



Transportation Improvement Board
September 26-27, 2013 – Clarkston, Washington
Location: Quality Inn & Suites and Convention Center
700 Port Drive
Clarkston, WA 99403
(509) 758-9500

September 26, 2013
WORK SESSION AGENDA

WORK SESSION

			Page
2:00 p.m.	A. <i>General Matters</i>		
	Local Presentations	Gloria Bennett	
2:30 p.m.	B. <i>Scope Change Request</i>		
	City of Grand Coulee: Spokane Way	Gloria Bennett	34
3:00 p.m.	C. <i>Projects & Program Matters</i>		
	Small City Funding Evaluation	Steve Gorcester	35
4:15 p.m.	D. Updates and Status Reports	Steve Gorcester	
	1. Funding Applications		36
	2. Delayed Projects		37
	3. Public Works Board Funds		41
	4. Solid State Street Light Demonstration Program		43
	5. City of Richland: Center Parkway		
5:30 p.m.	E. Adjournment	Chair Crawford	

Dinner on your own



Transportation Improvement Board
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September 27, 2013 – 8:00 a.m.
BOARD AGENDA

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8:00 a.m.	1. CALL TO ORDER	Chair Crawford	
8:05 a.m.	2. GENERAL MATTERS		
	A. Approval of May 31, 2013 Minutes	Crawford	1
	B. Communications	Steve Gorcester	
	1. Kittitas plans paving projects – <i>Yakima Herald Republic</i>		7
	2. Kent City Council approves B&O funds for 256 th St – <i>KentReporter.com</i>		9
	3. Planning effort launches Waterfront Park improvements – <i>Bainbridgeislander.com</i>		12
	4. Winslow (Un)Paves the Way – <i>Crosscut</i>		13
	5. State grant on hold for better planning – <i>The Star</i>		16
	6. Spokane Valley falls short on Sullivan bridge project – <i>Spokane Journal of Business</i>		17
	7. Letter from Senator King Re Spokane Valley Sullivan bridge		18
	8. Sullivan Road bridge design nearly complete – <i>The Spokesman Review</i>		19
	9. Funding for street lights awarded – <i>The Star</i>		21
	10. Cle Elum’s Railroad Street project stalled – <i>Yakima Herald Republic</i>		22
	11. Sumner Mayor says city continues to seek ways to finish sidewalks – <i>Courier Herald</i>		23
	12. Long-awaited M St SE underpass opens to traffic – <i>Auburn-Reporter.com</i>		24
	13. City’s sidewalk projects growing – <i>The Star</i>		26
	14. Americans driving less as car culture wanes – KOMO News		27
	15. Kelso poised to begin West Main realignment in Oct. – <i>TDN.com</i>		31
	16. City applies for \$12.2M grant, gets strong support – <i>Fife Free Press</i>		32
	17. City celebrates completion of School Rd & Brumbach Ave – <i>Chinook Observer</i>		33
8:10 a.m.	3. ACTION ITEM		
	A. City of Grand Coulee: Spokane Way Scope Change Request	Gloria Bennett	34
8:30 a.m.	4. NON-ACTION ITEMS		
	A. Chair’s Report to the Board	Chair Crawford	
	B. Executive Director’s Report	Steve Gorcester	
	C. Financial Report	Alicia Seegers Martinelli	
	D. Project Activity Report (5/1/13-8/31/13)	Gloria Bennett	45
9:00 a.m.	5. WAC Chapters 479-01, 479-10, 479-14: Public Hearing / Board Action	Chair Crawford	57
9:30 a.m.	6. FUTURE MEETINGS	Steve Gorcester	
	November 21-22 (Bellevue)		
	January 30-31, 2014 (Olympia)		
9:35 a.m.	7. ADJOURNMENT	Chair Crawford	

Transportation Improvement Board
May 31, 2013
Campbell's Resort
Chelan, Washington

MINUTES

TIB BOARD MEMBERS PRESENT

Councilmember Sam Crawford, Vice Chair
Mr. Todd Coleman
Ms. Kathleen Davis
Mr. Mark Freiberger
Councilmember Bob Olson
Ms. Heidi Stamm

Mr. Harold Taniguchi
Commissioner Richard Stevens
Mr. Ralph Wessels
Mr. Clay White
Mr. Jay Weber

TIB STAFF

Steve Gorcester
Alicia Seegers Martinelli
Gloria Bennett
Vaughn Nelson
Eileen Bushman/recorder

TIB BOARD MEMBERS NOT PRESENT

Mayor James Irish, Chair
Mr. Jim Albert
Mr. Pasco Bakotich
Councilmember Jeanne Burbidge
Ms. Laura Philpot
Mr. John Vodopich (*attended Thursday meeting*)

CALL TO ORDER

Vice Chair Crawford called the meeting to order at 9:00 a.m.

GENERAL MATTERS

A. Approval of March 29, 2013 Minutes

MOTION: It was moved by Councilmember Olson with a second from Commissioner Stevens to approve the minutes of the March 29, 2013 board meeting as presented. Motion carried unanimously.

B. Communications

Steve Gorcester referred the board to the articles in the board packet, specifically noting interest in the following: 1) LED street light project in Coulee Dam (*The Star News*); 2) Federal fish culvert ruling requiring WSDOT to retrofit all culverts (*Seattle Times*) and a legal article analyzing implications of that federal ruling (*K & L Gates*); 3) Kent City Council searching for funding for their 256th Street project since LID did not pass (*KentReporter.com*); 4) Liberty Lake City Council's awareness of TIB funds for preservation and sidewalks (*The Splash*).

NON-ACTION ITEMS

A. Delayed Projects Report

During the May 30 meeting, Steve Gorcester reported that there are 15 projects currently in delayed status. Of these, he specifically noted five projects.

- Woodinville SR 202 Bottleneck Relief is entering Stage 1, but it is anticipated this project may be terminated since the city does not have imminent domain and cannot obtain the right of way.
- Port Townsend Sheridan Street project is being constructed in conjunction with a hospital parking lot reconstruction project. A bid date of July 2013 is expected, with award for construction in August 2013. It is currently in Stage 1, but with construction imminent, it should not move into Stage 2.
- Bellevue 120th Avenue NE has entered Stage 2, with no expected construction date and delayed by serious right of way issues. It is doubtful that the city will return to the board to request funding restoration for this project before the termination date.

- Lynnwood SR / 204th Street SW has entered Stage 2 due to right of way and funding issues. The city plans to advertise in fall 2013, and will most likely appear before the board sometime next year to seek grant restoration.
- Richland Gage Blvd / Center Parkway is in Stage 2 and will automatically terminate July 1, 2013. The city is on the agenda to request a time extension for this funding.

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

Legislative Update

- Legislature adopted current law funding levels, reducing TIB's appropriation through bonding authority. Selling bonds becomes riskier as gas tax revenue decreases, so this has no adverse impact on funding. Last year's \$10 million appropriation through the Highway Safety Account had a specific amount allotted to SPCC, with the balance to APP. This year's budget removes the specificity and allows TIB to use the funds in the preservation programs across the board with no designated amount. Funding for the LED program was also included in this appropriation.
- Special Session is still in progress, so at this time, it is unknown if any new law transportation funding emerges. However, the current House Chair proposal does not provide additional funding for TIB programs.
- Ms. Davis noted that the current new law transportation package include funds for WSDOT with the following breakdown: \$100 million for bicycle and pedestrian projects, \$16.8 million for the complete street grant program, and \$20 million for public transit.

Personnel

- John Dorffeld, TIB project engineer for the Southeast region, retired on May 31, 2013. Recruitment is underway to find a replacement for John. Staff is hoping to have someone in place by the end of June or early July.

Project Issues

- Progress has been made on all six sites selected for the LED implementation phase of the Solid State Street Light Demonstration Program. Three of the sites may be completed by the end of 2013. They are Buckley, Coulee Dam, and Ridgefield. The other three – Benton City, Blaine, and Palouse should begin implementation between summer 2013 and 2014. Steve gave an overview of the entire program process, from the feasibility study and criteria used to select the demo projects, to determining what benefits, if any, would warrant a business decision to offer this as a funding program.
- TIB staff discovered that the City of Soap Lake had modified their Main Avenue project into a one-way street for the first block of a six-block project. Staff determined this was not a valid application of a one-way street and indicated to the city that TIB funds could not be used for that design. The city is changing the design to a two-way street on the entire project.
- The City of Kent did not pass their LID to complete the funding package for the 256th Street project. The City Council planned to take a vote on moving forward with their plan to go to bid. That vote occurs at the next Council meeting on June 4.

Recent TIB Project Events (all are ribbon cuttings)

- City of Mesa – May Avenue
- City of Kennewick – Steptoe Street
- Pierce County – 112th Street East

Upcoming Events

- Skagit County – Anderson / LaVenture Extension Road (June 5 – 10:00 a.m.)
- City of Cheney – Simpson Parkway (June 11 – 3:00 p.m.)
- City of Wenatchee – Worthen Street and Orondo Avenue (June 22 – 1:15 p.m.)

C. Financial Report

Alicia Seegers Martinelli reported the following:

- In March, expenditures were larger than revenue; there is an opposing swing in the cycle with revenue slightly higher than expenditures as we near the end of the biennium.
- The combined fund balance in March was \$31.5 million and is now at \$32.8 million.
- About 40% of the current inventory is in or near construction phase: 10% are at bid award and 29% are in construction. Most of these should be in closeout by the end of the calendar year.
- The Financial Statement slide showed the cycle of a higher fund balance in the spring and a lower fund balance in the fall. This is the trend we expect to see.
- Current biennial expenses are at \$190 million, with another \$10 million anticipated to be spent in the next month, ending the biennium with total expenses at \$200 million.
- TIB will end the year with about \$2.8 million in operating expenses, which breaks down to about 1.4% in administrative overhead.
- All of the above points are taken into account when determining the 2013 call size.

D. Project Activity Report

Gloria Bennett reported that there were 89 project actions for this reporting period. Of the 89 projects, 46 went to ad or bid award. There were no increase requests during this period, but several surpluses. The most notable surplus came from East Wenatchee with a \$1 million surplus on a \$6 million project. Most surpluses were due to a good bidding climate. Total actions resulted in a net decrease of \$2,197,986 in TIB obligations.

ACTION ITEMS

- A. WAC Revisions: Arterial Preservation Program** – Alicia Seegers Martinelli reviewed the WAC revisions to Title 479. The revisions and new WACs mostly applied to Chapter 479-10, with minor changes to Chapters 479-01 and 479-14. These revisions were necessary to provide rules for the Arterial Preservation Programs. The new language mirrors the Small City Preservation Program and Urban Arterial Program where appropriate.

A summary of all changes and effect of those changes was included in the board packet.

Mr. Wessels brought attention to WAC 479-01-060 (4)(d), which refers to the administrative increase authority in the Sidewalk Program, written as “Sidewalk program – Up to fifty thousand dollars for small city projects; zero for urban projects.” Mr. Wessels requested staff to delete “. . .for small city projects; zero for urban projects.”

On the board’s approval, the WAC revisions will be released for public comment in June/July, with a public hearing at the September meeting in Clarkston.

MOTION: It was moved by Ms. Davis with a second by Mr. Weber to approve the Arterial Preservation Program WAC revisions as presented for public comment with the following modification:

- WAC 479-01-060 (4)(d) strikes “for small city projects; zero for urban projects,” and is stated as “Sidewalk program – Up to fifty thousand dollars.”

Motion carried unanimously.

- B. City of Grand Coulee: Spokane Avenue Sidewalk Scope Change Request** – After discovering that a school within the project limits was scheduled for closure, a Grand Coulee citizen questioned the necessity of the Spokane Way sidewalk project. Once this was brought to the board’s attention, the board requested Steve to review and re-evaluate this project. TIB staff conducted a pedestrian survey and worked with the city to justify the investment and possibly determine an alternative location to keep the sidewalk program funds. A two-block segment of Federal Avenue between Main Street and SR-155 was selected because of facility access, high pedestrian volume, and poor condition and no ADA accessibility of existing sidewalks. This alternate location would require a \$38,000 increase in TIB funds.

Concerns from board members included:

1. It was unclear what the volume of pedestrian traffic would be if new sidewalks were constructed at the proposed location.
2. It was not clear if the proposed site would result in a safe and worthy project that achieves a TIB project standard.
3. To do this project right, would require a larger project and include better safety features, such as bulb-out crossings and utility relocations.
4. This proposal sets a precedent that projects can be moved and changed upon request.
5. The board's purview is to provide grants to specific projects, not provide grants to a region.
6. Kids who go to the nearby recreation field would be left with an unsafe walking situation.
7. At some point, the city would need to apply for additional funding to ensure sidewalk connectivity.
8. This does not seem to fit a scope change request, but rather a completely separate project.
9. It seems difficult to agree not only on the new proposed site location, but also on how the new project should look.

Steve reminded the board that the project is currently on a stop work order. It was clear from the discussion that the city has serious needs and if they apply for a new project with this call and keep the current funds, those needs may be met.

MOTION: It was moved by Mr. Coleman with a second by Commissioner Stevens to approve the scope change request of Spokane Way to Federal Avenue with an increase of \$38,000. Motion was voted down unanimously and did not carry.

