



Transportation Improvement Board
January 30-31, 2014 – Olympia, Washington
Location: Ramada
4520 Martin Way E
Olympia, WA 98516
360-459-8866

January 30, 2014
WORK SESSION AGENDA

WORK SESSION

			Page
2:00 p.m.	A. <i>General Matters</i>		
	WSDOT Freight Plan	Barbara Ivanov, Director, Freight Systems Division	
2:30 p.m.	B. Annual Assessment Report	Alicia Seegers Martinelli / Steve Gorcester	34
	<i>Program and Project Issues</i>		
3:15 p.m.	C. Certification of Full Funding		Clint Ritter
	1. Grant Termination: City of Chelan – Woodin Avenue		45
	2. Certification Extension: City of White Salmon: Tohomish/Snohomish St		46
4:00 p.m.	D. Criteria Updates	Steve Gorcester	47
5:00 p.m.	E. Adjournment	Chair Crawford	

Dinner on your own



Transportation Improvement Board
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4520 Martin Way E
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January 31, 2014 – 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 November 22, 2013 Minutes	Chair Crawford 1
	B. Communications	Steve Gorcester
	1. Grant Award Articles	4
	2. Blaine moving forward with new streetlights – <i>The Northern Light.com</i>	28
	3. City of Kittitas and training center honored – <i>Daily Record News.com</i>	30
	4. Road projects key to College Place budget spike – <i>Union-Bulletin.com</i>	31
	5. Rainier Avenue South officially opens – <i>Tukwila Reporter</i>	32
9:15 a.m.	3. LEGISLATIVE UPDATE	Senator Eide and Representative Clibborn
9:45 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 (11/1/13 – 12/31/13)	Clint Ritter 38
10:30 a.m.	5. ACTION ITEM	
	A. Certification of Full Funding	Clint Ritter
	1. Grant Termination: City of Chelan – Woodin Avenue	45
	2. Certification Extension: City of White Salmon – Tohomish St/Snohomish St	46
11:00 a.m.	6. FUTURE MEETINGS	Steve Gorcester
	March 27-28 (Tacoma)	
	May 29-30 (Yakima)	
	September 25-26 (Spokane Valley)	
	November 20-21 (Everett)	
11:05 a.m.	7. ADJOURNMENT	Chair Crawford

**Transportation Improvement Board
November 22, 2013
Coast Bellevue Hotel
Bellevue, Washington**

MINUTES

TIB BOARD MEMBERS PRESENT

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

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

TIB STAFF

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

TIB BOARD MEMBERS NOT PRESENT

Mr. Jim Albert
Commissioner Richard Stevens
Mr. Jay Weber

CALL TO ORDER

Chair Crawford called the meeting to order at 9:04 a.m.

GENERAL MATTERS

A. Approval of September 27, 2013 Minutes

MOTION: It was moved by Mayor Irish with a second from Mr. Freiberger to approve the minutes of the September 27, 2013 board meeting as presented. Motion carried unanimously.

B. Communications

Steve Gorcester referred the board to the articles in the board packet. He specifically noted the article from *The Star* regarding the LED lights going up in Coulee Dam.

NON-ACTION ITEMS

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

LED Demonstration Program

- Five of the six cities that are participating in the LED demonstration program have been awarded funds and are under construction or in bid. Palouse is still working with their provider, Avista. Avista has decided to use Palouse as a test case and have installed three LED fixtures and are asking for community input.

Legislative

- The Senate released a proposal that includes \$50 million from the license fee account in future biennia. The proposal commits the funds currently used for APP, SSCP, and LED.

Project Issues

- City of Sultan received the Outstanding Achievement in Infrastructure award from IACC for the Sultan Basin Road project. This project only had enough funds for half of the project; however, the board approved additional funds to complete the entire project.
- City of Kittitas received an IACC award for Creative Response for Gravel Street Partnership between the Operating Engineers' School and TIB.
- Pacific Stewart Road remains on stop work order. The new mayor is working with TIB staff to resolve the last remaining issues on this project.

Recent TIB Project Events (all are ribbon cuttings)

- City of Camas – NW 38th Avenue / SW 20th Street
- City of Bellingham – West Bakerview Road
- City of Blaine – Boblett Pedestrian Facility
- City of Blaine – H Street Revitalization

B. Financial Report

Alicia Seegers Martinelli reported the following:

- The current combined fund balance of \$28 million fits with the funding model, which should be lower in the fall and higher in the spring.
- This lower balance is the result of paying out \$14 million in November, with 33 project closeouts.
- The current \$200 million obligation will increase significantly once the Priority Array is adopted. This pattern follows the planned targets for TIB’s programs and accounts.
- The September fund balance for all TIB accounts versus expenses is at net -\$1.3 million.
- In October, there was a positive net of \$3 million, with \$10 million in revenue and \$7 million in expenditures. This does not reflect the \$14 million paid out in November.
- From February 2010 to August 2012, bids came in lower than expected, leaving TIB with significant surpluses, which were reinvested. In August 2012, there was a variance of only about \$1 million, inferring that the positive bidding climate weakened.
- The Key Performance Indicators show the commitment level on the low end, but will increase with the new project selection.

C. Project Activity Report

Greg Armstrong reported that there was a decrease in the number of commitments since the last reporting period. Of the 50 project actions, 33 projects were closed out, and most of those were preservation projects. During this period, the bidding climate was good, resulting in lower TIB costs. Total actions resulted in a net decrease of \$429,313 in TIB obligations.

ACTION ITEMS

- A. TIB staff received 420 applications, requesting an aggregate \$336.5 million in TIB funds for projects selected in 2013. The FY 2015 Priority Array recommended allocating \$111.4 million to 123 new TIB projects. The table below summarizes the breakdown in programs and funding of selected projects.

Program	# of Recommended Projects	Recommended TIB Funds
Urban Arterial Program	37	\$83,636,620
Urban Sidewalk Program	15	\$4,923,803
Arterial Preservation Program	21	\$6,987,179
Small City Arterial Program	16	\$10,310,789
Small City Sidewalk Program	14	\$2,939,894
Small City Preservation Program	20	\$2,592,452
TOTAL	123	\$111,390,737

This was the first year that urban projects were selected using the new banding criteria. The new process and dashboard selection tool, which automatically totals regional allocation and provides a roll up of the round robin method, was used. It was pointed out that in the past, projects were viewed through a regional lense; however, with the new criteria, projects are viewed through each band, but TIB is still statutorily obligated to balance the regions by percentage.

An article in the *Bellingham Herald* and a letter from Ferndale Mayor Gary Jensen was distributed to the board. Both documents voiced concern over a potential commercial and residential development that partially affects one of the projects recommended for funding in the Priority Array. The City of

Bellingham submitted an application to build a new arterial (Mahogany Ave. / Artic Ave.) that connects to West Bakerview Rd., Northwest Rd., and Pacific Hwy. This project would accommodate the commercial development slated for this area. The City of Bellingham asked Whatcom County to provide funding for a stormwater project to sustain the improvements and development. Whatcom County Council requested the city to do a traffic analysis, but has not yet seen a report, and will not make a decision without a traffic analysis. There is a possibility that the TIB project would not be able to move forward if the stormwater construction does not happen, which, in turn, may cause the development to not occur. The TIB funds are provided solely to serve the economic development piece of this project. If Whatcom County does not approve the stormwater funding, the City of Bellingham stated they would try to obtain the funds from other sources.

MOTION: It was moved by Mr. Freiberger with a second from Mayor Irish to adopt the FY 2015 Priority Array as presented.

AMENDED MOTION: It was moved by Chair Crawford with a second from Councilmember Burbidge to adopt the Priority Array with the City of Bellingham Mahogany Avenue / Artic Avenue project receiving funds contingent upon:

- Verifiable assurance of entitlements
- Funding for site development infrastructure
- Confirmation of substantial development commitments to the subject site

Motion failed with one Yea and thirteen Nays.

MOTION: It was moved by Chair Crawford to remove the City of Bellingham Mahogany Avenue / Artic Avenue project from the Priority Array. The motion died for lack of a second.

The original motion to adopt the FY 2015 Priority Array as presented was left on the table. Motion carried unanimously.

OTHER BUSINESS

During the Thursday work session:

- Washington citizen John Worthington addressed the board regarding the lack of commercial truck lanes/routes. Mr. Worthington does not agree with the current transportation policies in King County, and challenges the current strategy, suggesting that the freeways should be used for commercial bypass in order to conduct commerce effectively. Mr. Worthington believes it would better serve the region and the state if the focus is on commercial traffic, which would help develop a better and stable revenue stream.
- Lisa Quinn, Executive Director of Feet First, and Barb Chamberlain, Executive Director of Washington Bikes (formerly Bicycle Alliance) spoke about non-motorized programs relating to pedestrians and bicycles. Both groups have a statewide presence and advocate for safer non-motorized routes and community involvement to help this happen. Washington Bikes encourages local agencies to adopt a complete streets policy.

FUTURE MEETINGS

The next meeting is scheduled for January 30-31, 2014 in Olympia. Meeting notices will go out on January 10, 2014.

ADJOURNMENT

The meeting adjourned at 10:08 a.m.

Union-Bulletin

Grants pave the way for rest of Rose Street redo

By Alfred Diaz
November 29, 2013

WALLA WALLA — The rest of Rose Street will be repaved next year, with about a third of the \$2.2 million project paid for by state funds.

The remainder will be paid from city utility funds.

Officials announced this week they will receive \$696,000 in state funding from the Washington State Transportation Improvement Board.

The funding covers just over 31 percent of the project that will stretch from 13th to Second avenues and from Palouse Street to where Isaacs Avenue begins.

“It is the number one street that people wanted to see addressed and we are finishing it up next year,” project engineer Monte Puymon said.

Funding for the remaining \$1.5 million will come primarily from water, sewer and stormwater utility funds. Because most of the project will require 4-foot-wide trenches cut into streets to replace either failing water or sewer lines, city crews will repave the entire width of Rose Street after infrastructure work is completed.

The project will take 18 weeks and start in June. The plan, so far, is to keep the lane configuration as is with no additional bike lanes.

