



Transportation Improvement Board
November 21-22, 2013 – Bellevue, Washington
Location: Coast Bellevue Hotel
625 116th Avenue NE
Bellevue, WA 98004
(425) 455-9444

November 21, 2013
WORK SESSION AGENDA

WORK SESSION

			Page
2:00 p.m.	A. <i>General Matters</i> Public Comment - John Worthington: Truck Lanes	Chair Crawford	
2:10 p.m.	B. Local Presentations	Greg Armstrong	
2:45 p.m.	D. <i>Projects & Program Matters</i> 2013 Project Selection	Steve Gorcester & TIB Engineers	17
4:15 p.m.	E. Non-Motorized Programs	Lisa Quinn, Feet First Barb Chamberlain, Bicycle Alliance	
5:00 p.m.	F. Adjournment	Chair Crawford	

Dinner on your own



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November 22, 2013 – 9:00 a.m.
BOARD AGENDA

	Page
9:00 a.m. 1. CALL TO ORDER	Chair Crawford
9:05 a.m. 2. GENERAL MATTERS	
A. Approval of September 27, 2013 Minutes	Crawford 1
B. Communications	Steve Gorcester
1. Costco-related vote on Whatcom council leads to heated debate – <i>The Bellingham Herald</i>	5
2. Bremerton’s gateway getting a weed and trim – <i>Kitsap Sun</i>	7
3. The dangerous myth that states give more than they get for transpo – <i>DC.Streetsblog.org</i>	9
4. Coulee Dam to get LED streetlights – <i>The Star</i>	11
9:15 a.m. 3. 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 (9/1/13-10/31/13)	Greg Armstrong 12
10:30 a.m. 4. ACTION ITEM	
A. 2013 Project Selection	Steve Gorcester 17
10:45 a.m. 5. FUTURE MEETINGS	Steve Gorcester
January 30-31, 2014 (Olympia)	
March 27-28 (Tacoma)	
May 29-30 (Yakima)	
September 25-26 (Spokane Valley)	
November 20-21 (Everett)	
10:50 a.m. 6. ADJOURNMENT	Chair Crawford

Transportation Improvement Board
September 27, 2013
Quality Inn & Suites and Convention Center
Clarkston, Washington

MINUTES

TIB BOARD MEMBERS PRESENT

Councilmember Sam Crawford, Chair
Mr. Jim Albert
Mr. Todd Coleman
Ms. Kathleen Davis
Mr. Mark Freiberger
Mayor Jim Irish
Councilmember Bob Olson

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

TIB STAFF

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

TIB BOARD MEMBERS NOT PRESENT

Mr. Pasco Bakotich
Councilmember Jeanne Burbidge
Mr. Clay White
Mr. Jay Weber

CALL TO ORDER

Chair Crawford called the meeting to order at 8:00 a.m.

GENERAL MATTERS

A. Approval of May 31, 2013 Minutes

MOTION: It was moved by Commissioner Stevens with a second from Ms. Stamm to approve the minutes of the May 31, 2013 board meeting as presented. Motion carried with one abstention from Mayor Irish.

B. Communications

Steve Gorcester referred the board to the articles in the board packet. He specifically noted the articles regarding the City of Kent approving B & O funds to complete 256th Street and the Spokane Sullivan Road bridge project, which no longer has a funding shortfall. If the bids come in too high on this project, it may need to go before the board in January. Mayor Irish mentioned the article about the School Road ribbon cutting in Ilwaco that he attended. Ms. Stamm commented on the article regarding Winslow Way and the loss of commerce due to the time it took to complete that project.

ACTION ITEMS

- A. City of Grand Coulee: Spokane Way Scope Change Request** – This request came before the board at the May 2013 meeting and was denied. Based on the discussion at that meeting, there were many concerns about this project, along with a general view that small cities could benefit from needs assessments. This project offers an opportunity to determine if TIB is funding small cities in the most effective, cost-efficient manner.

In August, TIB staff conducted a needs assessment of the Grand Coulee sidewalk system. 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, 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.

MOTION: It was moved by Mayor Irish with a second by Commissioner Stevens to approve the change in project location to Federal Avenue between Spokane Way and Seaton Street. Motion carried unanimously.