C. Contingency Extension: City of Richland Center Parkway – The City of Richland Gage Boulevard / Center Parkway project was placed on the contingency list on July 1, 2012. The TIB grant is scheduled to automatically terminate on July 1, 2013. The city is requesting a time extension on the funding for the project until July 1, 2014. The delay is due to significant railroad coordination issues among the three railroads that cross the project. 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 Washington Utilities and Transportation Commission (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. If the decision by the WUTC goes against the city, they will withdraw the project. After discussion by the board on the WUTC process and possible appeals made by the railroad, the board agreed it would be best to not place a timeline on the city, but rather grant a time extension to the city until the WUTC came to a final decision.

MOTION: It was moved by Commissioner Stevens with a second by Ms. Davis to restore the Richland Center Parkway contingency project to active status pending a final decision by the Washington Utilities and Transportation Commission (WUTC) to authorize an at-grade railroad crossing at Center Parkway. If the WUTC denies the railroad crossing, the TIB Director shall terminate the grant. Motion carried with one abstention from Kennewick Councilmember Bob Olson.

D. 2013 Schedule and Preliminary Program Call Size – The recommended 2013 schedule and call size of \$109.5 million is listed below:

2013 Proposed Schedule

2013 Date	Milestone
May 30-31	Preliminary program call size presented to board for action
June 3	Applications posted online
August 23	Applications due
November 21-22	Final program call size and project list presented to board for action

2013 Preliminary 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	\$2.5 million
Arterial Preservation Program	\$7.0 million
TOTAL	\$109.5 million

Additionally, another \$2 million from the Highway Safety Account (HSA) is allocated to the LED program.

Discussion ensued on increasing the call size of the Sidewalk Program without diminishing the recommended call size of the other programs. The demand for additional sidewalk funding was evidenced during the Grand Coulee sidewalk project discussion. Current account balances and TIB obligations allow for a slight increase in one program without impacting other programs. However, the revenue forecast that comes out in the fall will dictate if that can remain as the final call size or if it will need to be adjusted accordingly.

The board also discussed the possibility of doing a “red towns” assessment for sidewalks in the future. At this time, TIB does not have the staff capacity to perform a sidewalk needs assessment for 164 small cities throughout the state. Additionally, many small cities go through a Council of Governments, MPOs, or have their own consultants that assist with planning needs and funding options.

MOTION: It was moved by Mr. Freiburger with a second by Councilmember Olson to approve the 2013 schedule and call size as presented above.

AMENDMENT TO THE MOTION: It was moved by Mr. Wessels with a second by Mr. Weber to amend the motion to increase the Urban Sidewalk Program and the Small City Sidewalk Program by \$1 million each, bringing the total call size to \$111.5 million. The amended motion approves the preliminary call size to:

2013 Amended Preliminary Call Size

Program	Amount
Urban Program	\$84.0 million
Small City Arterial Program	\$10.0 million
Urban Sidewalk Program	\$5.0 million
Small City Sidewalk Program	\$3.0 million
Small City Pavement Preservation	\$2.5 million
Arterial Preservation Program	\$7.0 million
TOTAL	\$111.5 million

Motion carried unanimously.

- E. Election of Chair and Vice Chair** – The TIB Chair and Vice Chair 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.

MOTION: It was moved by Commissioner Stevens with a second by Councilmember Olson to elect Whatcom County Councilmember Sam Crawford as Chair for Fiscal Year 2013-15 and to elect Federal Way Councilmember Jeanne Burbidge as Vice Chair for Fiscal Year 2013-2014. Motion carried unanimously.

F. 2014 Meeting Schedule – The following 2014 proposed meeting schedule was presented to the board, with the caveat that locations may need to be adjusted based on meeting site availability.

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.

MOTION: It was moved by Councilmember Olson with a second by Commissioner Stevens to approve the 2014 meeting schedule as presented. Motion carried unanimously.

FUTURE MEETINGS

The next meeting is scheduled for September 26-27 in Clarkston. Meeting notices will go out on September 6, 2013.

ADJOURNMENT

The meeting adjourned at 10:32 a.m.

Kittitas plans paving projects

POSTED ON JUNE 5, 2013

By Mike Johnston

Ellensburg Daily Record

By MIKE JOHNSTON senior writer | 0 comments

The city of Kittitas will pave a new section of street this week as part of a goal to pave all city streets that are gravel.

The stretch to be paved is King Street from Patrick to Railroad Avenue, according to Mayor Tony Helland. Funding for materials comes from an \$80,000 grant from the state's Transportation Improvement Board. The work likely will take place today, weather permitting and with volunteer help.

Staff and students with the Operating Engineers' Regional Training Center off Vantage Highway will use the center's heavy equipment. Center students gain hands-on experience with the work at no cost to the city.

The center's personnel recently completed roadway preparation work, but put paving on hold to wait for warmer, drier weather.

Helland said the center's students and staff, along with their equipment and state funding, have allowed four, similar projects since 2008. He estimates that a little over half of the city's streets are paved. Helland said city staff assisted the center in the preparation effort.

Other projects planned this summer:

- Repaving and widening an approximate five-block or quarter-mile stretch of Patrick Avenue that connects to the county's Kittitas Highway is tentatively planned. The work will be done in cooperation with work planned by county government to resurface Kittitas Highway from Ellensburg to Kittitas city limits.

Kittitas will use state funds in its portion of the project in city limits. The cost is estimated at about \$100,000, and the city will likely utilize the same contractor that county government uses for the larger Kittitas Highway project.

- Volunteers are working to install new playground equipment at Gazebo Park near the community center. Preparation work began in late April to tear out old equipment and develop a site plan and measurements for putting in the new equipment.

Funding for the equipment and materials comes from an \$18,000 grant from the state Community Economic Revitalization Board. A picnic shelter and basketball half-court also are planned.

The park and community hall are directly west of City Hall.

Council member Linda Huber said the park project will likely be tackled in phases as more funding becomes available to buy more playground equipment and other park-related amenities. She said the city has asked Kittitas County commissioners to consider granting the city up to \$12,000 in real estate excise tax revenue to help pay for the improvements, knowing residents who live outside city limits, in the rural county, will also use the park.

- Twenty-three cement planters, once used in downtown Ellensburg, have been distributed around town and most are filled with potting soil and have plants growing. Businesses, local groups and residents have adopted individual planters. Helland said only three haven't yet been adopted.

Other city of Kittitas projects in planning stages

The city of Kittitas is working on a number of other projects:

- The city has applied to the state Department of Commerce for a grant of \$24,000 in federal money to plan and design a project to extend city sewer lines from near the John Wayne Pioneer Trail to near Interstate 90.

The extension would service any new light-industrial businesses that might seek to locate in the city's urban growth area at the I-90 interchange.

- Funding in the amount of \$100,000 is sought from Kittitas County's economically distressed community program for use in 2014.

The city wants to purchase and install 21 new street lights and poles along Main Street. New sidewalk installations in 2011 included wiring and electrical boxes for future street lights.

The funds come from a portion of local sales taxes that come back to county government for the program. Additional portions of South Main Street are due for sidewalk installation next year.

- Planning is in the early stages for a city public works shop. City crews have been using an older structure near the city's wastewater treatment plant that is inadequate for equipment maintenance.

Kent City Council approves use of B&O funds to help pay for 256th Street



KENT REPORTER, FILE PHOTO
The Kent City Council will use the B&O tax to help pay for improvements to Southeast 256th Street on the East Hill.

By STEVE HUNTER
Kent Reporter Courts, government reporter
JUNE 5, 2013 · UPDATED 3:01 PM

The Kent City Council voted 4-2 Tuesday night to use the city's new business and occupation (B&O) tax to cover a \$2 million shortfall to fund the Southeast 256th Street project.

Council members scrambled to find another funding source after property owners along the street in April dissolved a Local Improvement District (LID) approved by the council to pay for about \$2 million of a \$7.1 million project to upgrade and widen 256th Street on the East Hill from the "Y" intersection at Kent-Kangley Road to 116th Avenue Southeast.

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 LID would have charged them extra property tax fees to pay for the street improvements.

The council needed to adopt a funding plan this month in order to hold on to a \$2 million state grant awarded to the city six years ago by the state

Transportation Improvement Board (funded by the gas tax). That grant could have been taken back and given to another jurisdiction if the city wasn't ready to start construction by July 1. The board wanted evidence that the city has a funding package to pay for the project.

Council members also voted to repay the B&O fund over the next several years when enough money comes into the city through its Transportation Impact Fee (TIF). That fee is charged to new developments and pre-existing structures with a major change in use.

"If we don't award this contract by the end of the month, we will lose \$2 million from the state," Council President Dennis Higgins said prior to the vote. "At a minimum, that turns a \$5 million city expenditure into a \$7 million expenditure to create the project. More likely, it would be delayed another five years and instead of a \$7 million project you're talking about a \$10 million or \$12 million project all that would need to be picked up by the city."

Higgins, Elizabeth Albertson, Les Thomas and Bill Boyce voted to approve the 256th Street funding. Deborah Ranniger and Jamie Perry voted against it. Dana Ralph had an excused absence to deal with a family emergency.

"What fundamentally concerns me about the payment plan is that to date we have actually only collected about \$600,000 in the B&O tax and we are projected to collect \$3.2 million this year," Ranniger said. "This funding plan is based on the assumption we're going to have those funds and what concerns me is spending money that we don't have or might not have. It makes me feel like we're putting ourselves in a very precarious position that we don't need to be in right now."

The city's TIF fund has brought in \$233,000 so far this year and \$802,000 since the city adopted the fee in 2010. 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.

Perry said she opposed the plan because of using TIF funds to repay the B&O fund. She preferred simply using the B&O tax to pay \$2 million toward the street upgrade.

Construction crews will start work on the street in July and expect to finish the project by fall 2014. The city will turn a two-lane road without sidewalks and lights into a three-lane road with a center turn lane, sidewalks and lights. 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.

"I can't in good faith do nothing while children are walking on those perilous ditches," Albertson said. "Right now it's a sunny day but we know the snow, rain and ice will come and we have the duty to take care of all of our citizens even those who do not own large pieces of property."

Albertson added that four major property owners of apartment complexes along Southeast 256th Street were the reason the LID failed.

"It still causes me great angst to think that \$1.4 million of the \$2 million we needed would have been paid by those four or five property owners who decided to opt out and not be part of the community," Albertson said.

Higgins said 6,600 people live in that area and they deserved a street with sidewalks and lights.

The route also serves commuters to Covington and Maple Valley, which is a major reason the city received a state grant for what's considered a regional project, Thomas said.

The council decided to use the TIF fee to pay back B&O because when it adopted the B&O tax last year it said the money would be used for street repairs, mainly paving, to improve city streets.

The city already has devoted \$500,000 of the fund to repairs with asphalt overlays this summer. That list includes portions of West Meeker Street, West James Street, Fourth Avenue North and 64th, 72nd, 76th, 80th and 81st Avenue South. City staff said just one paving project next year along Central Avenue would be delayed because of the diversion of B&O funds to 256th Street.

Council members also agreed to raise \$300,000 from LID covenants that were pre-approved when developers built projects along 256th Street. Those 20 or so parcels were separate from the LID dissolved by 124 property owners.

Paying for SE 256th Street project

(Total cost \$7.1 million)

- \$2 million (state grant)

- \$2 million (city B&O tax)
- \$1.8 million (city water, sewer, drainage fund fees)
- \$1 million (city Transportation Impact Fee)
- \$300,000 (LID on no protest parcels)

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/210313791.html>

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

Planning effort launches for Waterfront Park improvements

By TAD SOOTER
FOR BAINBRIDGE ISLANDER

Dan Burden has walked thousands of main streets across the country. He's never seen one quite like Winslow Way.

"This is one of the best remade streets I've seen anywhere in America," said Burden, a consultant with the Walkable and Livable Communities Institute.

What Winslow lacks is a clear connection to Eagle Harbor and the city's popular but neglected Waterfront Park. Burden sees potential for the city to connect and revitalize its waterfront in the same way it recently revitalized its main street.

"That's the waiting opportunity," Burden said.

Burden was on hand Saturday as the city began a visioning effort for a Waterfront Park improvement project. About 70 islanders attended a brainstorming meeting at the Waterfront Park Community Center, hosted by the city and nonprofit group Sustainable Bainbridge. A second visioning meeting will be held June 30.

The city has a rare opportunity to couple money with enthusiasm. Last summer the City Council voted to allocate the bulk of a hard-won \$2 million settlement with Washington State Ferries to improve Waterfront Park. The money will likely be combined with grant funds to flesh out a project budget.

The 5.5-acre property is home to the city dock, a boat launch, tennis courts, a small boathouse, a playground and a concert stage in the shape of a big blue boat. Trails link the park to the ferry terminal to the east and points west along the waterfront.

The three-hour Saturday meeting was intended as an idea-gathering session. Participants gathered in groups to discuss various

aspects of the park — the land, water, activities and connections. Ideas were written on posters; participants used stickers to vote on their favorites.

The need for pedestrian and view corridors between Winslow Way and the water was a common theme. So was the desire for improved trail connections along the shoreline and better facilities for water-based recreation.

Several people mentioned the need to relocate or alter the post office, which sits between the waterfront and Winslow Way. They also noted the potential to work with another upland neighbor — Town & Country Market — on improving access to the park. Town & Country is in the midst of planning its own remodel this year.