This year’s Rose Street project sparked controversy when plans were announced that the City was going to reduce the number of lanes from four to three and add bike lanes.

Local merchants and residents protested and petitioned against the new configuration. The City Council then switched the configuration back to four lanes and no bike lane.

That move spurred further protests from cycling enthusiasts, who also petitioned City Council this fall but to no avail.

“As far as bike lanes go, we take direction from our City Council. So if they tell us that is the direction we want to go then we will,” Puymon said.

The project will include some minor configuration changes for turn lanes at intersections, Puymon added. And there are no plans to add bulb-out curb extensions, which are protruding sidewalk corners designed to slow down traffic and create a buffer zone between vehicles and pedestrians.

The \$696,000 in funds were applied for in two separate grants that derive from state sale tax funds distributed by the Transportation Improvement Board.

The first grant was \$525,000 from the Arterial Preservation Program. It will fund road, water, sewer, stormwater systems and Americans with Disabilities Act improvements.

The second grant was \$171,000 from the Urban Sidewalk Program. It will fund the addition of sidewalks from Jade Street to Blue Mountain Mall and from 12th Avenue to Ninth Avenue.

The grants were applied for by the city's Transportation Benefit District.

Alfred Diaz can be reached at alfreddiaz@wwub.com or 526-8325.

San Juan Islander

Blair Street reconstruction set for 2014

Written by Sharon Kivisto

December 2, 2013

The Washington State Transportation Improvement Board (TIB) has awarded a Small City Arterial Project grant in the amount of \$728,900 to the Town of Friday Harbor for the second phase of reconstruction of Blair Street.

Another \$608,000 grant was awarded in 2012 for the first phase of the reconstruction project. It covered Blair Street from Guard to Park streets. The grant awarded this week covers the rest of Blair Street from Park to Spring streets.

"This is fabulous news," said Mayor Carrie Lacher. "The Blair Street project is at the top of our Six Year Transportation Improvement Program and will solve some problems that we have dealt with for a number of years. This second phase will give us a sidewalk on the south side of Blair which will significantly improve pedestrian safety."

The cost of the second phase is to cost \$809,890. The grants cover 90 percent of the project costs.

The Town intends to go to bid on the project in spring of 2014 and expects construction to last through the summer. Early plans call for construction in front of the high school and middle school to occur during the student's summer break.

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

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

The Columbian

Local road projects receive \$5M in grants

By The Columbian
December 5, 2013

Two local street improvement projects will receive nearly \$5 million in grants through the state Transportation Improvement Board, the board announced Wednesday.

The city of Vancouver was awarded \$2.7 million for an \$8.8 million project to build a new arterial street connecting Columbia, Grant and Esther streets. Construction crews have spent much of this year rebuilding the area as part of a larger effort to restore access to a former industrial site on the Columbia River waterfront.

Clark County received \$2.25 million for a project that will improve the intersection at Northeast 72nd Avenue and Northeast 119th Street. The \$4 million plan is part of a project to revamp much of 119th Avenue.

The Transportation Improvement Board awarded grants to 103 agencies totaling \$111.4 million last month.

iFIBERONE.com NEWS

Ephrata to resurface First Avenue Northwest and Frey Road in 2014

December 6, 2013

By Cameron Probert

EPHRATA – Two Ephrata streets will be getting fixed next year.

The state Transportation Improvement Board approved a \$474,570 grant to put new asphalt on First Avenue Northwest between Basin Street and C Street, and on Frey Road between Fourth Avenue Northwest and Eighth Avenue Northwest.

The roughly half-mile of road will have the top of the asphalt removed and 2-inches added. Crews will also add and upgrade sidewalk ramps.

City Administrator Wes Crago said city officials submitted two applications to the board earlier in the year, and they didn't expect for the project to get funded.

"One, we thought we had a small chance. One, we thought we had no chance," he said. "The one we thought had no chance is the one we received. Apparently we're bad at predicting or a little too conservative."

The project is expected to be finished by the end of 2014.

Enumclaw Courier-Herald

Semanski Street in Enumclaw to get a half-million dollar facelift

by KEVIN HANSON, Enumclaw Courier Herald Senior Writer, Editor
Dec 10, 2013

The city of Enumclaw has received more than a half-million dollars that will be used during the coming year to provide Semanski Street motorists with a much smoother ride.

City Administrator Chris Searcy announced the news during the Nov. 25 meeting of the City Council. The state's Transportation Improvement Board has awarded the city a \$507,000 grant, Searcy said, to be used solely for work on Semanski.

The only catch is the city must provide \$90,000 in matching funds. Searcy noted there is \$105,000 set aside in next year's budget to satisfy the TIB requirement.

The grant money will pay for an overlay of new pavement on Semanski Street from Elmont Avenue south to State Route 410.

While he was discussing cash coming the city's way, Search noted the city has also been awarded a Community Development Block Grant in the sum of \$97,000. The money will be used in 2014 to provide upgrades at McFarland Park. Specifically, the city plans to refurbish sidewalks and pathways in and around the park and take care of some "hazard trees" that are becoming a nuisance or a safety hazard.

Later in the meeting of the 25th, the council signed off on a project completed this year with TIB money that was originally issued in July 2012. The money was for sidewalk and paving improvements; the work began in July of this year and was completed in November.

A bid in the amount of nearly \$658,000 was accepted so Hoffman Construction could improve sidewalks on Semanski Street, do pavement overlays on 244th Avenue Southeast and Battersby Avenue and improve both Kibler Avenue and Bailey Street.

Walla Walla Union-Bulletin

Road projects in county receive \$4.9 million in grants

December 11, 2013

WALLA WALLA — Five road projects in Walla Walla County recently gained traction.

The projects are to receive nearly \$5 million in grants from the state Transportation Improvement Board. The board announced the awards Tuesday.

A joint project by Walla Walla County and the city of College Place will receive the largest grant, about \$2.6 million, to reconstruct Taumarson Road between Plaza Way and Peppers Bridge Road. The grant will provide the bulk of the project's total \$3.5 million cost.

The College Avenue-Rose Street Reconstruction Project in College Place received the second largest award of about \$1.5 million. The money will go toward reconstruction of College Avenue between Whitman Drive and State Route 125 and include new pedestrian crossings at Walla Walla University. The total cost of the CARS project is about \$6.4 million.

The city of Walla Walla will receive two grants. The largest will be \$525,000 for pavement preservation projects at various locations throughout the city. The second largest, totaling \$171,000, will be used for improvements on Rose Street between Offner Road and Second Avenue.

The city of Waitsburg will receive the fifth grant of \$188,385 for a project to improve Main Street between Third Street and Eighth Street.

The county and cities were among 103 local agencies who were awarded grants by the TIB's board of directors at its Nov. 22 meeting in Bellevue. The grant funding comes from the revenue generated by 3 cents of the statewide gas tax dedicated by the Legislature for TIB programs.

THE MONROE MONITOR & Valley News

Monroe wins grant to build Tjerne Place, could greatly reduce town traffic on U.S. 2

December 10th, 2013

By Polly Keary, Editor

Monroe just got a huge break with traffic congestion.

For more than a decade, the city has planned a street to run parallel to U.S. 2 for local traffic to the shopping areas along the north side of the road.

The street, which was named Tjerne Place after former mayor Gordon Tjerne, was partially completed when Lowes was built, extending from Fred Meyer over to Chain Lake Road, where it comes out next to Ben Franklin.

But the money to push Tjerne Place all the way across town has never been found. Until now.

The Washington State Transportation Improvement Board has announced \$114 million in grants to Washington cities for various transportation projects, and Monroe got three grants; two for street resurfacing, and one \$3.2 million grant to complete all of Tjerne Place.

According to Monroe's current Transportation Improvement Program, that should be more than three-quarters of what the Tjerne Place project will cost.

Tjerne Place is listed as the top priority project in the city, as it could take 10,000 cars a day off congested U.S. 2. It currently starts at Fred Meyer on Kelsey Street, and goes past Lowes. The extension will take it behind the Safeway shopping center to Woods Creek Road, where it will connect with Oak Road, which already runs behind the Albertson's shopping center to Old Owen Road at the east side of town.

The cost of construction plus design is about \$4.8 million. That means that Monroe will still have to find about \$1 million to achieve the long-held goal.

The city also won \$325,000 in grants to grind and overlay W. Main Street between the SR 522 roundabout and approximately 173rd Avenue, and to grind and overlay the northbound lanes of Fryelands Boulevard from 152nd to Wales.

Marysville given grant to finish State Avenue work

By Chris Winters, Herald Writer

MARYSVILLE -- A 15-year project to relieve a critical traffic bottleneck north of downtown is getting a much-needed boost.

The city of Marysville has received a \$3 million grant from the state Transportation Improvement Board to widen State Avenue from three to five lanes between 116th Street NE and 136th Street NE. This is the final phase of a project that began in 1997.

State Avenue, Marysville's main downtown thoroughfare, is also known as Old Highway 99 and turns into Smokey Point Boulevard north of town. The first phase of the project, completed in 2005, widened the roadway to five lanes from 136th Street NE northward to Highway 531.

"It's been sitting for phase two since 2005," said Kevin Nielsen, the city's public works director. The city has earmarked \$1.2 million of its own money toward completing the 1¼-mile long project, which includes sidewalks and streetlights. The project's \$4.2 million price tag includes money for engineering and right-of-way acquisition along the east side of State Avenue.

The permitting was completed as part of phase one of the project, Nielsen said, which was funded in part with federal money. There will likely be another State Environmental Policy Act review for the second phase, and the city is talking with BNSF Railway Co. because the work area includes an at-grade crossing of a spur line that serves industrial customers in north Marysville and Arlington.

The work schedule calls for bids for construction going out in the spring, with work to start in summer and be completed by December 2014.

There are no additional traffic signals or crosswalks planned for the stretch of roadway, city spokesman Doug Buell said.

"I think we're good to go, which is exciting," Nielsen said.

Chris Winters: 425-374-4165; cwinters@heraldnet.com.