B. NON-ACTION ITEMS

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

Personnel

- Two new engineers have been hired and began work on August 1. Chris Workman replaced John Dorffeld and will have the Southeast region and Christa Draggie was hired to assist with pavement ratings and special projects.

Legislative Update

- Steve met with Rep. Clibborn and Senator King regarding TIB funding and both were diligently working on rolling out a transportation package.
- Revenue forecast comes out quarterly, with the latest forecast increasing slightly, but for the most part, remaining flat.

Recent TIB Project Events (all are ribbon cuttings)

- Skagit County – Anderson / LaVenture Extension Road
- City of Cheney – Simpson Parkway
- City of Fife – 70th Avenue
- City of Auburn – M Street
- City of Edgewood – Jovita Boulevard / Emerald Street
- City of Burien – 1st Avenue South
- City of Ilwaco – School Street

Upcoming Events

- City of Camas – NW 38th Avenue / SW 20th Street (Oct. 17 – 2:00 p.m.)

C. Financial Report

Alicia Seegers Martinelli reported the following:

- The combined fund balance in mid-September was \$37.3 million, up \$4.5 million since May.
- Total obligation has been falling, and will increase after the FY 2015 Priority Array is adopted.
- The project inventory shows \$93 million or 42% in construction or bid phase.
- The September fund balance for all TIB accounts versus expenses is at net -\$1.3 million.
- The revenue forecast shows an expected \$194 million for the biennium, up \$600,000 from the last forecast.
- The Key Performance Indicators show construction payments high, some coming from rapid action, and most from current payout cycle. Commitment level is on target and net revenue shows a three-month rolling average. The payment cycle and transaction processing are constantly monitored.
- Long-term revenue forecast shows 2025-27 biennia at \$191 million from our current \$194 million, indicating the revenue stays relatively flat; however, project costs continue to grow, and forecast models only reflect current trends.

D. Project Activity Report

Gloria Bennett reported that there were a significant number of project activities for this reporting period. Of the 202 project actions, 160 projects went to ad or were in bid award. The bidding climate at this time is favorable. There were a handful of increases, but the main one was \$907,558 for Shoreline Aurora Avenue. Total actions resulted in a net increase of \$1,038,973 in TIB obligations.

PUBLIC HEARING

Chair Crawford called the public hearing to order at 9:01 a.m. to consider written and oral testimony presented on the proposed rule revisions in WAC Chapters 479-01, 479-10, and 479-14 addressing the Arterial Preservation Program. The hearing was held in accordance with Chapter 42.30 RWC, the Open

Public Meetings Act, and Chapter 34.05 RCW, the Administrative Procedure Act. There were two written comments received that were entered into the record. Chair Crawford requested Alicia Martinelli to provide a summary of the WAC revisions and written comments received.

Alicia noted that at the May 2013 meeting, the board approved and released for public comment the proposed WACs with one modification regarding the executive director’s administrative increase authority in the sidewalk program.

Written comments were received from the Cities of Enumclaw and Des Moines. Alicia reviewed the following table that summarizes comments and recommended action:

City	Comment Synopsis	Recommended Action
Enumclaw	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.	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. 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.
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. Staff analyzed eligibility models incorporating city sales tax revenues and reviewed the list of cities that each eligibility change would include and exclude. The objective of including more cities can already be achieved because the board has the ability to increase the number of eligible cities based on maximum assessed valuation (currently at \$2 billion).

No oral testimony was given during this hearing.

Chair Crawford closed the public hearing at 9:08 a.m.

MOTION: It was moved by Mayor Irish with a second by Councilmember Olson to adopt the amended rules in WAC Chapters 479-01, 479-10, and 479-14, addressing the Arterial preservation Program, as presented. Motion carried unanimously.

Alicia noted that responses to the Cities of Enumclaw and Des Moines have been sent.

OTHER BUSINESS

During the Thursday work session, Steve Gorcester and the board discussed how the Small City Program is funded and what improvements can be made to the cost-effectiveness of that program. Discussion centered around a small city funding process improvement effort to evaluate current programs and to explore new funding methodologies, including funding small cities based on needs assessment (similar to the Red Towns initiative, only including all facets of street and sidewalk repair), funding larger, comprehensive projects to help drive unit costs down, and ensuring cities have good utility conditions in advance of funding. This review would begin after this year’s project selections, and possibly have 10 to 12 demo projects for summer 2014 to determine the process. It was the consensus of the board to move forward with this improvement process.