More specific ideas for Waterfront Park came rapid fire from the crowd. Water sculptures, hillside slides, gazebos, interpretive signage and food carts were all suggested. Someone recommended a Mosquito Fleet-style flotilla of electric water taxis to crisscross the bay.

Ideas from the Saturday meeting will be considered in more detail at the June 30 meeting, titled "How should we design it?" The city will also invite user groups to give presentations on specific proposals.

The city's advisory Harbor Commission has developed plans for a greatly expanded city dock, with more guest moorage. The Bainbridge Island Rowing Club is interested in funding a new boathouse at the park. Another community group hopes to carve off some of the project money to build a pier at Strawberry Plant Park, a city-owned property near the head of Eagle Harbor.

The city will put out a request for qualifications from design firms later this summer and choose

an architect to design the Waterfront Park project. Jonathan Davis, a Sustainable Bainbridge board member who moderated the meeting, said community input will be packaged up and given to the architect to use as a foundation for the design. Public participation will continue throughout the planning process, he said.

"The voice that's building here today will continue to be expressed," Davis said. "We'll have a citizens' park, a community park."

The Winslow Way revitalization project, completed in 2012, can serve as both an inspiration and a cautionary tale for the Waterfront Park work. Organizers of the Waterfront Park outreach program want to avoid the divisiveness that plagued Winslow Way planning.

Burden said the key is for the community to buy into a master plan early and remain steadfast in supporting the project.

"That's the real challenge," Burden said. "How do you get people to take ownership?"

Park Planning meeting

The city of Bainbridge Island held an initial visioning meeting Saturday for a revitalization project at Waterfront Park. A second meeting will be held from 1:30-4:30 p.m. June 30 at the Waterfront Park Community Center. More information is available at the Waterfront Park project page on the city's website: www.bainbridgewa.gov.



Winslow (Un)Paves the Way

A major makeover transforms Bainbridge Island's town center - in a really cool way.

By Mark Hinshaw

June 21, 2013.

Over the past couple of years, the City of Bainbridge Island has been transforming its town center. A massive makeover of Winslow Way is the latest effort in a series of public and private investments that have been taking place.

Back the mid-90's the City made a deliberate decision to deflect the majority of new development away from the pastoral parts of the community and into the town center. Since then, town houses, apartments, condominiums and cottage houses have cropped up in an area around Winslow Way between the ferry terminal and Madison Avenue.

The City built a new city hall, along with a village square that serves as a location for the weekend farmer's market. Other civic structures have been developed as a result of significant community financial contributions, including a performing arts theatre, a children's museum and, recently, a dramatic new art museum. All these reflect the high level of interest in the arts among the island's residents.

As the centerpiece of the town center, Winslow Way has lagged behind. For many years, it has served as a sort of linear commons, both in the physical sense and as a subject of debate — often with great heat — about the future of the city. This is a place that managed to fend off the invasion of chain restaurants and stores that has been the bane of many other communities.

Most of the Winslow Way stores are locally owned and display a homegrown quirkiness that has been gradually disappearing from many small towns. Bainbridge Island residents fiercely defend their turf; the political landscape is littered with both developers and public officials who were ripped apart by protracted periods of dissension over building height, density, parking, signs and almost every civic minefield one can list.

So it is all the more remarkable that despite this prickly atmosphere, Winslow Way has now been re-invented to incorporate state-of-the-art principles of sustainability. Previously, the street was nothing much to write home about. An overly wide swath of paving for cars and trucks was flanked by narrow sidewalks and angled rows of parking stalls. At several points, artists had added small touches to provide something interesting to look at or touch — a decorated bench, a planter. But for the most part, it was a pretty ordinary commercial thoroughfare (below).



Now, the street has been reconstructed (below right). The traffic lanes have been narrowed and the curbs lined with generously-sized rain gardens that break up the angled parking. Some of the gardens are larger than parking stalls and infuse the street with a park-like quality.

Having been through one season of growth, the gardens have become lush with grasses and other plantings that thrive on stormwater running off the pavement and into recessed pockets of soil. Rain water used to be channeled via curbs and gutters into underground pipes and eventually into Puget Sound. The new rain gardens feature inlets cut into the surrounding curbs, or no curbs at all. This allows the water to be collected, scrubbed free of contaminants by the rain garden's plants and filtered back into the ground. This more natural system of surface water drainage was designed by the Seattle firm SvR (part of a team headed by Heery International engineers and architects).

This technique has been gaining popularity across the country and even has its own science and name: "low impact development." It's been showing up in places from New York City to Lexington, Kentucky to Portland, Oregon, which helped pioneer the idea in the middle of the last decade. It's hard to go anywhere in Portland without encountering a street that has been refashioned in this manner.



Seattle has been installing rain gardens too. A failed attempt in Ballard in 2011 slowed the momentum for a while. Still, designers have applied the lessons learned from those early efforts to more recent projects. Bell Street in the Belltown neighborhood is currently being refashioned along low impact development lines.

But back to Bainbridge.

The Winslow Way makeover involved more than just rain gardens. The city added new LED street lights. Some sit next to the curb and are pedestrian scale. Others are suspended over the center of the street on thin wires. Parking was reorganized and the roadway was narrowed to slow down vehicles. A small plaza with serpentine stone walls and signs that interpret community history now anchor the entry to the ferry terminal.

This kind of multi-purpose, comprehensive rethinking of a street is unusual, especially in a smaller community where every inch of ground is frequently fought over by someone who believes that everything is just fine the way it is, thank you. It took an enormous community effort, with lots of people championing the idea, and elected representatives with the political will to make it happen.

Now that Winslow Way is done, it should open the door for many other smaller communities interested in taking similar steps. No one likes to be the first to try an experiment that flaunts all the usual rules, because the risk and expense of failure is high, not to mention embarrassing.

Tom von Schrader is a partner with the SvR, the Seattle firm that was involved with the redesign of Winslow Way (as well as Seattle's Bell Street). "We're going to see many more street reconstruction projects like these, as we take aging infrastructure and re-think it, infusing 21st century values and technologies," observes von Schrader, adding, "Of course, it also requires an extraordinary level of community cooperation and political will."

To see what Tom von Schrader means, take a pleasant ferry ride to Bainbridge. Stroll along a whole new type of Main Street and kick the tires. Metaphorically speaking, that is.

Photos courtesy of SvR Design.

Mark Hinshaw, FAIA, is an architect and urban planner at a Seattle architecture firm. He was an architecture critic for "The Seattle Times" and is the author of many articles and books, including "Citistate Seattle" (1999). He can be reached at editor@crosscut.com.

View this story online at: <http://crosscut.com/2013/06/21/urban/115075/remaking-winslow-way-bainbridge-island/>

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Printed on June 24, 2013

The Star News

June 12, 2013

LXXIII, No. 11

State grant on hold for better planning

By Roger S Lucas

A Grand Coulee project that started as a sidewalk down Spokane Way, and then changed to a sidewalk down Federal Avenue, is on hold, for the prospects of something better.

Public works director Dennis Francis told the city council at its June 4 meeting that the state's Transportation Improvement Board suggested that the city come up with a more comprehensive plan to enhance the community, and that the \$215,000 grant that had been OK'd for the Spokane Way sidewalk project would be put on hold.

The city changed the original plan to build the sidewalk on Spokane Way, since Center School will no longer be open after the new K-12 school project is completed in the fall of 2014. That sidewalk was designed to serve those walking to the school.

The city then proposed to the TIB that the grant funds be used to improve sidewalks on Federal Way.

While that project would benefit those who walk to the central city to shop, the TIB suggested that the money be used as part of a more comprehensive plan of what officials have envisioned for the city.

Francis said that he is preparing an overall aerial map of the city which could be used to develop a comprehensive plan and that there would still be time to do that while the grant funds are on hold.

The council also has come up with a questionnaire asking residents what they would like to see in such categories as streets, sidewalks, zoning, the city's overall looks, parks, law enforcement, fire department, and city nuisance enforcement.

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Spokane Valley falls short on Sullivan bridge project

Envisioned \$20 million replacement not in state budget

By Jessica Valencia
OF THE JOURNAL OF BUSINESS

The city of Spokane Valley is facing a funding shortfall on a Sullivan Road Bridge renovation project that has been in the works for the last three years, says city spokeswoman Carolbelle Branch.

The Valley stands to lose \$3.5 million in funding for the project if it doesn't go out to bid in November, Branch says, a looming reality if the matching funds it needs for the project aren't provided through Washington state legislative action.

Gov. Jay Inslee last month signed an \$8.7 billion 2013-2015 state transportation budget that didn't include funding for the Sullivan Bridge project. However, the state still is considering a separate transportation package that would go toward road and bridge maintenance, and potentially could provide money for the project.

The Sullivan Bridge project, which includes replacing the existing southbound span over the Spokane River, currently is in the design phase and is expected to cost almost \$20 million to complete. Of that, Branch says the city has secured preliminary commitments for \$15.8 million. To proceed, the city is seeking the remaining roughly \$4 million from the state.

The city has received preliminary

commitments for funding from the Federal Highway Administration's federal bridge program, the Washington State Freight Mobility Strategic Investment Board, and the Washington Transportation Improvement Board. The city also has contributed \$2.3 million in matching funds.

If the project doesn't go to bid on time this fall, it likely will lose \$3.5 million of funding from the Washington TIB.

"It's really important to us that we continue to try and get that final piece of the puzzle," Branch says.

The current two-lane southbound bridge would be replaced with a four-lane bridge that would taper back to two lanes of traffic just north of the river. The project also is likely to include a 10-foot multiuse path located slightly below a six-foot walkway

separated from the traffic by concrete barriers. The bridge also likely would include access to the river and nearby park.

The Federal Highway Administration deemed the bridge structurally deficient in 2010, meaning the bridge required significant maintenance, rehabilitation, or needs to be replaced.

The city made temporary repairs to the bridge in 2012, enabling it to lift weight restrictions that had been in place since the prior year.

"It's really important to us that we continue to try and get that final piece of the puzzle."

Carolbelle Branch
City of Spokane Valley



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May 22, 2013

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MAY 23 2013

TIB

Mr. Steve Gorcester, Executive Director
Transportation Improvement Board
PO Box 40901
Olympia, WA 98504-0901

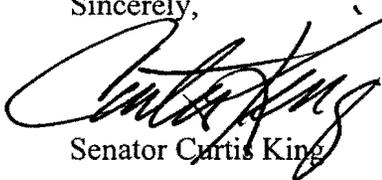
Dear Mr. Gorcester:

I am writing regarding the Sullivan Road West Bridge project located in the City of Spokane Valley.

As I'm sure you are aware, the project has been granted \$3.5 million toward the replacement of the bridge from the Transportation Improvement Board. I understand that there is a deadline sometime this fall to use these funds. Because the legislature was unable to fund this critical project, the City of Spokane Valley will need more time than what was originally planned. Therefore, I am respectfully requesting that the city of Spokane Valley be granted a time extension to use the TIB funds.

Please let me know if you can grant them an extension. Thank you for your help.

Sincerely,



Senator Curtis King

THE SPOKESMAN-REVIEW

August 22, 2013

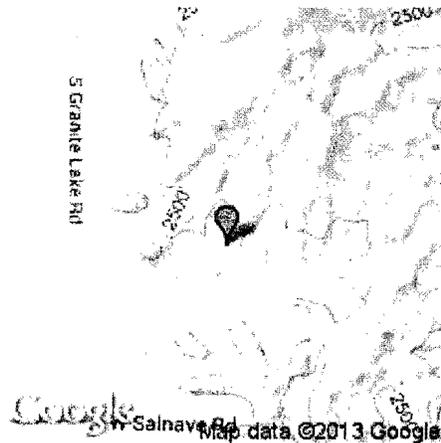
Sullivan Road bridge design nearly complete

Work could start in 2014

Nina Culver

The Spokesman-Review

Tags: road construction Spokane Valley City Council street preservation Sullivan bridge



There was a festive mood in the air Tuesday as Spokane Valley City Manager Mike Jackson announced that the city can afford to move forward with the long-awaited replacement of the west Sullivan Road Bridge over the Spokane River.

Jackson was effusive in his praise for the assistance of state Sen. Mike Padden, state Rep. Matt Shea and state Rep. Larry Crouse.

“Sullivan Bridge has been a major priority for our council,” he said during Tuesday’s City Council meeting. “Sufficient funding has been secured.”

A nearly complete design has allowed the city to lower the estimated cost of the bridge, and the Washington State Transportation Improvement Board has agreed to underwrite up to \$500,000 in contingency funds, Jackson said. Any construction project includes contingency funds to cover unexpected cost overruns. “They enabled us to remove our contingency funds from our budget,” he said.

The city has been working to replace the bridge that carries southbound traffic since 2008, when inspections revealed the deteriorated state of the 1951 span. Weight restrictions were imposed for several months in 2011, which affected nearby businesses such as Inland Asphalt and Central Pre-Mix. The city council authorized temporary repairs that allowed the weight restrictions to be lifted in early 2012.

Padden spoke briefly. “We all worked on this,” Padden said. “All of us here know how important the Sullivan Bridge is.”

Over the years the city has received \$9.5 million in federal grants and a \$3.5 million grant from the Transportation Improvement Board to pay for a new bridge. The city is contributing \$2.3 million for the project. The original construction estimate was \$19.7 million and this year the city has been exploring every avenue to get the last \$4 million it thought it needed.