Kitsap County receives \$4 million for road construction

December 11, 2013

The Washington State Transportation Improvement Board (TIB) awarded road and sidewalk improvement grants to 103 local agencies totaling \$111.4 million at its November meeting in Bellevue. The grant funding comes from the revenue generated by three cents of the statewide gas tax dedicated by the Legislature for TIB programs.

NW Bucklin Hill Road will get a makeover from Blaine Avenue to Mickelberry Road, thanks in part to a \$4 million grant from the Transportation Improvement Board. The \$15.2 million project will also replace the bridge spanning the Clear Creek Estuary, and construct sidewalks and bike lanes on both sides of the road.

“The benefits that the cities and counties derive from TIB grants are long-lasting and worth every cent,” said Whatcom County Council member Sam Crawford, who is the TIB Chair. “This grant invests in the future of the county by building safer roads and preserving a quality of life.”

The Legislature created the TIB to make and manage state investment in quality local transportation projects. Project funding is awarded on a competitive basis using rating criteria established by the board and usually requires local financial participation. During 2013, local governments across the state completed or are currently building 365 projects funded in part by TIB grants.

See www.tib.wa.gov to view project details and other grants awarded statewide.

The Odessa Record

Odessa prepares for roadwork

December 12, 2013

As reported in an earlier issue of The Record, the Washington State Transportation Improvement Board (TIB) has awarded road and sidewalk improvement grants to Odessa and 102 other local agencies totaling \$111.4 million at its November 22 meeting in Bellevue. The grant funding comes from the revenue generated by three cents of the statewide gas tax dedicated by the state legislature for TIB programs.

The town of Odessa was awarded \$730,201 in TIB funds to reconstruct Fourth Avenue. The project will improve access to the school and construct sidewalks to enhance pedestrian safety. Grants were also given to Reardan for a sidewalk on US 2 and to Wilbur to help maintain existing streets. "These grants are critical to small cities to help them meet their expensive road and sidewalk improvements," said Whatcom County council member Sam Crawford who is the TIB Chair. "All of these grants return some of the gas tax dollars to the community." The legislature created the TIB to make and manage state investment in quality local transportation projects.

Project funding is awarded on a competitive basis using rating criteria established by the board and usually requires local financial participation. During 2013, local governments across the state completed or are currently building 365 projects funded in part by TIB grants.

See <http://www.tib.wa.gov> to view project details and other grants awarded statewide.

\$3.8 million grant to help 3 cities finish roads projects

By Amy Nile, Herald Writer

MONROE -- Three east Snohomish County cities have received \$3.8 million in state grant money to complete road improvements, including money for a project intended to help drivers avoid congestion on U.S. 2.

The Washington Transportation Improvement Board awarded money to Monroe, Snohomish and Gold Bar.

The city of Monroe received \$3.2 million in funding. Snohomish and Gold Bar were awarded \$297,500 and \$107,089 respectively.

Monroe will use \$3.1 million from the grants to construct a new road, Tjerne Place, between Chain Lake and Woods Creek roads.

Monroe Public Works Director Brad Feilberg said Tjerne Place will allow drivers to travel from Albertsons at Monroe Place to the Fred Meyer store without using U.S. 2.

"That'll eliminate some of the congestion," he said.

Feilberg said the city has been looking for ways to fund the \$4.8 million road for about 10 years. Without the new funding, he said, the project would remain undone.

The city plans to begin construction on the 1,000-foot stretch of road in the summer of 2015. Tjerne Place is expected to open in 2016, Feilberg said.

Monroe also received \$325,626 to repave Fryelands Boulevard and a portion of W. Main Street.

The city of Snohomish was awarded \$297,500 to repave Second Street between Avenue H and Avenue D. Public Works Director Steve Schuller said the city's Transportation Benefit District will contribute about \$50,000 to the repaving project.

Gold Bar received \$107,089 in grant funding, which will cover most of the city's \$112,725 cost for repaving projects on parts of First Avenue West and Timber Lane in residential areas.

Gold Bar Mayor Joe Beavers said the city typically repaves two roads a year with the Transportation Improvement Board funding. Without the grant money, Beavers said, the city would have trouble paying for road repairs.

Amy Nile: 425-339-3192; anile@heraldnet.com.

The Spokesman-Review

December 16, 2013

Getting There: \$2.5 million Market Street upgrade in works

By Mike Prager

Market Street in the Mead area is slated for major improvements starting next year.

The Spokane County commissioners last week accepted a \$1.5 million grant from the state to rebuild Market from Farwell Road to Parksmith Drive.

The county will match the grant with \$995,000 from the county road fund for the \$2.5 million project.

The work comes on the heels of this year's reconstruction of Farwell Road from the North Spokane Corridor to Market.

Also in the area, the county repaved Bruce Road through Peone Prairie last summer and plans to replace the Bruce Road bridge over Peone Creek next summer.

County Engineer Bob Brueggeman said the Market Street project still needs final design work before the job can be put out to bid. He said the earliest construction could start is midsummer.

The section of Market to be rebuilt carries 8,400 vehicles a day, about 15 percent of which are trucks. The existing 44-foot-wide road is considered substandard.

The proposed new roadway would have one lane in each direction and a center turn lane. It will also be safer for bikes and pedestrians, Brueggeman said.

The state grant is coming from the Transportation Improvement Board, which hands out funding for local roadways and sidewalks.

THE MONROE MONITOR & Valley News

Gold Bar gets grant to fix streets

December 17th, 2013

By Chris Hendrickson, Monitor



First Avenue West is one of two streets that will get new surfaces, thanks to a state grant.

Photo by Chris Hendrickson

The city of Gold Bar has been awarded a \$107,089 grant for street maintenance and repairs.

The funding, which comes from the Washington State Transportation Improvement Board, will be utilized to fund two separate overlay projects in the city which will be performed next year; one at First Avenue West and another at Timber Lane. The funding for the Transportation Improvement

Board grant program comes from revenue generated by a three-cent portion of the statewide gas tax. Gold Bar was one of six municipalities in Snohomish County chosen to receive a grant.

The board awarded 103 agencies a total of \$111.4 million in grant funding to provide for different street and sidewalk improvement projects throughout the state.

"The TIB is pleased to return gas tax dollars back to the local communities," said Whatcom County Councilmember and Transportation Board Chair Sam Crawford in a press release. "These grants help bring dilapidated streets up to the current standard, making roads safer and more drivable for everyone."

The grant applications are initiated by the city, at which point a TIB representative comes out and inspects the submitted roadways. The roads are assessed and graded based on a methodology which helps determine where the grant monies would be most beneficial.

Street maintenance is often a challenge for smaller municipalities.

"The street funds are generally the first funds that get cut out of the general fund," said Gold Bar Public Works Director John Light.

Gold Bar has applied for and been awarded TIB funds in the past, most recently in 2008.

"If you haven't had anything done in a five-year period of time you have a better chance than if you applied last year," said Light.

The TIB is currently estimating that the work will be performed in July of 2014. Light explained that it will more likely take place in the fall, as the city will enter into an inter-local agreement with Snohomish County in an effort to accomplish the improvements in the most economical way possible.

The agreement provides for Snohomish County to complete the road overlays in conjunction with one of their own street maintenance projects.

The areas chosen to receive the overlay work are; First Avenue West from Smeltzer Road to Powell Lane and Timber Lane from 9th Street to Evergreen Way. Project specifics include a two-inch asphalt overlay to be applied at these locations.

Since 2001, Gold Bar has successfully obtained over \$1.2 million in grant funding from the TIB which has been utilized for various street repairs throughout the city. Overlay and reconstruction projects have included portions of Lewis Street, May Creek Road, and several others.

"It's a real good thing for smaller communities that struggle with their street funding," said Light.

The Star

Grant will improve sidewalks

December 18, 2013 | LXXIII, No. 38 |

By Roger S Lucas

Engineers will determine just how far Grand Coulee's recent \$232,656 grant from the Transportation Improvement Board will go for street improvements, public works director Dennis Francis said last week.

The grant should cover improvements to sidewalks on both sides of the street on Federal Avenue from Spokane Way to Seaton Street with ADA ramps on all corners.

Francis said that any improvements on Main Street will have to wait until Gray & Osborne does the engineering work and establish what can be done with the money included in the grant.

Monday Gray & Osborne engineer Mike Meskimen said that the grant should take care of the Federal Avenue part of the project, and also re-do sidewalks on both sides of the street between Federal Avenue and Midway Avenue.

The original TIB grant, for the same amount, was scheduled for sidewalks on Spokane Way, but when the TIB learned that Center School would be closed after this school year, the other project was developed.

Members of the TIB made a rare visit to a community when they came to Grand Coulee recently to assist the city in designing the grant project.

Meskimen said that the work will likely be done sometime in 2015, since it must be engineered and go to bid before work could progress.

The TIB announced last week that \$3.7 million has been awarded to communities in Grant and Adams counties and will go toward preservation and reconstruction of key streets within these communities.

The Washington State TIB awarded grants totaling \$114.4 million to 103 local communities at its Nov. 22 meeting in Bellevue.

"The TIB delivers over 98% of its revenue directly to local street and sidewalk projects," noted board member and Grant County Commissioner Richard Stevens. "These grant dollars put gas tax dollars to work offering safer streets and sidewalks," he added.

In addition to Grand Coulee's grant, Othello received two grants, \$1.96 million on a road project and \$409,000 for pavement projects; Ephrata received \$474,570; George got \$109,251; Mattawa received \$225,800; and Soap Lake got \$259,900.

Funding approved for State Ave. widening

December 18, 2013

Vol. 7 No. 6

The state has awarded Marysville a \$3 million transportation grant for State Avenue widening project from 116th to 136th Street.

The City of Marysville will finally receive needed funding to complete a critical transportation project that was begun in 1997.

The state announced a \$3 million Transportation Improvement Board (TIB) grant designated to widen State Avenue from three lanes to five lanes from 116th to 136th Street in the city's north end.

The city has earmarked \$1.2 million of local funds toward completing the \$4.2 million, 1.3-mile project, which will also cover engineering and right-of-way acquisition costs.

“This project is the final stage of one of Marysville’s largest major transportation investment projects over the last 15 years,” says Mayor Jon Nehring. “TIB has been a key funding partner in road improvements throughout the State Avenue corridor, and we look forward to another successful project.”