FUTURE MEETINGS

The next meeting is scheduled for November 21-22, 2013 in Bellevue. Meeting notices will go out on November 1, 2013.

ADJOURNMENT

The meeting adjourned at 9:12 a.m.

The Bellingham Herald

Next Story >

Bellingham development authority boss seeks \$1.3M for Old Town project

Costco-related vote on Whatcom council leads to heated debate over traffic

Published: October 9, 2013

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By RALPH SCHWARTZ — THE BELLINGHAM HERALD

The city of Bellingham has secured the money needed to build a \$4 million stormwater treatment system that will serve, among other developments, a 160,000-square-foot Costco store expected to open in 2015.

The Whatcom County Council on Tuesday, Oct. 8, voted unanimously to provide \$2.5 million through a grant and a loan to the city from the Economic Development Investment program. The rest of the money for the project came from city funds.

In the same vote, the council awarded a grant-plus-loan of \$3 million to the Port of Bellingham for road and utility improvements, and a heavy-crane pad, on C Street near Colony Wharf. More broadly, the port intends to use the money to restore the marine trades on Bellingham's waterfront "to historic levels of activity," the port's EDI application said.

EDI money is sales tax set aside by the state government to promote economic growth in rural counties. The county receives about \$3 million a year for the program and had \$13 million available going into Tuesday's meeting.

The port's money passed with no debate.

Council members took the decision to fund stormwater treatment as an opportunity to criticize Bellingham's planning in that fast-growing corner of the city near the Bakerview interchange on Interstate 5.

Crews are completing a \$3 million improvement to the overpass intended to improve traffic flow - what council member Barbara Brenner called "a very expensive Band-Aid" for Bakerview's traffic problem.

Council member Pete Kremen said the interchange needed a full rebuild, estimated to cost \$50 million, to relieve traffic at Bakerview. He also questioned the city's decision to prepare a site for Costco near the burgeoning Bellingham International Airport. Four hotels are either under construction or approved for the area.

"To exacerbate the problem by locating Costco - and everybody knows what kind of traffic that's going to generate - it just defies logic to me," Kremen said.

"It seems like the city is hell-bent on keeping Costco within the city limits, for obvious reasons, with knowing full well that there is really no reasonable, affordable way to address the collective impacts of all the activity and growth in that area before Costco even comes in," Kremen said.

Costco officials have said the 133,000-square-foot store on Meridian Street is too small, and city officials entered talks with Costco to keep the retailer in town. The city covets the sales tax revenue a big-box store such as Costco brings. This type of store generated \$283 million in sales in 2012 in Bellingham.

Brent Baldwin of the city Public Works Department tried to reassure council members, saying the Bakerview improvement project would make room for a 70 percent increase in traffic volume. Also, adding Costco to the area would result in the same overall traffic level allowed at that site - level "E."

Baldwin defined level E as being "as close to full as we can take it."

"We want vehicles on our streets," he said.

Kremen maintained that the interchange needed more than a Band-Aid but didn't expect the \$50 million needed for the complete fix anytime soon.

"It could be 20 years before we would ever realize the funding for that, and what do we do in the meantime?" Kremen said.

Council member Ken Mann chimed in:

"Sit in traffic."

Kitsap Sun

Read more at kitsapsun.com

Bremerton's gateway getting a weed and trim

By Josh Farley

Monday, October 21, 2013

BREMERTON — The medians that line Bremerton's southern entrance are sorely overgrown.

But help is on the way.

On Saturday, volunteers will fan out along Charleston Boulevard and take on the overgrowth, hacking out weeds and trimming back brush that now spills into the lanes of traffic.

The effort has been spearheaded by resident Jane Rebelowski, who's watched the weedy medians take their toll in various ways. After seeing numerous letters to the editor in the paper complaining about their unsightliness and even hearing from real estate agents that wouldn't take potential homeowners past them, she decided to do something about it.

"So we're gonna get out there and weed and trim," she said.

Crews from the city's street and parks department will join the volunteers, closing the inside lane of traffic in both directions starting around 9 a.m.