But the original estimate included a lot of inflationary factors and contingency money, said senior capital projects engineer Steve Worley. "Back in 2008, prices were going sky high," he said. Since then prices have dropped and now that the design is 90 percent complete a current cost estimate could be used, Worley said. Engineers came up with a new estimate of \$17.3 million. "We took the contingency out and it dropped to \$15.3 million," he said.

The design of the bridge is being finished and the city is still completing environmental permits, Worley said. The project should be ready to go out to bid this fall with construction to begin in early 2014.

In other business Tuesday, the council unanimously awarded several construction bids. West Company Inc. will complete the Sullivan Bridge drain retrofit project for \$232,918. The project includes running pipes under the east Sullivan Bridge to collect runoff and pipe it to a swale so it no longer discharges directly into the Spokane River. The project is being paid for by a grant from the Department of Ecology.

Cameron-Reilly was the only contractor to bid on a sidewalk project on Wellesley Avenue from Sullivan to 150 feet east of Isenhardt Road and on Adams Road from Trent Avenue to Wellesley. The bid was \$542,200, far less than the estimated cost of \$600,000.

The project is being paid for by a Safe Routes to School grant.

Spokane Rock Products had the low bid of \$999,134 on a bundle of three street preservation projects. The work will include the repaving of Carnahan Road between Eighth Avenue and Kahuna Drive, Indiana Avenue between Pines Road and Mirabeau Parkway and Sprague Avenue between University Road and Herald Road.

The 14th Avenue stormwater improvement project will be completed by Big Sky Development for a price tag of \$297,154. The project will install underground stormwater collection and piping on 14th between Custer Road and Carnahan. The road is narrow in that area and has gravel shoulders that frequently wash out after heavy rains.

The Star

Funding for street lights awarded

July 3, 2013 | LXXIII, No. 14 |

The state's Transportation Improvement Board awarded 100% funding to convert existing street lights in Coulee Dam to lower energy technology. The council Wednesday night quickly OK'd approval of the grant and for Mayor Quincy Snow to execute the agreement.

The maximum amount of the grant is \$252,000, and the grant has been pending for several weeks.

The grant announcement comes after the Transportation Improvement Board (TIB) did a feasibility study of the town. Coulee Dam is one of six cities or towns in the state to receive the energy saving grant.

Public works director Barry Peacock said the town has approximately 300 street lights

The new (LED) efficiency lights are targeted to last 20 years. Present street lights last about five years, Peacock stated.

The light project will go out for bid early summer and the work is set for completion by the end of summer, Peacock added.

"There will be considerable savings to the town in both the amount of energy they use and maintenance," Peacock added.

Cle Elum's Railroad Street project stalled

POSTED ON JUNE 28 2013

By JUSTIN PITTMAN

Ellensburg Daily Record

The city of Cle Elum's lone summer construction project — an extension of Railroad Street to South Cle Elum Way — has progressed more slowly than expected, according to city officials.

The city hopes to start work on the 850-foot-long extension this summer, Public Works Director Jim Leonhard said, but it is still dealing with two property owners and the Burlington Northern Santa Fe Railway to acquire needed land.

"The whole thing, really nothing's 100 percent at this point," Leonhard said. He wasn't sure whether the acquisitions might fall through.

The city has long wanted to extend Railroad Street from its intersection with Billings Street and connect it with South Cle Elum Way in an effort to improve traffic flow. Leonhard says the project would give drivers traveling from South Cle Elum to Interstate 90 the ability to bypass the traffic light at the intersection of First Street and South Cle Elum Way. It would also allow trucks to travel down Railroad Street instead of First Street and provide water and sewer connections to the city's property next to South Cle Elum Way.

The project is expected to cost nearly \$900,000. The state Transportation Improvement Board will provide \$450,000 and \$395,000 will come from Kittitas County. The city also will use about \$50,000 of its own funds.

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Add a comment...

Comment



Nick Hughes · Top Commenter · Central Washington University

Lots of luck getting railroads to give up any part of their land grants. Actually, I think it was a big mistake for our governments to allow the sell-off of some of the railroad rights-of-way for trails and such. They should have been retained in perpetuity in case of future needs, and leased out instead. Many believe this would have been a better move in case of National Security issues, one of the original reasons for the strict protection of these rights-of-way in the first place.

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Sumner Mayor says city continues to seek ways to finish sidewalks

By DANIEL NASH

Bonney Lake-Sumner Courier-Herald Reporter

JULY 10, 2013 · 12:16 PM

Sumner Mayor Dave Enslow drew on children's poet Shel Silverstein to express his feelings on the city's sidewalk system in Tuesday's Community Connections newsletter.

Enslow described the city's sidewalks as a source of scenery, exercise and simple transportation for citizens who don't drive. But the mayor also said the city had more work to do.

"Sumner's sidewalks are not complete, and Mr. Silverstein would find places in Sumner where, unfortunately, the sidewalk does still end," Enslow wrote in the Mayor's Update. "I want to assure you that we are making progress. We're adding sidewalks to as many sections of Parker Road as our recent grant will fund."

City Administrator John Galle presented the city's six-year transportation improvement plan to the city council at Monday's study session. The plan identified three sidewalk fill-in projects under the 2014-2019 plan: two citywide, and one addressing three spots on Parker Road from Meade McCumber to 50th Street.

The Parker Road project is expected to cost \$1.4 million and is currently half-funded by a Transportation Improvement Board Grant. The remaining funds will come from the Board, the national Safe Routes program, or non-motorized Federal grants, according to a project listing from the Public Works department.

Planning is ongoing on an \$80,000 volunteer project to fill in residential sidewalks, for which the city has provided \$40,000 in funding.

Presently unfunded is a \$489,600 city Safe Routes to School project to fill in sidewalk gaps, repair and replace ramps, and install speed feedback signs at elementary schools. Design was completed in 2012, and the Public Works project list noted the city should continue to apply for grants from the National Center for Safe Routes to School.

"Even where there are sidewalks, sometimes we're not done," Enslow wrote. "We've assessed everywhere the existing sidewalks are missing (American Disabilities Act) accessible features such as ramps and are seeking funding to add those as we can."

Contact Bonney Lake-Sumner Courier-Herald Reporter Daniel Nash at dnash@courierherald.com or 360-825-2555 ext. 5060.

Find this article at:

<http://www.blscourierherald.com/news/214950911.html>

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

Long-awaited M Street Southeast underpass opens to traffic



ROBERT WHALE/AUBURN REPORTER
City, school and project leaders aboard an antique fire engine prepare to break the ribbon, officially opening the M Street Southeast underpass project Monday afternoon.

By ROBERT WHALE
Auburn Reporter News reporter
JULY 25, 2013 · UPDATED 5:25 PM

After plenty of speechmaking offered up by dignitaries under clear skies at the intersection of 4th Street Southeast and M Street Southeast Monday afternoon, Auburn City Councilmembers and other leaders piled into a Pirsch antique fire engine.

Moving forward, the engine pushed through a red ribbon, and Auburn's M Street Southeast underpass was open.

It all happened before a perspiring but happy crowd of more than 100, and under the eyes of the workers who built it, a clutch of them watching from the top of the underpass.

A snappy ending to a project whose realization was anything but.

"So long in coming," Auburn Mayor Pete Lewis said about the Freight Action Strategy for Seattle-Tacoma (FAST) Corridor project, which dates to the administration of his predecessor, Chuck Booth, in the mid 1990s. The FAST projects were designed to remove traffic chokepoints and improve freight mobility.

The project, on which actual construction began in February 2012, separates M Street Southeast from the at-grade Burlington Northern Santa Fe (BNSF) Railway's Stampede Pass rail crossing. Without this separation, there would soon have been interminable backups, while traffic waited for anticipated mile long trains to make their way along the tracks.

"This makes a difference for our city, this makes a difference for the Puget Sound Region ... Burlington Northern Santa Fe having the ability to open Stampede Pass when it chooses," Lewis said, going on to heap praise on every agency and board that played a role in making it happen and laurels on a City Council he said "that never, ever quit."

Funding for the \$22.3 million project came from multiple sources, among them the Ports of Seattle and Tacoma, BNSF Railway, the Washington State Transportation Improvement Board (TIB), the Washington State Freight Mobility and Strategic Investment Board (FMSIB), the Washington State Public Works Trust Fund Board, federal grants, the King County Department of Natural Resources and Parks-Wastewater Treatment Division and local funds.

Rich Wagner, chairman of Auburn's Public Works Committee, recalled one especially dark moment when the project, halfway through the planning stages but without prospects for getting the necessary funding, stood on the brink of oblivion.

"About halfway through this, the Public Works Committee actually considered terminating it," Wagner recalled. "We were in such a bind for funding, and having people like the ports and others step forward, and the (state Transportation Improvement Board), they really pushed it over the top and made it happen. ... There are hundreds involved in making this happen, and they all deserve credit."

Auburn School District Superintendent Kip Herren explained why the project matters so much to the district's 15,000 students and to its buses, which put in almost 1.2 million miles every year.

Before Monday, school buses had to line up all the way through the lights north on M Street Northeast.

"The wheels on the bus can go 'round, and we can make more efficient stops. We won't spend as much time at the lights, so we'll save fuel. That means the kids will be better behaved than when they're waiting on the bus. It means there'll be better stops along the way for all of our students and families," Herren said.

Dan Gatchett, chair of the state Freight Mobility-Strategic Investment Board, which contributed \$6 million to the project, noted that some 600 trucks cross M Street every day, and the underpass project will eliminate daily closures that can add 15 minutes to a truck's trip. He said FMSIB's mission is to eliminate freight chokepoints and mitigate freight impacts to the communities.

"At \$60 an hour for the trucking industry, it doesn't take long for FMSIB's investment to pay off," Gatchett declared.

The M Street underpass is the last of the FAST Corridor projects, among which is the Third Street Southwest Grade Separation Project

"FAST Corridor was an idea that we could begin to put together a number of transportation projects from the Port of Seattle and across the Cascades," said Port of Seattle Commissioner Bill Bryant. "Today we are celebrating not just opening the M Street underpass but the completion of that corridor, which is going to allow us to keep jobs here in Washington State."

Contact Auburn Reporter News reporter Robert Whale at rwhale@auburn-reporter.com or 253-833-0218, ext. 5052.

Find this article at:

<http://www.auburn-reporter.com/news/216844721.html>

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

City's sidewalk projects growing

By Roger S Lucas

The state's Transportation Improvement Board came to town and Grand Coulee's city council liked what they heard at their meeting Tuesday night.

Executive Director Stevan Gorcester told the council that the TIB would be interested in assisting the city repair or replace sidewalks on Main Street and on Federal Avenue at a cost far beyond what a present grant is for.

The TIB had okayed a sidewalk on Spokane Way, but when members found out that Center School was moving, the project was nixed.

The city hurried and came up with a project to improve sidewalks on Federal Avenue, but when that hit the TIB, they wanted to reconsider.

That's when four from the agency decided to come to town and see what projects they could come up with.

The original grant was for just over \$200,000.

Gorcester said that the scope of things the TIB would like to help do might come to \$430,000. And he suggested that other small projects such as paving or chip sealing might be also done when a contractor was already working in the area. He said it was his experience that doing it then would save a considerable amount of money.

"We are using Grand Coulee as a study area," Gorcester told the council. He explained that the TIB works with 165 small cities and towns in the state.

"We don't like the money to drive the project, but the project drive the money," he told the council.

The TIB team also had two engineers from Gray & Osborne in tow for the Grand Coulee study.

Gorcester stated that the project would repair or replace most of the bad sidewalks on Main Street and Federal Avenue and that this could be done all at the same time. Some wheelchair ramps could be done at a later date, in a year or two, he stated.

KOMO News

Americans driving less as car culture wanes

By JOAN LOWY, Associated Press | Published: Aug 29, 2013 at 7:31 AM PDT (2013-08-29T14:31:52Z) | Last Updated: Aug 29, 2013 at 9:31 AM PDT (2013-08-29T16:31:28Z)



WASHINGTON (AP) - Driving in America has stalled, leading researchers to ask: Is the national love affair with the automobile over?

After rising for decades, total vehicle use in the U.S. - the collective miles people drive - peaked in August 2007. It then dropped sharply during the Great Recession and has largely plateaued since, even though the economy is recovering and the population growing. Just this week, the Federal Highway Administration reported vehicle miles traveled during the first half of 2013 were down slightly, continuing the trend.

Even more telling, the average number of miles drivers individually rack up peaked in July 2004 at just over 900 per month, said a study by Transportation Department economists Don Pickrell and David Pace. By July of last year, that had fallen to 820 miles per month, down about 9 percent. Per capita automobile use is now back at the same levels as in the late 1990s.

Until the mid-1990s, driving levels largely tracked economic growth, according to Pickrell and Pace, who said their conclusions are their own and not the government's. Since then, the

economy has grown more rapidly than auto use. Gross domestic product declined for a while during the recession but reversed course in 2009. Auto use has yet to recover.

Meanwhile, the share of people in their teens, 20s and 30s with driver's licenses has been dropping significantly, suggesting that getting a driver's license is no longer the teenage rite of passage it once was.

Researchers are divided on the reasons behind the trends. One camp says the changes are almost entirely linked to the economy. In a few years, as the economy continues to recover, driving will probably bounce back, they reason. At the same time, they acknowledge there could be long-term structural changes in the economy that would prevent a return to the levels of driving growth seen in the past; it's just too soon to know.