The project will widen State from three to five lanes between 116th to 136th, making it consistent with the five lanes already extending north to 172nd and the Smokey Point area, Public Works director Kevin Nielsen says. The project will also add sidewalks and street lighting along both sides of State.

State Avenue is Marysville’s most traveled north-south arterial, serving an area that includes current and future commercial development. Traffic volumes have put added pressure on the road, which carries upwards of 12,000 vehicles per day through the project corridor, and is anticipated to double by 2025, according to traffic studies.

The project will not only help improve local traffic flows, but also help alleviate traffic congestion at 116th and Interstate 5.

The corridor serves Gateway Shopping Center at 116th, military personnel visiting the Navy Commissary/PX and Armed Forces Reserve Center, several commercial and retail businesses, residential neighborhoods and apartment complexes.

Project design and permitting was completed in 1997. City officials hope to bid the contract in next spring, with construction starting in summer and completion expected by December 2014.

The city also plans to meet with Burlington-North Santa Fe (BNSF) to discuss improvements at an at-grade crossing of a spur line, just north of 116th St. NE, that serves industrial customers in the area.

Marysville's project was among 17 cities that received a share of \$83.6 million through TIB's Urban Arterial Program.

The state Transportation Improvement Board awards competitive grants to cities and counties for transportation projects. TIB money comes from three cents of the statewide gas tax.

KXRO Newsradio

The Harbor's Choice for News, Sports, and Weather

City of Hoquiam receives funding for street projects

December 20, 2013

The City of Hoquiam has received two grants, totaling \$469,000, from the Washington State Transportation Improvement Board to address street and sidewalk improvements in accordance with their Hometown Hoquiam Plan.

The grant money will be used to repave N Street between Emerson and 5th. As part of our match, the City will install new ADA ramps on the intersections.

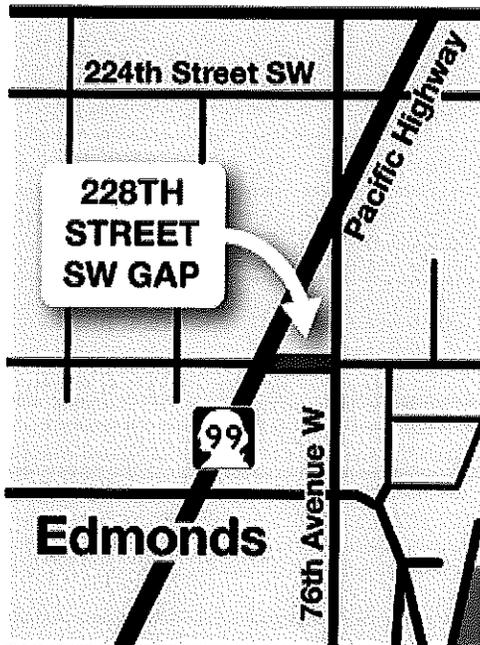
According to the City, this new grant money, along with the \$1,000,000 in money that the city is currently using to replace the crumbling sidewalks on K Street will "go a long way to improving safety and walkability in Hoquiam."

Mayor Jack Durney said, "I am very proud of the accomplishments of our staff to develop successful grant applications that are beneficial to our community. Street and sidewalk improvements were a high priority in our several Hometown Hoquiam meetings a number of years ago."

In addition, with the new TIB funding for Gable Park, the City will complete a \$500,000 project to install walkways, drainage and access with only \$5,000 of city investment.

Grant to fund full intersection at Highway 99 trouble spot

State and federal grants will pay for a full intersection at Highway 99 and 228th Street SW in Edmonds.



By Bill Sheets, Herald Writer

EDMONDS -- For drivers who have to dart across Highway 99 to make a left turn onto 76th Avenue W., help is on the way.

The city of Edmonds has been awarded a grant to build a new road to connect Highway 99 to a current dead end on 228th Street SW. On the west side of Highway 99, 228th connects. But on the east side it stops short of the highway at 76th.

A vacant, unused stretch of city right-of-way about 300 feet long sits between 76th and Highway 99. The project will involve building a road across this section to a full intersection, with stoplights on 228th Street SW at Highway 99 and at 76th, city engineer Rob English said.

The new intersections will enable the city to close the left-turn lane from southbound Highway 99 to 76th, where drivers now have to wait for an opening without the aid of a signal. It also will make for

an easier connection for many drivers headed to I-5 and the Mountlake Terrace park-and-ride center. East of Highway 99, 228th curves and becomes Lakeview Drive and 236th Street SW, connecting to I-5 and the park-and-ride.

The area to be altered now has a high accident rate, English said. When the new road is built, southbound Highway 99 drivers wishing to reach that portion of 76th will go to the controlled intersection at 228th, and then turn left.

Northbound highway drivers may turn right onto 228th rather than having to turn earlier or later. Drivers on 228th headed toward Highway 99 from the east may proceed directly to the highway rather than having to skirt around the dead-end. Those headed toward the highway from the west may go straight across if they wish rather than having to turn left or right.

Construction is expected to begin next summer and conclude in the second half of 2015, English said.

The \$6.7 million project is financed in large part by state and federal grants, he said. The latest piece is \$1.7 million from the state Transportation Improvement Board, part of a recent \$111 million allocation to 103 cities and counties.

The city of Edmonds is on the hook for only about \$191,000 of the \$6.7 million total, English said.

Bike lanes and sidewalks will be part of the new section of 228th Street SW.

Bill Sheets: 425-339-3439; sheets@heraldnet.com.

The Daily World

December 31, 2013

Hoquiam receives \$469,000 grant for road repair

The City of Hoquiam received \$469,000 in grants from the state Transportation Improvement Board to improve streets and sidewalks as part of the Hometown Hoquiam project.

The grant money will be used to repave cracked pavement on N Street between Emerson Avenue and 5th Street. The city will install new ramps on the N Street intersections to comply with the Americans with Disabilities Act.

The city is already working on one sidewalk improvement project on K Street, using a \$1 million grant from the Transportation Improvement Board.

"I am very proud of the accomplishments of our staff to develop successful grant applications that are beneficial to our community," said Hoquiam Mayor Jack Durney in a press release. "Street and sidewalk improvements were a high priority in our several Hometown Hoquiam meetings a number of years ago. Over the past few years we have made substantial progress in addressing not only sidewalks and streets but also abatement of dangerous buildings, cleaning up neighborhoods, community policing, beautification and updating aging infrastructure."

The Bellingham Herald

January 4, 2014

Bellingham awarded \$3.5M to build road to Costco, other developments

By RALPH SCHWARTZ

BELLINGHAM - With Costco and other developments likely to fill hundreds of vacant acres north of the Bakerview interchange, the city has been awarded two grants to pay for a new street to access the area.

Last month, the state Transportation Improvement Board announced a \$2.25 million grant for construction of what will be called Mahogany Avenue, an east-west road to connect Northwest Drive and Pacific Highway. The street will run behind the new 160,000-square-foot Costco, which is planned for West Bakerview Road across from Fred Meyer. The retailer has yet to apply for permits but has given the city a timetable that includes opening its doors in late 2015.

According to an Aug. 19 letter from Costco to the city, Costco might build 1,000 feet of Mahogany, reducing the city's share of the cost. Costco would do that if it decides it needs the road as a second access to the store, said Chris Comeau, city transportation planner.

The store's main driveway will be a new north-south street off Bakerview to be named Arctic Avenue. Costco will build Arctic on its property and cover the full cost, estimated at \$2 million, Comeau said.

The city doesn't plan to build Mahogany until 2016, Comeau said. Traffic studies indicate Mahogany is not needed to accommodate the additional traffic from Costco, he said.

"If Costco wants (Mahogany), they can step up and build it if they choose to do so," Comeau said.

Costco officials have said they want to relocate because the 133,000-square-foot store at Meridian Street is too small.

The city will build Mahogany to access not only Costco but other developments in that part of the city, 262 acres of which was recently annexed to accommodate growth, Comeau said. A 142,000-square-foot shopping center is planned next to Costco, and as many as 500 homes could be built north of Mahogany.

Another grant, \$1.25 million from the Federal Highway Administration approved in October, is intended for purchasing properties in the right of way, and preliminary design and engineering of Mahogany, Comeau said.

Reach Ralph Schwartz at 360-715-2289 or ralph.schwartz@bellinghamherald.com.

Kent REPORTER

State gives Kent another \$5 million for 224th Street project

by STEVE HUNTER

Jan 20, 2014

The city of Kent will receive a second \$5 million grant from the state to help extend South 224th Street over Highway 167 and up the East Hill.

"We hope to bid it this fall," said City Public Works Director Tim LaPorte, according to a video of the Jan. 6 City Council's Public Works Committee meeting.

The state Transportation Improvement Board (TIB) awarded a \$5 million grant for each of the first two phases of the project. A third phase of construction would get the new three-lane street all the way up to the Benson Highway from the East Valley Highway. City officials estimate the total cost of the 1.8-mile extension at \$31 million.

Kent has finished design work on the first phase that includes a bridge or overpass across Highway 167 at South 224th Street, which dead ends just west of the freeway near a couple of hotels.

The new street would touch down on 88th Avenue South and proceed up the hill along South 218th Street and South 216th Street to 108th Avenue Southeast, also known as the Benson Highway. Crews will construct a second bridge over Garrison Creek near 93rd Avenue South.

The state Department of Transportation is reviewing the design of the bridge across the freeway. Once the state completes its review and approves the project, the city will take construction bids. Phase One gets the street across the freeway.

"Phase Two extends from 218th and 224th and gets us over Garrison Creek to about 94th Avenue," said Ken Langholz, city design engineer supervisor.

The City Council approved in 2010 a Local Improvement District that will raise about \$9.5 million from fees paid by property owners in the area to help fund the extension.

Other city funds for the extension will come from storm drainage fees, the business and occupation tax (B&O) and transportation impact fees.

Another \$8 million is still needed to fund Phase Three of the project to extend the street from 94th Avenue South to 108th Avenue Southeast.