The event also coincides with National Make a Difference Day, Rebelowski points out.

The medians were part of the city's more than \$42 million Bremerton Gateway project, the plans of which began 20 years ago. The gateway revamped and widened much of Burwell Street and Highway 304. It also created the tree-lined Charleston Boulevard, replacing a zigzagging network of streets with a wide thoroughfare and razing many homes and businesses in its path.

But the state Department of Transportation-designed project also added landscaping maintenance the city doesn't have time to do. Medians, in particular, are tough because lane closures create even more work and planning, said Bremerton Public Works Director Chal Martin.

"A lot of people don't recognize that there is an element of safety that has to be considered," he said. "You have to create a work zone, which ramps up the logistical undertaking."

Volunteers and the city's workforce will start at First Street at Callow Avenue and go as far as possible down the stretch of median. The plan is to get as much done as possible with the resources available.

Those desiring to participate should bring gardening hand tools, gloves and kneeling pads, organizers say.

The winter should keep much of the volunteer work intact. City officials are planning a permanent solution. Ideas on the table include doing a strip of grass or filling in the median with river rock.

Volunteer efforts here and around the city appear to be on the rise. Rebelowski and others have started a Facebook page called Volunteer in Bremerton to network with others for projects large and small.

"I am really excited for Saturday," Parks and Recreation Director Wyn Birkenthal said. "It's great to see the community rally, and we're seeing more and more of that."

And, if that's not enough weeding and pruning for one day, Friends of Kiwanis Park also will till the soil there 9-11 a.m., according to Sunny Wheeler, a city parks commissioner and Bremerton Kiwanis Club president-elect.

WEED THE GATEWAY

WHAT: Volunteers will help clean up the Bremerton Gateway.

WHEN: Beginning 8:30 a.m. Saturday

WHERE: First Street and Wycoff Avenue

DETAILS: Volunteers encouraged to bring small gardening tools, gloves and kneeling pads (some will be provided, as will coffee and cookies).

PARKING: Limited in the area; carpooling is encouraged.

INFO: Contact volunteerinbremerton@gmail.com.

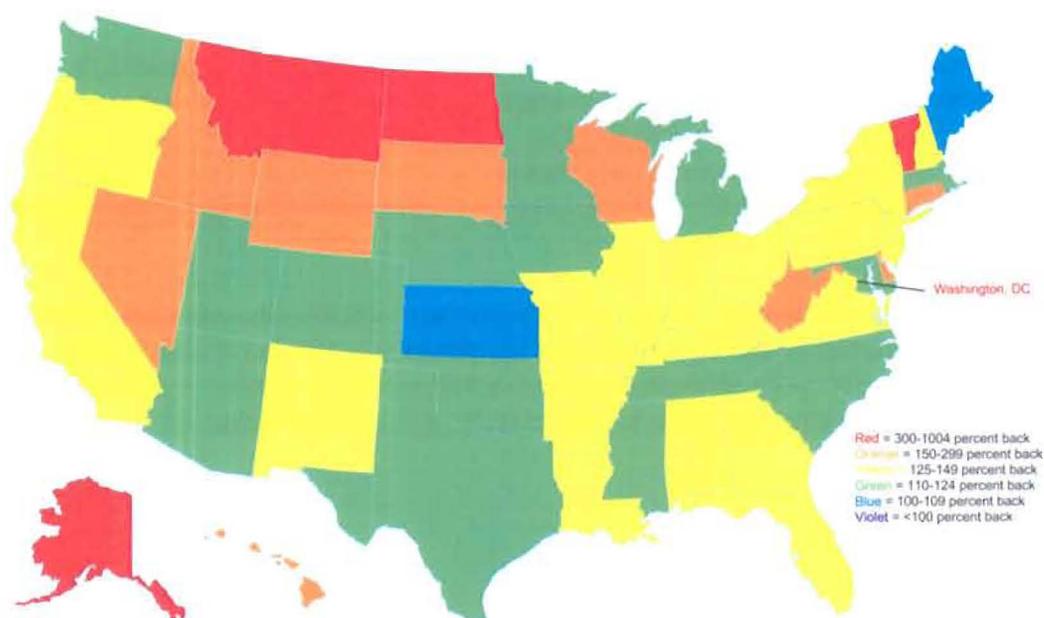


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Tuesday, October 22, 2013

The Dangerous Myth That States Give More Than They Get For Transpo

by Tanya Snyder



The states in red get the biggest federal transportation subsidies relative to the amount they contribute in gas taxes. The states in violet get less than 100 percent of their gas taxes back in transportation money. What, there are no states in violet? Exactly. Source: FHWA

