June 30, 2016
- Grant County Commissioner Richard Stevens: Board term runs through June 30, 2016; eligible for reappointment

The current elected CITY officials serving on the Board (in alphabetical order) are:

- Federal Way Councilmember Jeanne Burbidge: Board term ends June 30, 2014
- La Center Mayor Jim Irish: Board term ends June 30, 2016
- Kennewick Councilmember Bob Olson: Board term runs through June 30, 2016; eligible for reappointment

BOARD ACTION

Friday, May 31 Board Meeting:

- Nominations and election of Chair (county)
- Nominations and election of Vice Chair (city)



TIB 2014 Proposed Meeting Schedule

May 31, 2013

DATE	CITY
January 23-24	Olympia/Lacey/Tumwater
March 27-28	Tacoma
May 29-30*	Spokane Valley
September 25-26	Yakima
November 20-21**	Everett

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

** Meeting date moved to THIRD Thursday & Friday of month due to Thanksgiving.