"This corridor has been in planning since 1987 as an east-west corridor," LaPorte said.

The council unanimously approved the project in 2008 in an effort to provide an alternate route between the Kent Valley and East Hill, as well as improve safety on the upper portion of the road where it will replace a narrow street that lacks paved shoulders, sidewalks and a turn lane.

Councilman Dennis Higgins explained at the meeting last week the reasons the city continues to focus on the South 224th-228th Street corridor, including plans for a grade separation of the street from the railroad tracks at the Union Pacific (UP) crossing, as opposed to South 212th Street projects.

"Through decisions made by previous councils the city and state have invested a great deal of money on this corridor and there are grants on the UP overpass that can't be repurposed for 212th," Higgins said. "That also is an important project but we don't have anywhere near the funding to move forward on that project whereas this corridor also is a priority the state is providing funds for to connect with SR 509. I'd like to get the 212th grade separated, but the city has a great deal invested to complete this corridor and is much closer to doing so."

Higgins used a football metaphor to describe the difference.

"On this project we're like on the 5-yard line and on the 212th overpasses we're on the 50-yard line," he said.

The Northern Light.com

The Community Newspaper of Blaine and Birch Bay, Washington

Blaine moving forward with new streetlights

Nov 20, 2013

by **Brandy Kiger Shreve**

Saving energy is high on the city of Blaine's priority list these days, and current plans will make the city not only a little greener but a pioneer as well.

Around 190 streetlights throughout the city will be retrofitted with multi-socket LED lamps next year, a design change that is expected to reduce the city's energy costs by 54 percent and avoid a potential rate hike from Bonneville Power Administration (BPA) that would be passed on to ratepayers.

"We operate our own electric utility, but we buy all of our power from BPA," said Blaine public works director Ravyn Whitewolf. "Based on our current contract, we pay what's called a Tier 1 rate, but as our energy usage increases we would be bumped up to a Tier 2 rate, which is higher. The LED installations will delay that increase for a while because it reduces the amount of power we have to buy."

Blaine will be the first city in the county to make these changes citywide, Whitewolf said. "Bellingham and Ferndale have installed these kind of lights in new development areas," she said, "but we'll be the first to implement it across the board."

The new lights are expected to have a 15-year-plus life span and will replace existing metal halide and high-pressure sodium lights. The lamps will have either five or six bulbs (depending on the model the city selects) and will lower maintenance costs, since if one bulb burns out, there are still others left to do the job. "Even when they do start to go out, there's not as much of an impact," Whitewolf said. "It keeps our guys from having to go out and climb poles to replace light bulbs so often."

The city is paying for the new lights through a combination of a 15-year bond and grants from the Washington State Transportation Improvement Board (TIB) and from the Washington State Department of Commerce.

"They aren't going to be the fancy, vintage lights you see on H Street," she said. "Those are reserved for the downtown district. These will be more standard streetlights that are simple and reliable." Whitewolf said the model will be chosen based on recommendations by the TIB. "Their engineers have done the research, so we can be confident in what we're buying," she said.

The funds from the TIB are part of the Small City Sidewalk Program, a pilot program designed to help cities with a population under 5,000 maintain their transportation infrastructure. The funding is awarded annually through a competitive process and projects are rated based on criteria developed by the board.

The TIB awards approximately \$10 million to new small city projects each year.

"We're fortunate to be part of that pilot program," Whitewolf said, adding that the city received \$421,000 in grants from the TIB for the improvements, which will cost \$476,000 in total. The difference will be paid for through a \$1.6 million conservation bond that the city has taken out to finance this and other energy-savings projects that will be subsequently implemented.

In 2012, Blaine hired Johnson Controls, a company that specializes in energy optimization, to conduct an audit of the city's facilities. The firm analyzed the city's energy usage and recommended improvements to lower energy usage such as upgrades to the elevator and the HVAC unit in the city hall building and modernizing equipment at the Lighthouse Water Reclamation Facility. Johnson Controls estimated that the upgrades would cost about \$2.8 million.

"The idea is that we'll see savings even while we're paying off the loan," Whitewolf said. "Over the course of the loan, we expect to save \$322,500 in energy costs thanks to the new lights. And after the loan is paid off, we'll still see a savings of \$60,000 to \$70,000 a year. Almost every facet of our overall project is eligible for BPA rebates, so we'll save money there as well."

Overall, Whitewolf said she expects the collective improvements and upgrades to save the city \$733,000 through the life of the loan and, once it is paid off, the city will save close to \$250,000 annually.

The streetlight project is out to bid, and once that process has been completed, the city will order and begin installing the new lights. The lights should be retrofitted by the end of 2014.

Daily Record

empowering the community

November 25, 2013

City of Kittitas and training center honored

KITTITAS — The statewide Infrastructure Assistance Coordinating Council recently gave an award to the city of Kittitas and the nearby Operating Engineers Union's Regional Training Center off Vantage Highway for working together in innovative projects, according to a news release.

The City Council and the training center have worked together in recent years, including this year, on street paving projects where the center provides the heavy equipment, manpower and expertise at no cost, and the city provides materials, thus saving city and state funds, giving training to union members and getting the most paving done as possible.

Most of the paving funds came from the state Transportation Improvement Board that also cooperated in the work.

This year, King Street was paved in the city, and next year the paving of Lewis Street from Patrick to Railroad streets is planned.

Walla Walla Union-Bulletin

Road projects key to College Place budget spike

November 26, 2013

COLLEGE PLACE — Bulkied up by major road rebuilding projects, the city's 2014 budget was approved Monday by the City Council.

Council members also approved a 1 percent increase in the city's 2014 property tax levy which will raise an estimated additional \$11,987 in revenue.

The 2014 budget will total about \$29.9 million, said Pat Reay, city administrator. The total is about a 13 percent increase over the \$26.5 million budget approved for 2013.

Out of the total budget, about \$11.9 million, or about 39 percent, is associated with the College Avenue-Rose Street Reconstruction Project. That project, which will reshape two of the main routes through College Place, is set to begin construction this spring.

The current expense fund, which funds much of its day-to-day operations, will total about \$5.8 million, or about 19 percent of the total budget.

Along with the CARS project, other major capital projects in the 2014 budget include a joint project with Walla Walla County to improve Taumarson Road, contributions for the Myra Road lowering project and water and sewer line replacement projects.

"It's going to be a very capital-intensive next two years," Reay said Monday. "If you look at the significance of what we're going to accomplish ... we're on pace to rebuild probably 80 percent of our arterials in a 10-year period, completely reconstructed."

Reay said the 2014 budget is expected to continue city operations "at a status quo" in regards to city services. But he cautioned that uncertainty exists over the economy and the revenue forecasts included in this year's budget.

One city service that came under discussion Monday was the Appointment Keepers Transportation System, operated by the fire department to provide bus and van service to elderly, disabled and other city residents with special transportation needs.

The program's finances "are not financially sustainable," Reay told the Council. He said he will be working with Chief David Winter to find a way to continue the service "or we'll be bringing you something in 2014 to make the program go away."

In a separate action, Council members Monday also authorized the sale of \$7 million in general obligation bonds to provide part of the funding for the CARS project. The remaining funds for the project are expected to come from a combination of federal, state and local grants.

Andy Porter can be reached at andyporter@wwub.com or 526-8318.

tukwila

reporter

Rainier Avenue South officially opens



Participating in the ribbon cutting Monday morning of the completed Rainier Avenue improvements were, from left, City Council members Ed Prince and Marcie Palmer, U.S. Rep. Adam Smith, Mayor Denis Law, Sound Transit Deputy Director Jim Edwards and City Council member Rich Zwicker. — *image credit: City of Renton*

Dec 9, 2013

Renton Mayor Denis Law and state and regional dignitaries, representing government, funding agencies and local businesses, officially opened Rainier Avenue South Monday morning, after an improvement project.

The ribbon-cutting ceremony took place in the parking lot of McLendon Hardware in Renton. "We are really pleased to complete this project ahead of schedule," said Law. "This is one of the major corridors in our city and these improvements provide significant benefits to businesses, enhance the economic vitality of our downtown, and strengthen transportation in and through Renton." Officials hope that the improvement project will "result in a safer, more aesthetically pleasing major north-south corridor to Renton," a press release stated. The project was designed to improve transit mobility, upgrade traffic safety, and enhance pedestrian safety with new 8-foot wide sidewalks, landscaped buffers, improved street lighting and welcoming art displays creating a "gateway" to the city of Renton.

"Congratulations to the City of Renton and all of the project partners for working together on this important investment for our community," said Congressman Adam Smith. "With new lanes, wider sidewalks, improved lighting, and safer pedestrian access, this project has created a gateway to Renton that truly reflects the spirit of this great city."

This is the final phase of this improvement project. Phase 1 of the Rainier Avenue Project, completed in 2008, replaced the BNSF railroad bridge crossing over Rainier Avenue between South Fourth Place and South/Southwest Seventh Street. Phase 2, completed in 2009, replaced utility infrastructure, replaced the Shattuck Avenue railroad bridge, widened Shattuck Avenue at South Fourth Place, and improved pedestrian areas adding sidewalks and landscaping.

The project was funded by a collaboration of the City of Renton, Sound Transit, U.S. Department of Transportation Federal Highway Administration, Transportation Improvement Board, Washington State Department of Transportation, Puget Sound Regional Council, and the Department of Commerce Public Works Department. In addition the City of Renton obtained a storm water retrofit and LID grant from the Washington State Department of Ecology covering 85 percent of the cost of storm water infrastructure improvements.

"The Rainier Avenue Improvement Project is an excellent example of many community partners coming together to complete a very important project that eases congestion, enhances traffic safety, and improves transit," said Stevan Gorcester, executive director Transportation Improvement Board.



Annual Assessment January 30, 2014

BACKGROUND

At the March 2013 meeting, the board adopted TIB’s ten-year strategic plan. The plan aligns program and administrative goals with the agency’s charter outlined in RCW 47.26.084. It also reflects TIB’s mission and core values, as well as the State Transportation Policy Goals.

The plan is a living document, allowing progress reviews and adjustments to goals, strategies, and desired outcomes as new issues and opportunities emerge.