There is a pernicious myth among some states that they give more to Washington in the form of gas taxes than they get back in the form of federal transportation funding. A recent rash of federal bailouts — \$35 billion between September 2008 and March 2010 — ensured a windfall for every state in the union. And yet many still believe that federal bureaucrats are skimming off the top of their payments to give their hard-earned highway money to the liberal subway-riders in New York or something. It's a dangerous lie with serious repercussions.

FHWA has published a comparison of each state's highway payments and allocations for fiscal year 2012 [PDF]. Two years after the last federal infusion to the trust fund, states are still profiting. Alaska gets back 7.28 times what it sends to DC. DC itself gets back its gas taxes 10 times over (because of all the federal infrastructure the city maintains). Montana and North Dakota get back three times what they pay. Vermont, almost five times. And not a single state gets back less than 100 percent of what they pay in. Kansas draws the shortest straw of all, which is still a five percent boost from the gas taxes the state contributes.

Even more telling: Looking at the cumulative ratios going all the way back to 1956, only five states — Indiana, Michigan, North and South Carolina, and Texas — have recouped less than 100 percent of the gas taxes they've sent to Washington. And those only by the barest margins.

There are two dangers to the falsehood that states get back less than they give.

First, it fuels the “devolutionist” fire of people who think all transportation funding should be paid in and paid out at the state level, leaving the feds out completely. It's a tempting argument for those who want to drown the federal government in the bathtub. And that would be fine if there were no need for interstate cooperation on transportation networks, or if state transportation departments had a history of innovating on transportation choices. Which they don't.

Second, the donor/donee claptrap is a powerful deterrent to reform. In the face of demands for a 100 percent return, it's hard to make funding decisions based on merit and not formulas, or demand accountability from states in exchange for federal dollars. Any attempt to dole out at least some transportation funds based on performance — the only way the much-ballyhooed performance measures in MAP-21 would ever be meaningful — gets caught in the vortex of state ire about getting back “their fair share.”

The current scenario of federal payouts to states can't go on forever. Ideally, new revenues will plump up the Highway Trust Fund, and the next transportation bill, due to take effect in less than a year, will reward states that create safer, more efficient, less polluting transportation systems — instead of getting bogged down in arguments about how to reward states that burn the most fuel.

The Star News

October 30, 2013

LXXIII, No. 31

Coulee Dam to get LED street lights

By Roger S Lucas

A project to replace some 300 streetlights in Coulee Dam should get started in about a month, public works director Barry Peacock said last Friday.

The town awarded a \$118,246.25 contract to Northwest Edison, a Seattle firm, as the result of a 100-percent grant received from the Transportation Improvement Board.

Coulee Dam is one of six communities in the state to receive the grant. When completed, just over 300 LED (light-emitting diode) street lights will save the town about 60 percent in energy costs, plus additional maintenance savings. The lights stand to last some 20 years, compared to five years with the present lights.

Four firms bid on the project. The town selected Northwest Edison, with the second lowest bid, because its bid was the most complete, according to city officials.

The project covers new lights for the main street lights, but not any alley lights, Peacock stated.

The maximum allowance for the project, according to the TIB, was \$252,000. The bid was substantially lower.

In other council action recently, the town voted to award Deckwa Construction a fence railing project around the Melody Restaurant area. Deckwa, a Quincy firm, bid \$7,499.15. The fence will address safety concerns. The town owns the building that houses the Melody Restaurant.