The other camp acknowledges that economic factors are important but says the decline in driving also reflects fundamental changes in the way Americans view the automobile. For commuters stuck in traffic, getting into a car no longer correlates with fun. It's also becoming more of a headache to own a car in central cities and downright difficult to park.

"The idea that the car means freedom, I think, is over," said travel behavior analyst Nancy McGuckin.

Gone are the days of the car culture as immortalized in songs like "Hot Rod Lincoln," "Little Deuce Coupe" and "Pink Cadillac."

"The car as a fetish of masculinity is probably over for certain age groups," McGuckin said. "I don't think young men care as much about the car they drive as they use to."

That's partly because cars have morphed into computers on wheels that few people dare tinker with, she said. "You can't open the hood and get to know it the way you used to," she said.

Lifestyles are also changing. People are doing more of their shopping online. More people are taking public transit than ever before. And biking and walking to work and for recreation are on the rise.

Social networking online may also be substituting for some trips. A study by University of Michigan transportation researcher Michael Sivak found that the decline in teens and young adults with driver's licenses in the U.S. was mirrored in other wealthy countries with a high proportion of Internet users.

Demographic changes are also a factor. The peak driving years for most people are between ages 45 and 55 when they are the height of their careers and have more money to spend, said

transportation analyst Alan Pisarski, author of "Commuting in America." Now, the last of the baby boomers - the giant cohort born between 1946 and 1964 - are moving out of their peak driving years.

"They are still the dominant players, and they are moving toward a quieter transportation lifestyle," he said.

There's also a driving gender gap. In a role reversal, there are now more women than men in the U.S. with driver's licenses. And the declines in miles driven over the past decade were more widespread among men than women, according to Pickrell and Pace. Driving by men has declined in every age group except those 65 or older, where it increased slightly. Among women, driving declined only among young adults and teenagers.

There are several economic factors that help explain the trends. Driving declines exactly mirror job losses among men during the recession, when male-dominated industries like manufacturing and construction were especially hard hit, researchers said. But average automobile use has declined recently even among those who have remained employed.

Economists say many Americans, especially teens and young adults, are finding that buying and owning a car stretches their financial resources. The average price of a new car is \$31,000, according to the industry-aligned Center for Automotive Research in Ann Arbor, Mich.

"We're not selling to everyone. We're selling to upper-middle class to upper class," said Sean McAlinden, the center's chief economist. The rest of the public, he said, buys used cars or takes the bus.

Then there's the cost of insurance, maintenance and parking. The price of gas has gone up dramatically over the past decade.

The share of younger workers who can find jobs is at an especially low ebb, while the cost of a college education - and with it student loans - is soaring. Many schools have stopped offering free driver's education to students. Owning a car is increasingly beyond the reach of many young drivers, researchers said.

Research by the AAA Foundation for Traffic Safety found that 18- to 20-year-olds were three times more likely to have a driver's license if they lived in a household with an annual income above \$100,000 than if they lived in a household with an income below \$20,000.

"I don't think it's a change in people's preferences. I think it's all economics," McAlinden said. "It might last if the economics stay the same. But if they improve, I think people will come back to driving more. ... Give a person a good job 25 miles away and they'll be at the dealership the

next morning."

The decline in driving has important public policy implications. Among the potential benefits are less pollution, less dependence on foreign oil, reduced greenhouse gas emissions and fewer fatalities and injuries. But less driving also means less federal and state gas tax revenues, further reducing funds already in short supply for both highway and transit improvements. On the other hand, less driving may also mean less traffic congestion, although the impact on congestion may vary regionally.

Phineas Baxandall, senior analyst for the liberal U.S. Public Interest Research Group, says driving declines mean transportation dollars could be put to other uses.

"You just don't want to spend money you don't have for highways you don't need," he said.



Kelso poised to begin West Main realignment in October

AUGUST 30, 2013 11:00 PM • BY AMY M.E. FISCHER / THE DAILY NEWS

The Kelso City Council is expected to award a construction contract Tuesday for the first phase of the long-awaited West Main Realignment project, which has been planned since 2000.

Of the six bids the city received, contractor Rotschy, Inc., of Vancouver submitted the lowest bid of \$4.2 million, which was \$448,000 below the engineer's estimate. The highest bid came in at \$5.3 million, according to city documents.

The city has lined up the following funding sources for the work: a \$1.14 million state Department of Transportation Quick Response Safety Grant and \$3.66 million from the state Transportation Improvement Board. The city is contributing \$416,000 for underground utility work, which isn't covered by the grants.

Construction is likely to begin in mid-October, and the first phase of the project should be finished by early-to-mid-summer 2014, according to City Engineer Mike Kardas. Once the construction contract has been signed and a schedule is developed, the city will issue regular press releases to keep the public informed about the project, he said.

To accommodate West Main's new configuration, the city has purchased 13 properties in the right-of-way, including Furniture World at 200 W. Main St. The furniture store has relocated to the former Your Market Place building on Commerce Avenue in Longview.

The \$9 million thoroughfare project, funded with federal grants, will link West Main Street to Catlin Street across the 200 block, providing a more direct path from Ocean Beach Highway to the Allen Street Bridge. Vehicles coming off the four-lane Allen Street Bridge will taper onto Catlin Street, currently a quiet, two-lane side street lined with a mix of older homes and a variety of commercial buildings. Catlin will temporarily be restriped with a central turn lane and one lane in each direction.

In addition to construction, the project's costs include property acquisition and engineering, among other things.

Eventually, several houses will be demolished when Catlin will be widened to four lanes and the Ocean Beach Highway intersection will be improved. However, that's another project that will be tackled separately when the city obtains an additional \$8.4 million in funding.

The project's goal is to streamline traffic so vehicles passing through West Kelso won't have to stop, while maintaining access to businesses.

Fife Free Press

City applies for \$12.2M grant, gets strong support

By Steve Dunkelberger

Tuesday, 3 September 2013

Fife officials have applied for a \$12.2 million federal transportation grant to reconstruct the interchange ramps at Interstate-5 and Port of Tacoma Road. These new interchange ramps would streamline freight traffic in and out of the Port of Tacoma, and significantly reduce commute times along I-5.

The project has a roster of key backers, including U.S. Sen. Patty Murray, the City of Tacoma, the International Longshoremen's and Warehousemen's Union, Evergreen Shipping Agency Corp. and U.S. Congressmen Derek Kilmer, David G. Reichert and Adam Smith.

The U.S. Department of Transportation will make a decision regarding this grant by the end of the summer. If the grant is awarded, construction would be scheduled to begin in 2015 and be completed in 2017.

Other financial contributors to the project would include the City of Fife, the Washington State Department of Transportation and the Puyallup Tribe. Additional funding from the Washington State Transportation Improvement Board and Washington State Freight Mobility Strategic Investment Board is still pending final approval. The total estimated cost for the project is \$27.5 million.

The current Port of Tacoma interchange at I-5 is the main access to the waterfront while also providing access to the City of Fife's north business district. The interchange is characterized by closely spaced intersections with both State Route 509 and Pacific Highway South that funnel high volumes of truck traffic.

There are six intersections in just a half-mile of Port of Tacoma Road. On some segments of the interchange, trucks constitute 30 percent of the traffic. These conditions result in heavy congestion and difficult truck and vehicle access to this industrial area and to the port, one of the largest ports on the West Coast. In the past four years, the key intersection has been the site of 31 collisions, with another 28 collisions at the intersection of Port of Tacoma Road and Pacific Highway East, a signalized intersection immediately adjacent to the existing interchange. In addition, there have been six fatal accidents in this area since 2002, according to city reports.

The proposed improvements can be constructed in up to three phases if necessary because of funding constraints. The funding request for this grant would enable the construction of the first two phases. The two major components of the project – a new interchange design and related surface road improvements – will address many Port of Tacoma Road access, traffic congestion and safety issues.

The proposed improvement would create four intersections made up of two one-way approaches. The overall interchange reconfiguration will add a new bridge over I-5 at 34th Avenue East to carry northbound traffic while the existing bridge at Port of Tacoma Road will be converted to one-way southbound. Each of these intersections would have simple geometry and phasing, with only five conflict points and two signal phases per intersection. Locating the new southbound exit ramp from I-5 closer to the freeway and farther from Pacific Highway will eliminate tight turns for trucks and avoids interference with the intersection of Port of Tacoma Road and Pacific Highway. By extending 34th Avenue East and making it one-way northbound will relieve traffic congestion at the major road intersections and improve access to the Port. Improvements will also include realigning 34th Avenue East, reconstructing the pavement to provide structural capacity for heavy truck traffic, widening the pavement to provide 12.5-foot lanes, drainage improvements to improve the water quality of stormwater runoff, planter strips with street trees and illumination, sidewalks on one side of the street, and pedestrian signal upgrades.

CHINOOK OBSERVER

City celebrates completion of School Road & Brumbach Avenue Improvement Projects

Thursday, September 12, 2013

ILWACO — The city of Ilwaco will host a ribbon cutting ceremony on Sept. 18, at 10 a.m., on School Road near the Ocean Beach School District stadium. The celebration concludes road improvement of School Street and Brumbach Avenue from SR-101 to Spruce Street.

“This road is heavily traveled by high school age drivers, pedestrians and school buses,” said Ilwaco Mayor Mike Cassinelli. “The poor pavement conditions and lack of sidewalks and lighting made bicycle and pedestrian access to the school dangerous. Also, the lack of ADA facilities made access difficult for wheelchairs and disabled pedestrians. The city typically struggles to find funding for these critical road improvements within the city. Thanks to the Transportation Improvement Board, the students now have safe, lighted access to their school facilities.”

Mark Hottowe, Ocean Beach School District superintendent, concurred, “School children were often walking in the middle of the road because there was no designated or adequate place on the shoulder to walk. Our school program requires students to move from one campus to the other all day long and into the evening when students participate in athletics and other extra-curricular activities. This new project makes transitions safer. We are pleased the City of Ilwaco and the Transportation Improvement Board recognized and supported the resolution to a troublesome situation we had. Thank you to everyone involved.”

Construction on the project began August 2012 and was completed in July 2013. Primary funding for the project were grants totaling \$868,744 from the state Transportation Improvement Board (TIB) Small City Arterial Grant Program, which is funded by the state gas tax, with minimal local funds. Former TIB chair Jim Irish will present a plaque to the Ilwaco mayor at the ceremony.

The existing pavement was severely deteriorated, with patching and alligator cracking throughout. There were no sidewalks, no lighting and no drainage facilities, which contributed to the subgrade failure.

The improvements included reconstruction with sidewalks added to one side; curb, gutter and inlets connected to the city’s stormwater system; and luminaries and pedestrian scale lighting with energy saving light bulbs. A steep vertical curve was lowered on the road profile to improve safety and meet current standards for sight distance. The project also connected a missing link of ADA compliant sidewalks between SR-101 and Brumbach Avenue.

The public is invited and encouraged to attend the ribbon cutting ceremony. The event will be held under a tent in the event of rain, and refreshments will be served.

For more information, contact Ilwaco City Hall at 642-3145 or clerk@ilwaco-wa.gov.



Scope Change Request
City of Grand Coulee – Spokane Way

September 27, 2013

BACKGROUND

The City of Grand Coulee received funding for the Spokane Way project (SR 174 to Federal Avenue) from the FY 2013 Small City Sidewalk Program (SCSP) in November 2011. In November 2012, TIB received information of closure of the school within the project limits. Since the school generated the majority of the pedestrian trips, a local resident called the necessity of this project into question.

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. TIB staff completed a pedestrian survey in April 2013. The city requested a scope change to move funding to Federal Avenue between Main Street and SR 155. The Board denied the scope change at the May 2013 meeting.

STATUS

Based on the discussion at the May 2013 board meeting concerning this project and a general desire for needs assessments in small cities, TIB staff used the Grand Coulee sidewalk issue as a basis to conduct a needs assessment in August 2013.

The assessment team concluded that repair of failed sidewalk is a higher priority than the extension called for by the original Spokane Way sidewalk project. The most extensive repairs are required along Main Street and Federal Avenue. The city submitted a Small City Sidewalk Program (SCSP) application for the Main Street sidewalk repair for consideration this cycle.

If approved by the Board, the city plans to design and construct the project in spring 2014. If the additional sidewalk repair project qualifies for funding in the 2013 awards, nearly all damaged sidewalk in Grand Coulee will be replaced in one 2014 project.

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

RECOMMENDATION

Staff recommends the change of project location to Federal Avenue between Spokane Way and Seaton Street.



Small City Funding Evaluation

September 26, 2013

BACKGROUND

Funding for TIB's grant programs is currently awarded through an annual competitive process. One-hundred sixty-four small cities (less than 5,000 population) are eligible for three programs; Small City Arterial Program (SCAP), Small City Preservation Program (SCPP), and the Small City Sidewalk Program (SCSP). Over the last 10 years, the TIB has granted close to \$150 million to small cities representing approximately 20% of all TIB grants.

Program	Dollars	Grants
SCPP	\$20,600,000	253
SCAP	\$107,400,000	259
SP	\$14,700,000	105
Total	\$142,700,000	617

STATUS

With new Urban Arterial Program banding criteria complete, TIB staff had planned to begin the process of evaluating small city program criteria in late 2013. In light of the Board's discussion at the May 2013 meeting, TIB staff is proposing a small city funding process improvement effort to 1) evaluate current programs and 2) explore new funding methodologies.