When the plan was adopted, it was determined that a performance assessment, charting ongoing progress, as well as new targets and measures, would be brought before the Board on an annual basis.

STATUS

The Annual Assessment Scorecard (TIB Dashboard page) and Annual Assessment Report are two elements of TIB’s strategic performance initiative that, together with business process improvement efforts, implement the strategic plan.



Core Values

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

Monitoring

- TIB Dashboard
- Annual Assessment report
- Annual Assessment scorecard
- Monthly inventory control meetings
- Quarterly financial control meetings

2014 Projects

- Business process improvement team
- Small city program re-engineering
- Federal match and City Hardship Assistance Program process improvement
- Lean training
- APP performance measures

TIB’s 2014 Annual Assessment can be found on pages 35-37.

RECOMMENDATION

For information only, with no action required.

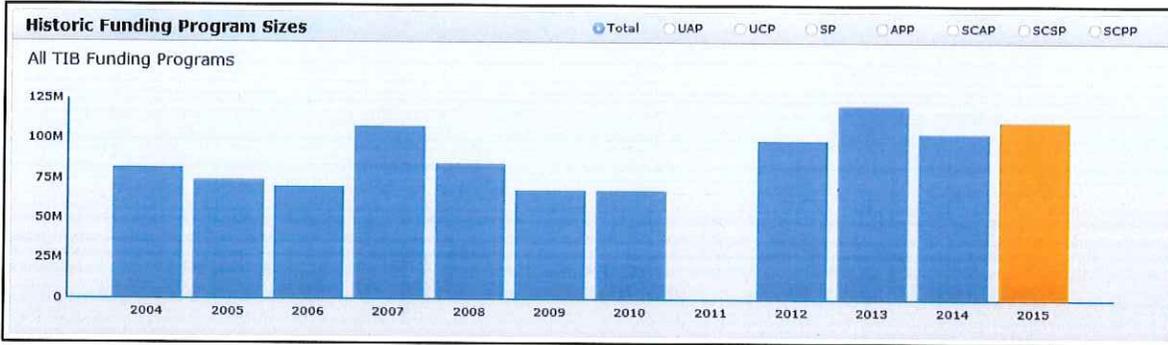


Annual Assessment

January 30, 2014

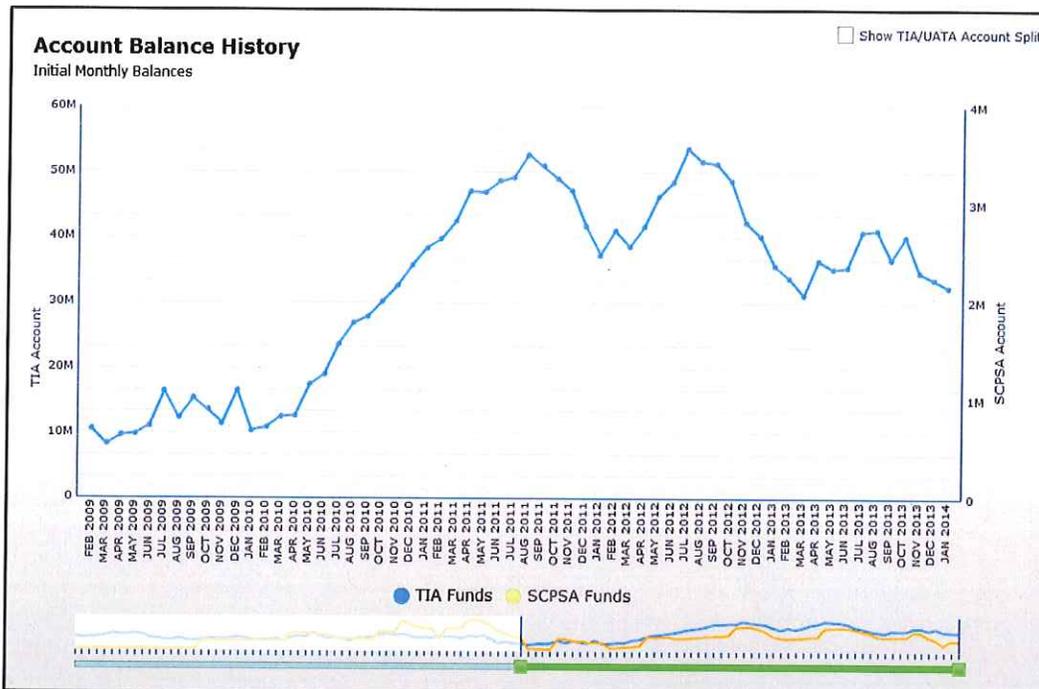
FINANCIAL HEALTH

TIB's financial health is stable. In November 2013, TIB granted \$111.4 million to local agencies.



Program size has been larger in recent years for several reasons:

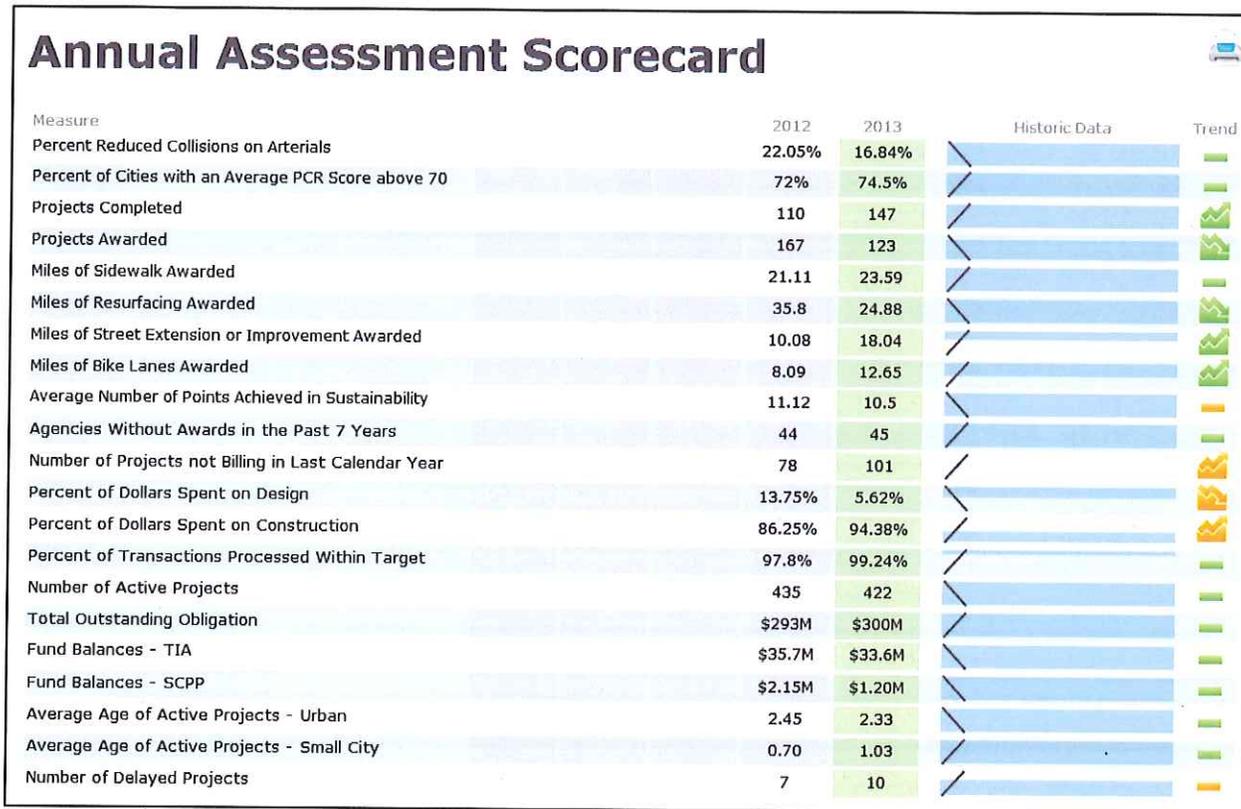
- The Legislature appropriated \$10 million in funds from the Highway Safety Account for agency programs;
- Lower construction costs allowed surplus funds to be reallocated for grants;
- Lower debt service puts more funds towards grant programs;
- Average project lifespan is shorter leading to quicker turn-around; and
- More funds were allocated to grant programs to counteract a rising fund balance for the Transportation Improvement Account (TIA).



Additionally, a rapid action initiative to stabilize the TIA fund balance was launched in 2011. This initiative included grants for preservation projects, investment in TIB's Red Town Initiative, construction-ready grants and project increases. Reaching a high of more than \$53 million in July 2012, the TIA is now at target level between \$20 and \$40 million. Rapid action projects are now complete or ready for closeout.

KEY PROCESS INDICATORS

The TIB Dashboard was augmented with an annual assessment scorecard to help evaluate TIB's annual performance. This page inventories approximately 20 metrics that derive from strategic plan goals and objectives. As more annual data are collected, the scorecard will be updated.



Green indicators: The majority of scorecard measures are within target.

Yellow indicators: Five of the 21 targets call for close monitoring. They are:

- Average number of points achieved in sustainability – As new sustainable practices become standard, it's expected the average number of points achieved in this category will increase. There was a slight decrease in sustainability points achieved between 2012 (average 11.12) and 2013 (average 10.50).
- Number of projects not billing in last calendar year – Projects not billing can be an indication of a hidden project problem. This metric is tracked in the monthly inventory control meetings.
- Percent of dollars spent on design – Projects at different stages (design/construction) draw on TIB resources at different rates. This metric is tracked at quarterly financial control meetings.
- Percent of dollars spent on construction – Projects at different stages (design/construction) draw on TIB resources at different rates. This metric is tracked at quarterly financial control meetings.
- Number of delayed projects – Project delays can have a negative impact on TIB finances. This metric is tracked in the monthly inventory control meetings.

KEY ACCOMPLISHMENTS

TIB recent achievements include:

- **Adoption of the TIB Strategic Plan.** In March 2013, the board adopted a ten-year strategic plan, aligning program and administrative goals with the agency's charter, mission, core values and state transportation policy goals.
- **Updated criteria implemented for the Urban Arterial Program.** Program criteria were updated to identify the strongest projects in safety, growth and development, mobility and physical condition. Additionally, all projects are rated in sustainability and constructability.