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Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
APP Program							
3-W-159(001)-1	BURLINGTON	FY 2014 Arterial Preservation Project	Contract Completion	CC	247,882	1,086	Director
3-E-177(002)-1	COLLEGE PLACE	FY 2014 Arterial Preservation Project	Audit	CC FV AD	124,842	1,449	Director
3-P-201(001)-1	EDGEWOOD	FY 2014 Arterial Preservation Project	Construction	CN	18,421	0	Director
3-E-175(001)-1	ELLENSBURG	FY 2014 Arterial Preservation Project	Contract Completion	CC	217,913	-4,757	Director
E-164(001)-1	EPHRATA	FY 2013 Expanded Preservation Project	Contract Completion	CC	233,587	-11,589	Director
E-183(003)-1	GRANDVIEW	FY 2014 Arterial Preservation Project	Contract Completion	CC	461,145	-36,444	Director
P-200(001)-1	NEWCASTLE	FY 2014 Arterial Preservation Project	Contract Completion	CC	460,000	0	Director
E-844(001)-1	OTHELLO	FY 2013 Expanded Preservation Project	Contract Completion	CC	229,384	0	Director
3-W-151(001)-1	PORT TOWNSEND	FY 2014 Arterial Preservation Project	Bid Award	BA	138,689	-44,433	Director
3-P-133(002)-1	STEILACOOM	FY 2014 Arterial Preservation Project	Contract Completion	CC	198,212	-4,838	Director
3-E-178(002)-1	TOPPENISH	FY 2014 Arterial Preservation Project	Contract Completion	CC	164,735	655	Director
3-W-954(001)-1	WOODLAND	FY 2014 Arterial Preservation Project	Contract Completion	CC	154,454	12,033	Director
Total APP Change						-86,838	



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
LESP Program							
S-E-922(001)-1	BENTON CITY	FY 2014 Streetlight Project	Design	DE	0	0	Director
S-E-878(001)-1	COULEE DAM	FY 2014 Streetlight Project	Bid Award	BA	129,351	-57,649	Director
S-W-950(001)-1	RIDGEFIELD	FY 2014 Streetlight Project	Bid Award	BA	130,655	-71,345	Director
						Total LESP Change	-128,994
RTP Program							
7-1-132(002)-1	MILTON	Porter Way	Contract Completion	CC	380,571	13,727	Director
						Total RTP Change	13,727
SCAP Program							
6-W-837(110)-1	BLAINE	H Street Revitalization	Audit	CC FV AD	70,200	0	Director
6-E-908(002)-1	COLTON	Rimrock Street	Contract Completion	CC	716,428	45,145	Director
6-E-926(005)-1	CONNELL	W Adams Street	Audit	CC FV AD	892,769	4,617	Director
6-E-935(006)-1	GOLDENDALE	Brooks Street	Audit	CC FV AD	557,069	0	Director
6-E-889(001)-1	IONE	Houghton Street	Audit	FV AD	549,945	0	Director
6-W-828(006)-1	LANGLEY	2nd Street	Construction	CN	0	0	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
6-W-828(105)-1	LANGLEY	2nd Street Reconstruction	Construction	CN	33,750	0	Director
6-E-914(001)-1	MALDEN	Broadway Avenue	Audit	FV AD	768,000	0	Director
6-E-944(108)-1	NACHES	Second Street	Contract Completion	CC	59,393	-2,820	Director
6-E-845(005)-1	RITZVILLE	First Avenue (Phase II)	Bid Award	BA	768,243	0	Director
6-E-933(102)-1	SOUTH CLE ELUM	Marie, 6th, Madison, S Cle Elum Wy Chip Seal	Contract Completion	CC	25,020	-1,221	Director
6-E-887(004)-1	WINTHROP	Castle Avenue	Contract Completion	CC	596,700	26,564	Director