The new funding methodology would build from TIB successes achieved during the Red Town Initiative and SCPP criteria that targets road maintenance opportunities based on economy of scale and performance targets. A key focus of a new funding methodology would include:

- *Efficient delivery of transportation projects in small cities.* Small city projects are often small in scale and in remote locations, driving high unit costs. Funding larger comprehensive projects in a town would drive unit costs down.
- *Funding based on needs assessment.* The current funding model evaluates city need one project at a time, rather than assessing need and readiness community-wide.
- *Agency readiness.* Agencies would be need to ensure good utility condition and have other funding partners in advance of TIB investment.
- *Planning for the future.* Grants given based on need rather than applications would allow cities to know years in advance when TIB will be funding their portfolio of projects.

RECOMMENDATION

For discussion only, no action needed.



2013 Application Summary

September 26, 2013

BACKGROUND

The 2013 applications were due post marked August 23rd. Four-hundred twenty applications were received in six programs. Recommended projects will be presented by staff to the Board at the November meeting.

STATUS

Currently, TIB engineers are evaluating the applications and will be conducting field reviews.

The table below shows a summary of the applications.

Program	Applications Received	Requested TIB Funds	Total Project Costs
Urban Arterial Program	107	\$243,317,852	\$503,401,796
Arterial Preservation Program	48	\$17,095,662	\$23,314,264
Urban Sidewalk Program	58	\$17,670,417	\$30,565,805
Small City Arterial Program	48	\$27,766,575	\$33,155,205
Small City Sidewalk Program	46	\$9,916,019	\$10,471,999
Small City Preservation Program	113	\$14,940,077	\$15,820,658
Total	420	\$330,706,602	\$616,729,727

RECOMMENDATION

For information only, no action needed.



Delayed Projects Response

September 27, 2013

BACKGROUND

TIB staff reported to the Board 15 projects that missed the performance standard for reaching bid award at the May 30, 2013 Board Meeting. 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

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.

Of the 15 delayed projects this year:

- 1 project is completed
- 4 projects are under construction
- 1 project plans to advertise Fall 2013
- 6 projects plan to advertise Spring 2014
- 2 projects plan to advertise Summer 2014
- 1 project is dependent on the outcome of UTC hearing

STATUS

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

Stage 1 Projects

- Cle Elum Railroad Street – The city is currently in the process of acquiring railroad right of way from BNSF railroad. The city plans to advertise in June 2014.
- Spokane Valley Mansfield Avenue – The city is currently in the process of acquiring right of way. The most complex acquisition requires relocation of a six-unit apartment building. The city plans to advertise May 2014.
- Woodinville SR 202 Bottleneck Relief – The city is currently in the process of negotiations With the Port of Seattle to purchase railroad right of way. The city plans to advertise in June 2014.

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 spring 2014, but is in jeopardy of missing the automatic termination date of July 1, 2014 if the schedule slips.

- Lynnwood SR/204th Street SW – The city is currently in the process of acquiring right of way. The most complex acquisition requires acquisition of property from Edmonds Community College which will require 75 days. The city anticipates R/W certification in late November and to seek restoration of TIB funds at the January 2014 Board meeting and advertise February 2014.
- Richland Gage Blvd/Center Parkway – The board granted a time extension on this project until the WUTC has made a decision on the at-grade railroad crossing approval request. If the decision is favourable the city will proceed with right of way acquisition. Construction is anticipated late 2014 or spring 2015.

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

RECOMMENDATION

For information only, no action needed.

Delayed Projects

Agency	Project Number	Funding Year	Current Phase	Project Name	Delay Stage	Status
Almira	2-E-868(002)-1	2012	Construction	FY 2012 Seal Coat	1	Complete
Cle Elum	6-E-930(004)-1	2012	Design	Railroad Street – Billings Ave to South Cle Elum Way	1	Railroad R/W CN Summer 2014
College Place	8-4-177(006)-1	2010	Pending	College Avenue/Rose Street – Myra Rd to Whitman Dr(CN Only)	1	R/W required CN Spring 2014
Deer Park	6-E-894(111)-1	2012	Construction	S Main Street – SR 395 to Crawford Street	1	Under Construction
Olympia	9-W-195(009)-1	2013	Design	Boulevard Road – 22 nd Avenue Roundabout (CN Only)	1	R/W required CN Spring 2014
Port Townsend	P-W-151(P05)-1	2012	Construction	Sheridan Street – 10 th Street to SR 20	1	Under Construction
Ritzville	6-E-845(004)-1	2012	Construction	Division/Bauman/Smitty's Intersection – Smitty's Blvd to City Limits	1	Under Construction
Spokane Co.	P-E-032(P06)-1	2012	Bid	Whitworth Drive – 770' e/o Waikiki Road to College Entrance Road	1	Project will be readvertised Spring 2014
Spokane Valley	9-E-208(003)-1	2013	Pending	Mansfield Avenue – Pines Rd (SR 27) to 200' e/o Houk Rd (CN Only)	1	R/W required CN Summer 2014
Springdale	2-E-906(002)-1	2012	Construction	FY 2012 Overlay Project	1	Under Construction
Woodinville	8-1-198(003)-1	2013	Design	Woodinville-Duvall Rd – 400' w/o 156 th Ave NE to 30' e/o 171 st PI (CN Only)	1	Awaiting R/W Certification Construction Fall 2013
Woodinville	8-1-198(002)-1	2010	Design	SR 202 Bottleneck Relief Project – NE Woodinville Drive to NE 131 st Ave	1	R/W required CN Summer 2014

Agency	Project Number	Funding Year	Current Phase	Project Name	Delay Stage	Status
Bellevue	8-1-103(027)-1	2012	Design	120 th Avenue NE – NE 8 th Street to NE 12 th Street (CN Only)	Contingency	R/W required CN Spring 2014
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	R/W required CN Spring 2014
Richland	9-E-171(003)-3	2007	Design	Gage Boulevard/Center Parkway – Gage Boulevard to Tapteal Dr	Contingency	UTC Hearing regarding Railroad CN Fall 2014

 Indicates contingency project



Public Works Trust Fund Impact

September 27, 2013

BACKGROUND

When the biennial capital budget passed the Legislature in June 2013, the priority was on funding education to meet the terms set forth in the McCleary Decision. As a part of this prioritization process, the Public Works Assistance Account was diverted to the General Fund to help pay for these added investments. Unfortunately, this meant that the 2014 Public Works Trust Fund list was not approved for funding.

There were 11 TIB funded projects impacted by this decision.

STATUS

The attached table summarizes the 11 TIB projects impacted by the Legislature's 2013 budget decision. TIB staff is requesting a funding plan from each agency and will report those responses to the board at the November 2013 meeting.

RECOMMENDATION

For information only, no action needed.

PWTF Projects

Agency	Funding Year	Current Phase	Project Name	TIB Funds	Status
Bellevue	2013	Design	NE 4 th Street – 116 th Ave NE to 120 th Ave NE	\$3,000,000	\$2,900,000 in PWTF will be funded from city revenue
Bridgeport	2012	Design	FY 2013 Overlay Project	\$89,900	\$211,300 in PWTF The city is applying for Rural Community Assistance Corporation (RCAC) loan for the waterline
Chelan	2014	Pending	Woodin Avenue- Woodin Ave Bridge	\$240,000	\$2,500,000 in PWTF The city will withdraw the project
Coupeville	2013	Design	Madrona Way Improvements – Broadway to W C/L	\$65,000	\$900,000 in PWTF The city will fund improvements
Duvall	2013	Construction	FY 2013 Expanded Preservation Project	\$406,891	\$1,670,000 in PWTF The city is seeking funding for sewer
East Wenatchee	2012	Construction	Eastmont Avenue – Grant to 9 th St NE	\$4,454,777	\$1,798,000 in PWTF The city will fund improvements
Kent	2008	Construction	SE 256 th Street – Kent Kangley Rd (SR-516) to 116 th Ave SE	\$2,000,000	\$4,000,000 in PWTF The city is funding improvements
Tukwila	2014	Design	Interurban Avenue – S 143 rd St to Fort Dent Way	\$5,000,000	\$2,500,000 in PWTF The city will fund improvements
White Salmon	2014	Design	Tohomish/Snohomish Street – Estes Ave to Washington St	\$555,877	\$770,000 in PWTF The city is seeking other funding
Winthrop	2012	Design	Upper Bluff Street – Bridge St to N T/L	\$133,380	\$247,800 in PWTF The city is seeking other funding
Yakima	2012	Construction	MLK Boulevard Grade Separation – N 1 st St to N 1 st Ave	\$2,852,469	\$2,500,000 in PWTF The city is funding improvements
			Total TIB Funds	\$18,798,294	



LED Feasibility Study - Implementation September 26, 2013

BACKGROUND

The Solid State Street Lighting Feasibility Study was conducted to determine the feasibility and economic benefits of converting high intensity discharge street lighting to new lower energy LED lighting systems. After much research and effort to develop goals of the study, evaluate potential demonstration sites, regulatory requirements and tariffs, and develop cost estimates and payback periods, it was determined that construction implementation was possible in six locations as noted in this staff review.

TIB, with the assistance of DKS Associates, moved forward with the implementation phase of the study. Several projects have already been advertised and the remaining sites are anticipated to reach construction phase in 2014.

STATUS

City	Utility Provider	Existing Inventory	Progress
Benton City	Benton PUD	City-owned = 67 Utility-owned = 121	PUD in support of project. Coordination efforts between PUD and REA in progress. Implementation expected early 2014.
Blaine	City	City-owned = 685 (cobrahead and shoe box fixtures only)	The City currently has an energy loan from Dept. of Commerce in conjunction with Johnson Controls. All streetlights were originally scoped in that project. Due to extremely high costs, streetlights have been removed from that project and are being done by TIB. Bid anticipated early October 2013.
Buckley	Puget Sound Energy	Utility-owned = 269	PSE and City have signed a work order to replace all streetlights in the City. Luminaires have been ordered and change-out is expected to begin in the next few weeks. Total construction cost = \$118,300. Design is at 90% for the City-owned parking lots which are anticipated to be bid late 2013.

Coulee Dam	City	City-owned = 330	Project has been bid and the low bidder was Northwest Edison who submitted a Cree fixture. Total construction cost = \$118,246. Construction will begin within the next few weeks.
Palouse	Avista	City-owned = 48 Utility-owned = 96	Avista's internal team continues working to develop a rate schedule; Implementation timeline will be determined when and if a LED rate is developed.
Ridgefield	Clark Public Utilities	Utility-owned = 968	Project has been bid and the low bidder was Crescent Electric Supply who submitted a Cree fixture. TIB project includes only replacing 356 of the 968 fixtures. Total product cost = \$92,555. Clark Public Utilities will complete install at approximately \$100 per fixture for a total construction cost estimate of \$128,155. Installation will begin once the luminaires are received by the City.

RECOMMENDATION

For information only, no action is needed.