- **Six small cities receive new low-energy streetlights.** A pilot program to demonstrate savings from new low-energy streetlight technology benefited six small cities throughout the state.
- **Arterial Preservation Program implemented.** With funds from the Highway Safety Account, TIB created the Arterial Preservation Program, making grants for overlay available to 68 urban cities with low property value.
- **Continued improvement in small city pavement condition.** Through strategically investing grant funds in 165 small cities throughout the state, the pavement condition in small cities is improving. The 2012 OFM attainment report noted that this is the only category of agencies in the state where this is happening.
- **Small city program re-engineering project launched.** In September 2013 the board endorsed the goal of establishing and maintaining the integrity of small city street infrastructure in a cost-effective manner by evaluating the funding and selection methodology used for small city programs.

FUTURE ISSUES

In order to secure TIB's financial and programmatic strength in the future, long-term financial stability needs to be maintained. The majority of TIB funding comes from three cents of the state fuel tax, totaling about \$100 million per year. Fuel tax revenues are expected to remain flat. Meanwhile, city and county transportation needs continue to grow, as do project costs. New revenue is ideal, but TIB needs to operate within resources.

In addition to fuel tax revenues, the Legislature has appropriated \$10 million from the Highway Safety Account to TIB primarily for urgent preservation needs and the streetlight pilot program. Continuation of this funding is critical in order to continue funding the Arterial Preservation Program and formalizing a low energy streetlight program. These funds also augment the Small City Preservation Program.



Washington State Transportation Improvement Board
Project Activity Report

Reporting Period
 From 11/01/2013 to 12/31/2013

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	Audit	CC FV AD	287,852	-14,030	Director
3-E-168(001)-1	CHENEY	FY 2013 Expanded Preservation Project	Contract Completion	CC	115,570	-4,094	Director
3-E-175(001)-1	ELLENSBURG	FY 2014 Arterial Preservation Project	Audit	FV AD	217,913	0	Director
3-P-124(001)-1	ENUMCLAW	FY 2014 Arterial Preservation Project	Audit	CC FV AD	153,208	-2,692	Director
3-P-124(002)-1	ENUMCLAW	FY 2014 Arterial Preservation Project	Audit	CC FV AD	170,261	-12,115	Director
3-W-985(001)-1	FERNDALE	FY 2014 Arterial Preservation Project	Audit	CC FV AD	515,712	-20,737	Director
3-W-985(002)-1	FERNDALE	FY 2015 Arterial Preservation Project	Design	DE	45,531	0	Director
3-W-190(002)-1	HOQUIAM	FY 2015 Arterial Preservation Project	Design	DE	0	0	Director
3-W-839(001)-1	LYNDEN	FY 2014 Arterial Preservation Project	Audit	CC FV AD	193,432	-31,821	Director
3-P-822(002)-1	MONROE	FY 2015 Arterial Preservation Project	Design	DE	19,537	0	Director
3-E-844(002)-1	OTHELLO	FY 2015 Arterial Preservation Project	Design	DE	47,250	0	Director
3-P-142(001)-1	SNOHOMISH	FY 2015 Arterial Preservation Project	Design	DE	8,925	0	Director
3-P-133(001)-1	STEILACOOM	FY 2013 Expanded Preservation Project	Contract Completion	CC	110,865	-7,959	Director
3-P-133(002)-1	STEILACOOM	FY 2014 Arterial Preservation Project	Audit	FV AD	198,212	0	Director
3-P-131(001)-1	SUMNER	FY 2014 Arterial Preservation Project	Contract Completion	CC	541,400	-31,521	Director
3-E-176(002)-1	WALLA WALLA	FY 2015 Arterial Preservation Project	Design	DE	52,500	0	Director
3-E-946(001)-1	WAPATO	FY 2014 Arterial Preservation Project	Audit	CC FV AD	277,283	32,955	Director



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 11/01/2013 to 12/31/2013

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
3-E-172(001)-1	WEST RICHLAND	FY 2014 Arterial Preservation Project	Audit	CC FV AD	173,876	-18,962	Director
Total APP Change						-110,976	
LESP Program							
S-E-922(001)-1	BENTON CITY	FY 2014 Streetlight Project	Bid Award	CN BA	39,529	-57,571	Director
S-W-837(001)-1	BLAINE	FY 2014 Streetlight Project	Construction	CN	0	25,000	Director
S-E-916(001)-1	PALOUSE	FY 2014 Streetlight Project	Design	DE	0	0	Director
Total LESP Change						-32,571	
SCAP Program							
6-E-922(011)-1	BENTON CITY	Dale Avenue	Design	DE	0	0	Director
6-P-800(002)-1	BLACK DIAMOND	Roberts Drive	Design	DE	99,000	0	Director
6-W-837(012)-1	BLAINE	Mitchell Avenue	Design	DE	105,352	0	Director
6-E-908(002)-1	COLTON	Rimrock Street	Audit	FV AD	716,428	0	Director
6-E-894(013)-1	DEER PARK	N Cedar Road	Design	DE	29,167	0	Director
6-W-831(003)-1	FRIDAY HARBOR	Blair Avenue	Withdrawn	WD	0	0	Director
6-E-935(007)-1	GOLDENDALE	NE 3rd Ave/King Street	Design	DE	76,955	0	Director
6-W-828(006)-1	LANGLEY	2nd Street	Bid Award	BA	750,000	0	Director
6-W-828(105)-1	LANGLEY	2nd Street Reconstruction	Bid Award	BA	33,750	0	Director



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 11/01/2013 to 12/31/2013

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
6-E-896(002)-1	LATAH	Main Street	Contract Completion	CC	592,683	21,199	Director
6-E-915(003)-1	OAKESDALE	Front Street	Contract Completion	CC	560,878	42,268	Director
6-E-872(006)-1	ODESSA	4th Avenue	Design	DE	67,678	0	Director
6-P-135(002)-1	RUSTON	Winnifred Street	Design	DE	87,400	0	Director
6-E-854(003)-1	WATERVILLE	Chelan Avenue	Audit	CC FV AD	595,564	81,188	Director
6-E-887(004)-1	WINTHROP	Castle Avenue	Audit	FV AD	596,700	0	Director
Total SCAP Change						144,655	
SCPP Program							
2-E-868(004)-1	ALMIRA	FY 2014 Sidewalk Maintenance Project	Contract Completion	CC	93,687	4,107	Director
2-W-832(003)-1	CONCRETE	FY 2014 Red Town Project	Audit	CC FV AD	280,312	-2,434	Director
2-W-832(004)-1	CONCRETE	FY 2014 Seal Coat Project	Audit	CC FV AD	19,370	-1,716	Director
2-P-818(002)-1	DARRINGTON	FY 2014 Seal Coat Project	Audit	FV	15,433	0	Director
2-E-924(003)-1	DAYTON	FY 2013 Seal Coat Project	Audit	CC FV AD	71,326	0	Director
2-E-909(001)-1	ENDICOTT	FY 2014 Seal Coat Project	Contract Completion	CC	7,801	-9,352	Director
2-P-819(003)-1	GOLD BAR	FY 2015 Overlay Project	Design	DE	8,567	0	Director
2-P-820(001)-1	GRANITE FALLS	FY 2015 Overlay Project	Design	DE	19,124	0	Director
2-E-931(006)-1	KITTITAS	FY 2015 Overlay Project	Design	DE	5,142	0	Director



Washington State Transportation Improvement Board
Project Activity Report

Reporting Period
 From 11/01/2013 to 12/31/2013

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-E-896(001)-1	LATAH	FY 2013 Sidewalk Maintenance Project	Contract Completion	CC	8,584	-1,238	Director
2-E-850(001)-1	LEAVENWORTH	FY 2014 Red Town Project	Audit	CC FV AD	268,113	15,745	Director
2-W-835(001)-1	LYMAN	FY 2014 Seal Coat Project	Audit	CC FV AD	10,239	-1,542	Director
2-E-862(006)-1	MATTAWA	FY 2015 Overlay Project	Design	DE	26,050	0	Director
2-E-928(002)-1	MESA	FY 2015 Seal Coat Project	Design	DE	4,000	0	Director
2-W-961(004)-1	MORTON	FY 2015 Overlay Project	Design	DE	59,152	0	Director
2-W-962(002)-1	MOSSYROCK	FY 2014 Overlay Project	Audit	CC FV AD	47,407	-14,993	Director
2-E-916(005)-1	PALOUSE	FY 2014 Seal Coat Project	Audit	CC FV AD	18,511	-27,940	Director
2-E-916(006)-1	PALOUSE	FY 2015 Seal Coat Project	Bid Award	DE CN BA	31,176	0	Director
2-E-883(004)-1	PATEROS	FY 2014 Seal Coat Project	Audit	CC FV AD	37,300	0	Director
2-E-929(001)-1	POMEROY	FY 2015 Overlay Project	Design	DE	11,000	0	Director
2-W-950(003)-1	RIDGEFIELD	FY 2014 Seal Coat Project	Audit	CC FV AD	93,963	-825	Director
2-E-865(007)-1	SOAP LAKE	FY 2015 Sidewalk Maintenance Project	Withdrawn	WD	0	0	Director
2-E-865(008)-1	SOAP LAKE	FY 2015 Overlay Project	Design	DE	29,900	0	Director
2-E-886(003)-1	TWISP	FY 2015 Overlay Project	Design	DE	11,834	0	Director
Total SPPP Change						-40,188	