Total SCAP Change 72,285

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SCPP Program

2-P-800(003)-1	BLACK DIAMOND	FY 2014 Overlay Project	Audit	FV AD	143,507	0	Director
2-W-952(003)-1	CASTLE ROCK	FY 2014 Overlay Project	Bid Award	BA	95,150	12,411	Director
2-W-952(004)-1	CASTLE ROCK	FY 2014 Seal Coat Project	Bid Award	BA	49,542	-256	Director
2-P-818(002)-1	DARRINGTON	FY 2014 Seal Coat Project	Audit	CC AD	15,433	-3,822	Director
2-W-833(001)-1	HAMILTON	FY 2013 Overlay Project	Audit	FV AD	319,897	0	Director
2-E-927(002)-1	KAHLOTUS	FY 2013 Sidewalk Maintenance Project	Audit	CC FV AD	94,768	-44	Director
2-E-943(003)-1	MOXEE	FY 2014 Overlay Project	Contract Completion	CC	158,231	-1,393	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-W-840(001)-1	NOOKSACK	FY 2013 Overlay Project	Contract Completion	CC	204,689	-22,386	Director
2-W-958(002)-1	OAKVILLE	FY 2014 Seal Coat Project	Contract Completion	CC	19,599	-2,344	Director
2-E-906(002)-1	SPRINGDALE	FY 2012 Overlay Project	Bid Award	BA	215,476	0	Director
2-E-906(003)-1	SPRINGDALE	FY 2014 Red Town Project	Bid Award	BA	300,000	0	Director
Total SCPP Change						-17,834	
SP Program							
P-P-103(P03)-1	BELLEVUE	NE 8th Street	Audit	CC FV AD	92,092	0	Director
P-W-952(P02)-1	CASTLE ROCK	Huntington Avenue N	Bid Award	CN BA	137,265	-8,885	Director
P-E-986(P01)-1	COLFAX	3rd Street/Clay Street	Bid Award	BA	130,830	10,830	Director
P-P-820(P02)-1	GRANITE FALLS	N Alder Avenue	Construction	CN	23,142	0	Director
P-P-206(P02)-1	KENMORE	68th Avenue NE	Construction	CN	21,415	0	Director
P-E-897(P08)-1	MEDICAL LAKE	SR 902	Bid Award	CN BA	170,292	-8,023	Director
Total SP Change						-6,078	
UAP Program							
8-2-156(038)-1	BELLINGHAM	Northwest Avenue Roundabout	Contract Completion	CC	739,922	90,225	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-3-164(005)-1	EPHRATA	A Street SE	Contract Completion	CC	461,276	-44,614	Director
8-1-102(033)-1	RENTON	4th Street	Audit	CC FV AD	1,492,079	35,616	Director
8-1-101(157)-1	SEATTLE	23rd Avenue	Design	DE	700,000	0	Director
Total UAP Change						81,227	

UCP Program

-P-116(013)-1	TUKWILA	Andover Park W	Bid Award	BA	1,063,192	-356,808	Director
-E-180(004)-1	YAKIMA	Lincoln Avenue Railroad Crossing	Contract Completion	CC	3,000,000	0	Director
Total UCP Change						-356,808	
Total Change						-429,313	

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



Projects Selection Summary

November 22, 2013

BACKGROUND

The preliminary target size for project selection approved at the March 2013 board meeting was \$111.5 million. TIB received 420 applications requesting approximately \$337 million, with details of specific program request shown in the table below.

SUMMARY OF APPLICATIONS RECEIVED

Program	Applications	Funds Requested
Urban Program	107	\$253.0 million
Urban Sidewalk Program	58	\$18.5 million
Arterial Preservation Program	46	\$13.7 million
Small City Arterial Program	48	\$27.7 million
Small City Sidewalk Program	46	\$9.9 million
Small City Preservation Program	115	\$13.7 million
TOTAL	420	\$336.5 million

During the months of September and October, TIB engineers made site visits to all projects in order to review the submitted data and validate the desk ratings applied to the applications. At the end of October, the engineers met with the Executive Director to discuss the ratings and propose a preliminary list of projects for approval at the November board meeting. The table below delineates the target funding level approved by the board, the recommended funds, and total project cost in each program.

SUMMARY OF RECOMMENDED FUNDING

Program	# of Recommended Projects	Target Funding Level	Recommended TIB Funds	Total Project Cost
Urban Program	37	\$84,000,000	\$83,636,620	\$197,551,357
Urban Sidewalk Program	15	\$5,000,000	\$4,923,803	\$12,043,951
Arterial Preservation Program	21	\$7,000,000	\$6,987,179	\$10,884,768
Small City Arterial Program	16	\$10,000,000	\$10,310,789	\$14,009,000
Small City Sidewalk Program	14	\$3,000,000	\$2,939,894	\$3,233,621
Small City Preservation Program	20	\$2,500,000	\$2,592,452	\$2,649,293
TOTAL	123	\$111,500,000	\$111,390,737	\$240,371,990

RECOMMENDATION

TIB staff recommends that the board adopt the project selection as presented in the FY 2015 Priority Array booklet.