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
APP Program							
3-W-189(003)-1	ABERDEEN	FY 2014 Arterial Preservation Project	Bid Award	CN BA	316,033	-27,781	Director
3-P-144(001)-1	BRIER	FY 2014 Arterial Preservation Project	Bid Award	CN BA	399,243	-21,653	Director
3-W-159(001)-1	BURLINGTON	FY 2014 Arterial Preservation Project	Bid Award	CN BA	246,796	-9,250	Director
3-E-177(002)-1	COLLEGE PLACE	FY 2014 Arterial Preservation Project	Bid Award	BA	123,393	-1,607	Director
3-P-204(001)-1	COVINGTON	FY 2014 Arterial Preservation Project	Bid Award	CN BA	435,577	33,237	Director
3-P-137(001)-1	DUPONT	FY 2014 Arterial Preservation Project	Design	DE	20,188	0	Director
3-P-802(001)-1	DUVALL	FY 2013 Expanded Preservation Project	Bid Award	CN BA	406,891	-18,966	Director
3-P-124(001)-1	ENUMCLAW	FY 2014 Arterial Preservation Project	Bid Award	CN BA	155,900	-47,573	Director
3-P-124(002)-1	ENUMCLAW	FY 2014 Arterial Preservation Project	Bid Award	CN BA	182,376	12,836	Director
3-W-985(001)-1	FERNDALE	FY 2014 Arterial Preservation Project	Bid Award	BA	536,449	17,949	Director
3-P-130(001)-1	FIRCREST	FY 2014 Arterial Preservation Project	Bid Award	CN BA	365,333	-192,675	Director
3-P-130(002)-1	FIRCREST	FY 2014 Arterial Preservation Project	Withdrawn	WD	0	0	Director
3-P-127(001)-1	GIG HARBOR	FY 2014 Arterial Preservation Project	Bid Award	CN BA	180,712	0	Director
3-W-188(001)-1	KELSO	FY 2014 Arterial Preservation Project	Bid Award	CN BA	463,979	-56,233	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
3-P-146(001)-1	LAKE STEVENS	FY 2014 Arterial Preservation Project	Bid Award	CN BA	181,528	-22,373	Director
3-W-839(001)-1	LYNDEN	FY 2014 Arterial Preservation Project	Bid Award	BA	225,253	-42,837	Director
3-P-822(001)-1	MONROE	FY 2014 Arterial Preservation Project	Bid Award	CN BA	193,912	-158,093	Director
3-P-200(001)-1	NEWCASTLE	FY 2014 Arterial Preservation Project	Bid Award	CN BA	460,000	60,000	Director
3-P-112(001)-1	NORMANDY PARK	FY 2014 Arterial Preservation Project	Bid Award	CN BA	199,044	3,714	Director
3-P-804(002)-1	NORTH BEND	FY 2014 Arterial Preservation Project	Bid Award	CN BA	258,750	33,750	Director
3-W-151(001)-1	PORT TOWNSEND	FY 2014 Arterial Preservation Project	Bid Award	CN	138,689	0	Director
3-W-194(001)-1	SHELTON	FY 2014 Arterial Preservation Project	Bid Award	BA	258,099	-71,252	Director
3-P-133(002)-1	STEILACOOM	FY 2014 Arterial Preservation Project	Bid Award	CN BA	203,050	25,116	Director
3-P-131(001)-1	SUMNER	FY 2014 Arterial Preservation Project	Bid Award	CN BA	572,921	-49,454	Director
3-E-178(002)-1	TOPPENISH	FY 2014 Arterial Preservation Project	Bid Award	BA	164,080	4,330	Director
3-E-176(001)-1	WALLA WALLA	FY 2014 Arterial Preservation Project	Bid Award	DE CN BA	200,000	0	Director
3-E-172(001)-1	WEST RICHLAND	FY 2014 Arterial Preservation Project	Bid Award	CN BA	192,838	0	Director
3-W-954(001)-1	WOODLAND	FY 2014 Arterial Preservation Project	Bid Award	CN BA	142,421	-117,579	Director
3-W-978(002)-1	YELM	FY 2014 Arterial Preservation Project	Bid Award	CN BA	347,540	-75,650	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
					Total APP Change	-722,044	
LESP Program							
S-W-837(001)-1	BLAINE	FY 2014 Streetlight Project	Design	DE	0	250,000	Director
S-P-808(001)-1	BUCKLEY	FY 2014 Streetlight Project	Bid Award	DE CN BA	118,290	0	Director
S-E-878(001)-1	COULEE DAM	FY 2014 Streetlight Project	Construction	DE CN	0	0	Director
S-W-950(001)-1	RIDGEFIELD	FY 2014 Streetlight Project	Construction	DE CN	0	0	Director
					Total LESP Change	250,000	
RTP Program							
7-5-188(012)-1	KELSO	Kinnear Street and Clearview Drive	Bid Award	CN BA	20,362	-138	Director
					Total RTP Change	-138	
SCAP Program							
6-P-119(003)-1	ALGONA	West Valley Highway S	Bid Award	CN BA	637,376	-24,844	Director
6-P-801(006)-1	CARNATION	Entwistle Street	Audit	CC FV AD	471,597	-25,647	Director
6-P-818(003)-1	DARRINGTON	Sauk Avenue	Audit	CC FV AD	896,933	71,423	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
6-E-894(010)-1	DEER PARK	S Forest Avenue	Audit	CC FV AD	542,065	43,050	Director
6-E-894(111)-1	DEER PARK	S Main Street	Bid Award	CN BA	289,940	-4,003	Director
6-E-894(112)-1	DEER PARK	N Main Street	Design	DE	1,802	0	Director
6-W-838(004)-1	EVERSON	North Washington Street	Bid Award	CN BA	660,515	125,000	Director
6-W-838(105)-1	EVERSON	Lincoln Street Improvements, Phase 1	Design	DE	14,327	0	Director
6-W-825(106)-1	FORKS	Spartan Avenue Rehabilitation Project	Design	DE	4,590	0	Director
6-P-820(006)-1	GRANITE FALLS	South Granite Avenue	Bid Award	CN BA	700,228	-57,645	Director
6-E-941(101)-1	HARRAH	Harrah Road Sidewalk	Design	DE	9,240	0	Director
6-W-969(002)-1	ILWACO	School Street	Audit	CC FV AD	718,052	14,115	Director
2-E-889(005)-1	IONE	SR 31 Pedestrian Improvements	Bid Award	CN BA	118,692	8,990	Director
6-E-889(001)-1	IONE	Houghton Street	Audit	CC	549,945	99,146	Director
6-E-942(002)-1	MABTON	7th Avenue	Audit	CC FV AD	412,704	-810	Director
6-W-957(006)-1	MONTESANO	Main Street	Bid Award	CN BA	686,916	-63,084	Director
6-E-943(103)-1	MOXEE	Postma Road Improvements	Audit	CC FV AD	85,629	-35,481	Director
6-E-943(104)-1	MOXEE	Morrier Lane	Design	DE	52,850	0	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
6-E-944(108)-1	NACHES	Second Street	Bid Award	CN BA	62,213	-2,290	Director
6-E-915(003)-1	OAKESDALE	Front Street	Bid Award	CN BA	518,610	22,360	Director
6-E-845(004)-1	RITZVILLE	Division/Bauman/Smitty's Intersection & Smitty's Blvd	Bid Award	CN BA	585,567	-70,307	Director
6-E-845(005)-1	RITZVILLE	First Avenue (Phase II)	Bid Award	CN	768,243	0	Director
6-W-972(006)-1	SOUTH BEND	Monroe Street	Audit	CC FV AD	543,708	3,421	Director
6-E-933(102)-1	SOUTH CLE ELUM	Marie, 6th, Madison, S Cle Elum Wy Chip Seal	Bid Award	BA	26,241	19,686	Director
6-P-824(109)-1	SULTAN	Sultan Basin Road	Bid Award	CN BA	39,883	0	Director
6-E-919(005)-1	TEKOA	Warren Street	Bid Award	CN BA	700,837	107,837	Director
6-P-816(103)-1	WILKESON	Foothills Trail Extension Through Town Center of Wilkeson to Railroad Avenue	Design	DE	22,200	0	Director
6-E-947(110)-1	ZILLAH	Carisonia Avenue Improvement	Bid Award	BA	177,052	0	Director
Total SCAP Change						230,917	

SCPP Program

2-E-868(002)-1	ALMIRA	FY 2012 Seal Coat Project	Bid Award	BA	12,650	0	Director
2-E-868(004)-1	ALMIRA	FY 2014 Sidewalk Maintenance Project	Bid Award	CN BA	89,580	-6,760	Director
2-P-800(003)-1	BLACK DIAMOND	FY 2014 Overlay Project	Contract Completion	BA CC	143,507	0	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-E-847(002)-1	CASHMERE	FY 2014 Red Town Project	Bid Award	BA	369,579	44,579	Director
2-E-877(002)-1	CONCONULLY	FY 2014 Overlay Project	Bid Award	CN BA	122,915	52,915	Director
2-W-832(003)-1	CONCRETE	FY 2014 Red Town Project	Bid Award	CN BA	282,746	32,746	Director
2-W-832(004)-1	CONCRETE	FY 2014 Seal Coat Project	Bid Award	BA	21,086	0	Director
2-W-827(002)-1	COUPEVILLE	FY 2014 Overlay Project	Bid Award	BA	38,360	-4,479	Director
2-P-818(002)-1	DARRINGTON	FY 2014 Seal Coat Project	Bid Award	BA	19,255	-2,652	Director
2-E-924(003)-1	DAYTON	FY 2013 Seal Coat Project	Bid Award	BA	71,326	1,705	Director
2-W-833(001)-1	HAMILTON	FY 2013 Overlay Project	Contract Completion	CN BA CC	319,897	10,247	Director
2-W-969(001)-1	ILWACO	FY 2012 Overlay Project	Bid Award	BA	150,692	50,898	Director
2-E-927(002)-1	KAHLOTUS	FY 2013 Sidewalk Maintenance Project	Contract Completion	BA	94,768	23,812	Director
2-E-931(005)-1	KITTITAS	FY 2014 Overlay Project	Audit	CN BA CC FV AD	60,638	579	Director
2-E-850(001)-1	LEAVENWORTH	FY 2014 Red Town Project	Bid Award	CN BA	252,368	-47,632	Director
2-W-835(001)-1	LYMAN	FY 2014 Seal Coat Project	Bid Award	BA	11,781	282	Director
2-E-942(002)-1	MABTON	7th Avenue	Audit	CC FV AD	43,434	-1,392	Director
2-E-862(005)-1	MATTAWA	FY 2014 Red Town Project	Bid Award	CN BA	408,157	8,157	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-E-897(002)-1	MEDICAL LAKE	2013 WSDOT Chip Seal Project	Bid Award	CN BA	208,638	25,941	Director
2-W-957(001)-1	MONTESANO	FY 2014 Seal Coat Project	Bid Award	BA	61,147	3,499	Director
2-W-961(003)-1	MORTON	FY 2014 Red Town Project	Construction	CN	38,952	0	Director
2-E-943(003)-1	MOXEE	FY 2014 Overlay Project	Bid Award	BA	159,624	-33,321	Director
2-W-840(001)-1	NOOKSACK	FY 2013 Overlay Project	Bid Award	BA	227,075	27,665	Director
2-W-958(002)-1	OAKVILLE	FY 2014 Seal Coat Project	Bid Award	BA	21,943	0	Director
2-E-883(004)-1	PATEROS	FY 2014 Seal Coat Project	Bid Award	DE CN BA	37,300	-7,725	Director
2-W-964(001)-1	PE ELL	FY 2014 Seal Coat Project	Audit	CC FV AD	46,749	0	Director
2-W-950(003)-1	RIDGEFIELD	FY 2014 Seal Coat Project	Bid Award	BA	94,788	-21,436	Director
2-P-814(001)-1	ROY	FY 2014 Overlay Project	Design	DE	21,345	0	Director
2-W-972(004)-1	SOUTH BEND	FY 2013 Sidewalk Maintenance Project	Audit	CC FV AD	120,508	71,473	Director
2-W-972(005)-1	SOUTH BEND	FY 2014 Overlay Project	Bid Award	CN BA	148,500	20,900	Director
2-E-874(004)-1	SPRAGUE	FY 2013 Overlay Project	Bid Award	DE CN BA	121,918	-33,332	Director
2-E-874(006)-1	SPRAGUE	FY 2014 Red Town Project	Bid Award	CN BA	349,346	99,346	Director
2-E-906(003)-1	SPRINGDALE	FY 2014 Red Town Project	Bid Award	CN	300,000	0	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-E-886(001)-1	TWISP	FY 2014 Overlay Project	Bid Award	CN BA	58,032	-6,668	Director
2-E-886(002)-1	TWISP	FY 2014 Red Town Project	Bid Award	CN BA	328,626	78,626	Director
2-E-936(001)-1	WHITE SALMON	FY 2014 Overlay Project	Bid Award	CN BA	103,708	4,600	Director
2-W-951(003)-1	YACOLT	FY 2014 Overlay Project	Construction	DE CN	2,628	0	Director
Total SCPP Change						405,632	