Washington State Transportation Improvement Board
Project Activity Report

Reporting Period
 From 11/01/2013 to 12/31/2013

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
SP Program							
P-P-800(P05)-1	BLACK DIAMOND	Lawson Street	Design	DE	52,250	0	Director
P-W-837(P07)-1	BLAINE	Boblett Street	Audit	CC FV AD	146,135	0	Director
P-P-124(P02)-1	ENUMCLAW	Semanski Street S	Audit	CC FV AD	87,586	2,593	Director
P-W-825(P04)-1	FORKS	Maple Avenue	Design	DE	26,961	0	Director
P-E-858(P01)-1	GEORGE	W Montmorency Boulevard	Design	DE	12,588	0	Director
P-W-190(P01)-1	HOQUIAM	W Emerson Avenue (SR 109)	Design	DE	10,000	0	Director
P-P-206(P02)-1	KENMORE	68th Avenue NE	Bid Award	BA	137,009	-41,448	Director
P-E-903(P06)-1	KETTLE FALLS	SR 395 (northside)	Design	DE	35,643	0	Director
P-P-111(P03)-1	KIRKLAND	6th Street	Audit	CC FV AD	153,412	0	Director
P-P-146(P01)-1	LAKE STEVENS	20th Street NE	Contract Completion	CC	204,750	0	Director
P-P-109(P01)-1	MEDINA	Evergreen Point Road	Audit	CC FV AD	69,247	1,956	Director
P-E-915(P04)-1	OAKESDALE	Steptoe Street	Contract Completion	CC	143,877	17,318	Director
P-E-987(P02)-1	OMAK	Omak Avenue (SR 155)	Audit	CC FV AD	262,088	23,172	Director
P-E-208(P02)-1	SPOKANE VALLEY	24th Avenue	Audit	CC FV AD	140,400	0	Director
P-E-886(P01)-1	TWISP	Twisp Avenue/Lincoln Street	Design	DE	29,250	0	Director
P-E-938(P01)-1	WALTSBURG	Main Street	Design	DE	17,100	0	Director
P-E-176(P06)-1	WALLA WALLA	Rose Street	Design	DE	17,100	0	Director



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 11/01/2013 to 12/31/2013

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
P-E-846(P02)-1	WASHTUCNA	Main Street (SR 260)	Audit	CC FV AD	358,130	16,411	Director
P-W-978(P01)-1	YELM	E Yelm Avenue (SR 510)	Design	DE	21,252	0	Director
UAP Program					Total SP Change	20,002	
8-2-156(038)-1	BELLINGHAM	Northwest Avenue Roundabout	Audit	FV AD	739,922	0	Director
8-4-003(003)-2	BENTON COUNTY	I-82 Intertie Completion	Audit	CC FV AD	1,671,437	-125,565	Director
8-4-170(007)-1	CLARKSTON	12th Street	Contract Completion	CC	458,619	10,355	Director
8-2-985(007)-1	FERNDALE	Church Road	Design	DE	0	0	Director
8-1-822(003)-1	MONROE	Tjeme Place	Design	DE	622,309	0	Director
8-3-844(005)-1	OTHELLO	14th Avenue	Design	DE	226,000	0	Director
8-1-202(006)-1	SHORELINE	Aurora Avenue N (SR 99)	Bid Award	BA	8,500,000	0	Director
8-3-032(066)-1	SPOKANE COUNTY	Market Street	Design	DE	238,253	0	Director
8-1-133(002)-1	STEILACOOM	Sequalish Street/Lexington Street	Audit	CC FV AD	1,112,512	-39,766	Director
8-1-131(006)-1	SUMNER	Bridge Street	Design	DE	0	0	Director
8-1-203(005)-1	UNIVERSITY PLACE	27th Street W/Regents Boulevard	Design	DE	76,001	0	Director
8-5-184(037)-1	VANCOUVER	Columbia Way; Esther Street; Grant Street	Design	DE	0	0	Director
8-4-036(017)-1	WALLA WALLA COUNTY	Taurmarson Road	Design	DE	0	0	Director



Washington State Transportation Improvement Board
Project Activity Report

Reporting Period
 From 11/01/2013 to 12/31/2013

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-1-198(003)-1	WOODINVILLE	NE Woodinville-Duvall Road	Construction	CN	0	0	Director

Total UAP Change -154,976

UCP Program

9-P-111(003)-1	KIRKLAND	NE 120th Street	Bid Award	BA	810,628	10,628	Director
9-E-208(002)-1	SPOKANE VALLEY	Indiana Avenue	Audit	CC FV AD	1,207,863	68,983	Director
9-E-180(004)-1	YAKIMA	Lincoln Avenue Railroad Crossing	Audit	FV AD	3,000,000	0	Director
9-E-180(007)-1	YAKIMA	West Nob Hill Boulevard	Audit	CC FV AD	2,012,620	-42,521	Director

Total UCP Change 37,090

Total Change -136,964

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



Grant Termination
City of Chelan – Woodin Avenue Sidewalk
January 31, 2014

BACKGROUND

In August 2012, the City of Chelan submitted a Small City Sidewalk Program application requesting \$240,000 for their Woodin Avenue Sidewalk project. The Board selected the project for funding in November 2012.

Earlier in 2012, the city applied for a \$1,343,600 Public Works Trust Fund (PWTF) loan to fund over 85 percent of the sidewalk project cost. The project was included on the 2014 PWTF loan list submitted for legislative approval during the 2013 session. The Legislature did not approve the 2014 Public Works Trust Fund loan list.

The Woodin Avenue Sidewalk funding package was contingent on the PWTF loan. Without the loan, the city was unable to reach full funding for the project. The TIB Executive Director did not execute the TIB Fuel Gas Tax Agreement for the project because of the lack of full funding.

The provisions of RCW 47.26.084(3) set the timeline for agency certification of full funding for selected projects.

“Within one year after board approval of an application for funding, a county, city, or transportation benefit district shall provide written certification to the board of the pledged local and/or private funding. Funds allocated to an applicant that does not certify its funding within one year after approval may be reallocated by the board.”

The deadline to demonstrate full funding ended on November 16, 2013.

STATUS

Since the loss of the PWTF loan, the city pursued other sources for the project. They were unsuccessful in securing other funding.

RECOMMENDATION

Staff recommends termination of the grant for Chelan’s Woodin Avenue Sidewalk project.



**Project Funding Certification Extension
 City of White Salmon – Tohomish Street and Snohomish Street**

January 31, 2014

BACKGROUND

The City of White Salmon received funding for the Tohomish Street and Snohomish Street project (Estes Avenue to Washington Street) in November 2012.

In January 2013, the city certified their funding of \$396,176 based on a loan from the Public Works Trust Fund (PWTF). This amount includes the cost of water and sewer line replacement, which is not eligible for TIB funding. The city started design of the project and expended \$37,016 in TIB funding.

The 2013 Legislature did not approve the PWTF loan list. Due to the loss of the PWTF loan and full project funding, TIB issued a stop work order on this project for all reimbursable work effective October 9, 2013.

Phase	TIB Funds Anticipated	TIB Funds Approved	TIB Payments
Design	\$64,140	\$64,140	\$37,016*
Construction	\$491,737	\$0	\$0
Total	\$555,877	\$64,140	\$37,016

* Before stop work order was issued

The provisions of RCW 47.26.084(3) set the timeline for agency certification of full funding for selected projects.

“Within one year after board approval of an application for funding, a county, city, or transportation benefit district shall provide written certification to the board of the pledged local and/or private funding. Funds allocated to an applicant that does not certify its funding within one year after approval may be reallocated by the board.”

The deadline for the city to certify full project funding was November 16, 2013.

STATUS

To date, the city has not secured an alternative source to provide full funding of the project, however, are applying for a loan through the United States Department of Agriculture (USDA). The city requests an extension in the certification pending results for the USDA loan program, which are due May 2014.

RECOMMENDATION

Staff recommends extending the certification deadline on this project until May 31, 2014, with termination of the grant if USDA declines funding and the city cannot secure other resources.



Criteria Updates

January 30, 2014

BACKGROUND

Each year, program criteria are reviewed and, if needed, proposed changes are brought before the board for consideration. In 2013, the board heard proposals for major criteria adjustments, with the following actions taken:

- March 2013 - The board approved a new method of scoring the Urban Arterial Program (UAP) project applications, which separated projects into four “bands” (Safety, Growth & Development, Physical Condition, and Mobility), as well as Sustainability and Constructability. Sustainability is the only category that still needs criteria updates and approval by the board.
- September 2013 – The board was briefed on potential improvements to small city programs in order to establish and maintain the integrity of small city street infrastructure in a cost-effective manner. It was the consensus of the board to move forward with this improvement process, which would include minor revisions in the criteria for the 2014 call for projects and potentially a new program methodology for the 2015 call for projects.

The following provides an update on the UAP and SCAP criteria changes.

STATUS

Urban Arterial Program

To update Sustainability criteria originally established in 2007, and to ensure that these criteria are relevant and precise, staff worked with representatives from the University of Washington’s Department of Civil and Environmental Engineering and the Greenroads Foundation. TIB staff also met with WSDOT, Feet First, and Washington Bikes regarding their programs and practices, and met with the Department of Ecology and Department of Fish and Wildlife for input on aspects of the Sustainability criteria, such as stormwater enhancements and fish passage.

Based on discussions with the groups mentioned above, TIB staff proposes the following changes to the Sustainability criteria:

SUSTAINABILITY CRITERIA RETAINED	SUSTAINABILITY CRITERIA CHANGES
Has peak hour transit bus traffic	Incorporates solar powered signage
Builds sidewalk greater than TIB minimum	Provides enhanced stormwater controls LID practices/Improved stormwater
Completes gap in bike plan Extends bike system Adds separated bike path	Does not incorporate irrigation or uses non-potable water for irrigation
Replaces or installs low energy street lighting	Incorporates native revegetation
Adds queue jump or transit only lane	On-site reuse (millings, sub base or structural backfill, organics)
	In-place pavement recycling or structural retrofit
	Includes fish and wildlife habitat restoration or connectivity improvements

Small City Arterial Program

After evaluating the SCAP criteria to determine if there are ways to incentivize competitive price projects, TIB staff recommends the following two proposed changes:

1. Rather than focus on full reconstruction, encourage small cities to look at other pavement methods and treatments to allow competitive scoring on a broader scale. This results in a criteria change to ensure that lower cost rehabilitation can successfully score.
2. Require agencies to justify why full reconstruction is needed when other pavement methods are not an option.

RECOMMENDATION

Information only, with no action required. Final action on proposed changes and other minor adjustments will be taken at the March 28, 2014 meeting.