SP Program

P-W-837(P07)-1	BLAINE	Boblett Street	Bid Award	CN BA	146,135	-2,765	Director
P-E-901(P01)-1	CHEWELAH	E Lincoln Avenue	Construction	CN	14,303	0	Director
P-P-115(P02)-1	CLYDE HILL	NE 24th Street	Bid Award	BA	125,000	0	Director
P-E-986(P01)-1	COLFAX	3rd Street/Clay Street	Bid Award	CN BA	119,677	-323	Director
P-E-908(P05)-1	COLTON	Broadway Street (SR 195)	Bid Award	CN BA	162,534	12,534	Director
P-P-802(P02)-1	DUVALL	NE Cherry Valley Road & Main Street NE (SR 203)	Construction	CN	36,332	0	Director
P-P-124(P02)-1	ENUMCLAW	Semanski Street S	Bid Award	CN BA	84,993	-12,336	Director
P-W-831(P01)-1	FRIDAY HARBOR	Mullis Street	Bid Award	CN BA	153,023	14,873	Director
P-P-127(P03)-1	GIG HARBOR	Rosedale Street NW	Bid Award	CN BA	151,070	-48,930	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
P-P-111(P04)-1	KIRKLAND	NE 112th Street	Bid Award	CN BA	86,268	-113,732	Director
P-W-197(P01)-1	LACEY	Yelm Highway SE	Bid Award	BA	186,677	-346	Director
P-P-146(P01)-1	LAKE STEVENS	20th Street NE	Bid Award	CN BA	204,750	0	Director
P-E-897(P07)-1	MEDICAL LAKE	Brooks Road (SR 902)	Audit	CC FV AD	98,332	1,087	Director
P-E-897(P08)-1	MEDICAL LAKE	SR 902	Design	DE	17,813	0	Director
P-P-109(P01)-1	MEDINA	Evergreen Point Road	Bid Award	BA	67,291	-36,479	Director
P-E-166(P02)-1	MILLWOOD	Buckeye Avenue	Construction	CN	25,650	0	Director
P-E-915(P04)-1	OAKESDALE	Stephoe Street	Bid Award	CN BA	126,559	-10,624	Director
P-W-151(P05)-1	PORT TOWNSEND	Sheridan Street	Bid Award	CN BA	110,000	0	Director
P-P-101(P03)-1	SEATTLE	Ravenna Avenue NE	Audit	CC FV AD	296,175	53,845	Director
P-P-101(P04)-1	SEATTLE	Beacon Avenue S	Design	DE	55,158	0	Director
P-W-972(P01)-1	SOUTH BEND	Memorial Drive	Audit	CC FV AD	116,371	-1,133	Director
P-E-032(P06)-1	SPOKANE COUNTY	Whitworth Drive	Construction	CN	19,154	0	Director
P-P-823(P01)-1	STANWOOD	276th Street NW	Withdrawn	WD	0	-117,520	Director
P-W-965(P05)-1	TOLEDO	Fifth Street	Bid Award	CN BA	156,260	-32,240	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
P-E-176(P05)-1	WALLA WALLA	Orchard Street	Bid Award	BA	161,760	0	Director
Total SP Change						-294,089	
UAP Program							
8-5-948(004)-1	BATTLE GROUND	SE Grace Avenue Phase 1	Audit	CC FV AD	2,667,866	108,185	Director
8-4-170(007)-1	CLARKSTON	12th Street	Bid Award	BA	448,264	-51,736	Director
8-2-985(006)-2	FERNDALE	Main Street	Audit	CC FV AD	2,001,913	-38,780	Director
8-5-188(016)-1	KELSO	West Main Street	Bid Award	CN BA	4,652,000	0	Director
8-4-173(027)-1	KENNEWICK	Olympia Street	Bid Award	CN BA	1,966,500	256,500	Director
8-1-106(029)-1	KENT	SE 256th Street	Bid Award	CN BA	2,000,000	0	Director
8-1-027(067)-1	PIERCE COUNTY	112th Street E	Design	DE	283,500	0	Director
8-1-121(006)-1	SEATAC	Military Road	Bid Award	CN BA	2,950,560	0	Director
8-1-101(156)-1	SEATTLE	NE Northgate Way/N 105th Street	Bid Award	BA	3,956,044	0	Director
8-1-101(156)-2	SEATTLE	NE Northgate Way/N 105th Street	Audit	CC FV AD	625,549	0	Director
8-2-126(009)-1	SEDRO WOOLLEY	SR 20; Cook Rd; Edward R Murrow St	Bid Award	CN BA	3,907,455	292,748	Director
8-5-194(010)-1	SHELTON	Lake Boulevard/Pioneer Way	Design	DE	0	0	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-1-202(004)-1	SHORELINE	Aurora Avenue N (SR-99)	Audit	CC FV AD	5,316,390	907,558	Director
8-1-142(010)-1	SNOHOMISH	Avenue D	Audit	FV AD	602,400	0	Director
8-3-032(064)-1	SPOKANE COUNTY	Farwell Road	Bid Award	CN BA	278,600	-123,185	Director
8-3-208(003)-1	SPOKANE VALLEY	Broadway Avenue	Audit	FV AD	693,134	0	Director
8-1-133(003)-1	STEILACOOM	Sequalish Street	Bid Award	CN BA	1,947,164	203,760	Director
8-5-184(036)-1	VANCOUVER	NE 18th Street	Audit	FV AD	1,744,126	-1	Director
8-4-176(021)-1	WALLA WALLA	Myra Road	Bid Award	CN BA	1,969,092	109,092	Director
8-4-176(022)-1	WALLA WALLA	13th Avenue	Bid Award	CN BA	629,820	0	Director
8-3-160(024)-1	WENATCHEE	Pine Street	Bid Award	CN BA	743,249	-201,941	Director
8-3-160(025)-1	WENATCHEE	5th Street	Audit	CC FV AD	628,838	56,353	Director
8-4-039(024)-1	YAKIMA COUNTY	Beaudry Road	Audit	CC FV AD	1,839,500	14,738	Director
Total UAP Change						1,533,292	

UCP Program

9-P-114(004)-1	BOTHELL	Bothell Way (SR 522)	Audit	CC FV AD	2,340,042	0	Director
9-P-114(006)-1	BOTHELL	Bothell-Everett Highway	Bid Award	BA	947,750	-247,250	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
9-W-185(004)-1	CAMAS	NW 38th Avenue/SE 20th Street	Design	DE	0	0	Director
9-P-127(003)-1	GIG HARBOR	Point Fosdick Drive NW & 56th Street NW	Audit	CC FV AD	1,720,572	-105,745	Director
9-P-111(003)-1	KIRKLAND	NE 120th Street	Construction	CN	500,000	0	Director
9-P-140(006)-1	LYNNWOOD	33rd Avenue W	Design	DE	947,310	0	Director
9-P-205(002)-1	MAPLE VALLEY	Maple Valley Highway (SR 169)	Audit	CC FV AD	719,446	-11,602	Director
9-P-116(013)-1	TUKWILA	Andover Park W	Construction	CN	0	0	Director
Total UCP Change						-364,597	
Total Change						1,038,973	

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



WAC Revisions – Arterial Preservation Program September 27, 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). Ongoing program funding was provided in the 2013-2015 transportation budget.

At its May 31, 2013 meeting, the TIB Board approved the proposed APP WAC revisions with one modification relating to the executive director’s administrative increase authority in the sidewalk program, and released the WAC revisions for public comment through the Code Reviser’s Office (CRO).

The comment notification was filed with the CRO on June 25, 2013 and listed in the Washington State Register 13-14-028. An announcement of the revisions and comment period was posted on the TIB website and notification was sent to urban and small city customers and consultants. The comment period ended on August 16, 2013.

STATUS

During the comment period, we received written comments from two cities. Their comments can be found on pages 60 – 62.

The table below summarizes their comments and includes recommended action.

City	Comment Synopsis	Recommended Action
Enumclaw	<p>Generally acceptable and supportive of WAC revisions with the following comments:</p> <ol style="list-style-type: none"> 1. Specify the year assessed valuation is measured. 2. High density of non-compliant curb ramps could consume a large percentage of funding/lesser amount of pavement preservation compared to projects with low density of non-compliant curb ramps. Recommended solution is that project costs for ADA ramp upgrades are no greater than the city’s match amount. 	<ol style="list-style-type: none"> 1. No change. Assessed valuation, as well as population and other figures that TIB uses for eligibility purposes, change annually. For all programs, TIB uses the most up-to-date data when establishing eligibility in conjunction with the call for projects. The proposed WAC revisions for the APP mirror eligibility language for all other TIB programs. 2. No change. At project selection, TIB staff work to ensure projects requiring significant ADA upgrade work do not detract from the Legislative mandate that funds assist cities with preservation needs. This clarification is more appropriate for a TIB policy or eligibility criteria.

City	Comment Synopsis	Recommended Action
Des Moines	Supportive of efforts to fund preservation programs. Would like further discussion and evaluation regarding eligibility; the program should establish eligibility criteria and match requirement based on the combined distribution of sales tax and property tax.	No change. After receiving this comment, staff 1) analyzed eligibility models incorporating city sales tax revenues and 2) reviewed the list of cities that each eligibility change would include and exclude. Staff concluded that because the Board has the ability to increase the number of eligible cities based on maximum assessed valuation (currently at \$2 billion), the objective of including more cities would be achieved.

WAC Revisions

The WAC revisions are attached (pages 63 - 67). A summary of the revisions is listed below.

Chapter 479-01: Description of Organization

WAC	Change made	Effect
479-01-060 (f)	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
479-01-060 (d)	Removed “for small city projects; zero for urban projects”	Gives executive director administrative increase authority to urban agencies with a sidewalk grant up to \$50,000 (same as small cities)

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
479-10-320	Inserted eligible projects	Outlines eligible projects – aligns with urban program, WAC 479-14-121

WAC	Change made	Effect
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
479-14-421	Removed language that TIB does not provide funding increases for urban sidewalk program	Gives executive director administrative increase authority to urban agencies with a sidewalk grant up to \$50,000 (same as small cities)

RECOMMENDATION

Board action will be taken immediately following the September 27, 2013 public hearing.

From: Chris Searcy [mailto:CSearcy@ci.enumclaw.wa.us]
Sent: Tuesday, July 16, 2013 10:30 AM
To: Seegers Martinelli, Alicia (TIB)
Cc: Rand Black
Subject: RE: Public comment now open on proposed Arterial Preservation Program WACs

Ms. Martinelli,

I have reviewed the proposed WAC revisions and generally find them acceptable and would be supportive of them. I do have the following comments:

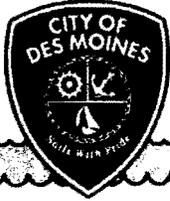
1. I would suggest specifying the year in which the assessed valuation is measured in comparison to the state's fiscal year of TIB funding. For example, Enumclaw's AV in 2012 was \$1,031,169,830 and in 2013 was \$969,470,464. As you can see we crossed below the \$1 billion threshold and this could affect our required match. The same situation could also occur with the 5,000 population threshold.
2. WAC 479-10-323 – Projects with a high density of non-compliant curb ramps could consume a large percentage of funding and complete a relatively lesser amount of pavement preservation as compared to projects with a low density of non-compliant curb ramps. Also, who determines "required"? One possible and simple solution to this concern would be to make sure that the project cost for ADA ramp upgrades is no greater than the city's match amount. A city could then complete any ramp upgrades exceeding that amount using local funds. This will ensure the program focuses on and maximizes pavement preservation, not ADA ramp compliance.

Thank you for the opportunity to comment. We look forward to competing for future grants.

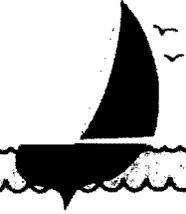
Chris Searcy

Interim City Administrator
City of Enumclaw
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City of Des Moines



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July 29, 2013

Alicia Seegers Martinelli, Chief Administrative Officer
Transportation Improvement Board
PO Box 40901
Olympia, WA 98504-0901

RECEIVED

AUG 11

TIB

Dear Alicia:

Thank you for the opportunity to submit comments on the proposed WAC's for the Arterial Preservation Program (APP) established by the Transportation Improvement Board. The City of Des Moines supports efforts to fund preservation programs like this.

In reviewing the proposed WAC's, there is one issue that we feel merits further discussion and evaluation. In general, we feel that the program should establish eligibility criteria based on the combined distribution of Sales Tax and Property Tax. As drafted, the program could negatively impact communities like Des Moines, where property tax revenues are moderate, but sale tax revenues are relatively low. Communities that have an assessed property valuation below the proposed thresholds, but have other sources of tax revenue, might receive a disproportionate share of these grant dollars.

Attached is a proposed revision to the WAC's as drafted, which would establish eligibility criteria based on the combined distribution of Sales Tax and Property Tax revenues. We feel that this is a more balanced approach for the distribution of these grant funds.

If you have any question, please don't hesitate to call me at 206.870.6581, or contact me by e-mail at dbrewer@desmoineswa.gov

Sincerely,

Daniel J., Brewer, P.E., PT.O.E.
Planning, Building, and Public Works Director

Changes suggested by the City of Des Moines (highlighted):

NEW SECTION

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 local tax base preserve arterial pavement.

NEW SECTION

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 a combined sales tax and property tax distribution below a maximum valuation amount established annually by the board are eligible to receive arterial preservation program funding.

NEW SECTION

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 has a combined sales tax and property tax distribution less than \$1.0 billion \$10 million, the matching rate is ten percent of the total project costs;
- (2) If the city valuation is \$1.0 billion to \$2.5 billion has a combined sales tax and property tax distribution between \$10 million and \$15 million, the matching rate is fifteen percent of the total project costs;
- (3) If the city valuation is has a combined sales tax and property tax distribution over \$2.5 billion \$15 million, the matching rate is twenty percent of the total project costs.

AMENDATORY SECTION (Amending WSR 12-08-060, filed 4/3/12, effective 5/4/12)

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.

Chapter 479-10 WAC
((SMALL CITY PAVEMENT)) PRESERVATION ((AND SIDEWALK ACCOUNT))
PROGRAMS

AMENDATORY SECTION (Amending WSR 08-21-005, filed 10/2/08, effective 11/2/08)

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

(1) Small 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

(3) City hardship assistance program pursuant to RCW 47.26.164 and funded by the small city pavement preservation and sidewalk account.

AMENDATORY SECTION (Amending WSR 10-14-027, filed 6/28/10, effective 7/29/10)

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

(1) Small city preservation program and if funds are)) If available, ((for use on a project by project basis for the)) 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((, and

(2) City hardship assistance program)).

NEW SECTION

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.

NEW SECTION

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.

NEW SECTION

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.

NEW SECTION

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.

NEW SECTION

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.

NEW SECTION

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 one billion dollars, the matching rate is ten percent of the total project costs;

(2) If the city valuation is one billion dollars to two and one-half billion dollars, the matching rate is fifteen percent of the total project costs;

(3) If the city valuation is over two and one-half billion dollars, the matching rate is twenty percent of the total project costs.

AMENDATORY SECTION (Amending WSR 12-08-060, filed 4/3/12, effective 5/4/12)

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.

AMENDATORY SECTION (Amending WSR 12-08-060, filed 4/3/12, effective 5/4/12)

WAC 479-14-421 What projects are eligible for sidewalk program funding. Minimum project requirements for each subprogram are as follows:

- (1) Urban sidewalk program project eligibility:
 - (a) Must be on or related to a functionally classified route; and
 - (b) Primary purpose of the project is transportation and not recreation.
- (2) Small city sidewalk program project eligibility:
 - (a) The project must be located on or related to a street within the TIB designated arterial system; and
 - (b) Primary purpose of the project is transportation and not recreation.

For both of the subprograms, TIB does not participate in the cost for right of way acquisitions.

~~((For the urban sidewalk program, TIB does not provide funding increases.))~~