Transportation Improvement Board
March 27-28, 2014 - Tacoma, Washington
Location: Hotel Murano
1320 Broadway Plaza
Tacoma, WA 98402
253-238-8000

March 27, 2014
WORK SESSION AGENDA

WORK SESSION

				Page
		General Matters		
2:00 p.m.	A.	Local Presentations	Clint Ritter	
		Program and Project Issues		
3:00 p.m.	B.	Increase Request: City of Bremerton – Lower Wheaton Way	Clint Ritter	32
3:45 p.m.	C.	Small City Re-Engineering Update and Presentation	Larisa Benson, Principal Kendra Dahlen, Principal The Athena Group	33
4:45 p.m.	D.	Criteria Adoption	Steve Gorcester	
		1. SCAP and SCPP		42
		2. UAP		52
5:30 p.m.	E.	Adjournment	Chair Crawford	

Dinner on your own

Transportation Improvement Board
March 27-28, 2014 - Tacoma, Washington
Location: Hotel Murano
1320 Broadway Plaza
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March 28, 2014 – 9:00 a.m.
BOARD AGENDA

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9:00 a.m.	1.	CALL TO ORDER	Chair Crawford	
9:05 a.m.	2.	GENERAL MATTERS		
		A. Approval of January 31, 2014 Minutes	Chair Crawford	1
		B. Communications	Steve Gorcester	
		1. Roy approved for free sidewalk worth $182,900 – *Nisqually Valley News*		5
		2. City wins grant for Yelm Ave sidewalk improvement – *Nisqually Valley News*		6
		3. Lower Wheaton Way project is proving to be costly – *Bremerton Patriot*		7
		4. Governors urge Congress to act on transportation funding – *Digital Journal*		9
		5. Quincy replacing asphalt on Division St., paying only 30 percent–*IFiberOneNews*		10
		6. Construction began this week on 120th St extension in Kirkland – *Kirkland Reporter*		11
		7. Benton City gets new LED street lights – The News Tribune		14
		8. Report shows Spokane roads are some of the worst in Wash. – KREM.com		17
		9. Letter to and from Mr. Fischer Re Cle Elum Railroad Street project		19
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 (1/31/14 – 2/28/14)	Clint Ritter	22
10:15 a.m.	4.	ACTION ITEM		
		A. Increase Request: City of Bremerton – Lower Wheaton Way	Clint Ritter	32
		B. Criteria Adoption	Steve Gorcester	
		1. SCAP and SCPP		42
		2. UAP		52
10:55 a.m.	5.	FUTURE MEETINGS	Steve Gorcester	
		May 29-30 (Yakima)		
		September 25-26 (Spokane Valley)		
		November 20-21 (Everett)		
11:00 a.m.	6.	ADJOURNMENT	Chair Crawford	

Transportation Improvement Board
January 31, 2014
Ramada Olympia
Olympia, Washington

MINUTES

TIB BOARD MEMBERS PRESENT
Councilmember Sam Crawford, Chair
Deputy Mayor Jeanne Burbidge, Vice Chair
Mr. Jim Albert
Mr. Todd Coleman
Ms. Kathleen Davis
Mr. Gary Ekstedt
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
Clint Ritter
Vaughn Nelson
Eileen Bushman/recorder

TIB BOARD MEMBERS NOT PRESENT
Mr. Pasco Bakotich
Mr. Jay Weber
Mr. Clay White

CALL TO ORDER
Chair Crawford called the meeting to order at 9:00 a.m.

GENERAL MATTERS
A. Approval of November 22, 2013 Minutes

MOTION: It was moved by Mayor Irish with a second from Councilmember Olson to approve the minutes of the November 22, 2013 board meeting as presented. Motion carried unanimously.

B. Communications
Steve Gorcester referred the board to the articles in the board packet. In addition to all of the articles that were printed about grant awards given out in November, he noted the *Daily Record* article regarding the IACC award for paving partnership given to the city of Kittitas and the Operating Engineers Union's Regional Training Center in which TIB provides funds for paving materials. He also mentioned the article about the streetlight project in Blaine published in *The Northern Light.*

LEGISLATIVE UPDATE
The Senate and House Transportation leadership were invited to provide a brief overview of this session's transportation issues. Senator King was unable to attend. Senator Eide and Representative Clibborn provided the following information:

- Last year, the House passed a transportation package, but the Senate rejected efforts to bring the package up for a vote.
- The Senate Majority Coalition Caucus wanted to include a policy change to redirect general fund sales tax, generated from transportation construction, to a transportation fund.
- Democrats would like to include more support for transit and change how the multi-modal money is distributed.
- The current leadership see the benefit in how TIB, CRAB, and FMSIB leverage dollars and fund the best projects and would like to continue this practice.
- Investments need to be made in Washington ports to remain competitive because containers are beginning to go through other countries and states and bypassing Washington ports.
- Climate change and carbon emission standards is another issue that may impact the state and the budget.

- Most projects, about 98 percent, are done on time and under budget. However, the focus is always on the large projects, such as the 520 bridge and the Alaska Way tunnel.
- Next year, the Legislature will most likely concentrate on education rather than transportation.

NON-ACTION ITEMS

A. Chair's Report – During the Thursday meeting, a presentation was given by the WSDOT Freight Division regarding the Freight Mobility Plan and the first and last mile connector routes for trucks. There were questions from board members about the completeness and accuracy of the designated routes. Chair Crawford requested staff to research further with the WSDOT Freight Division and email board members with a response.

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

LED Status

- Of the initial six pilot agencies, Buckley, Coulee Dam, and Ridgefield are completed. Of the remaining three, Blaine has awarded the bid and will install the lights in March; Benton City has the lights and will be installing soon; the portion of the city utilities owned by Palouse open bids this week and should be completed in eight weeks, while Avista, the owner of the remaining utilities in Palouse, has agreed to move forward and will change the remaining streetlights in the city.

Small City Re-Engineering

- Staff are currently working on value streaming the small city application and project selection processes. Part of the value streaming process has shown that the current program incentivizes full reconstruction, rather than encouraging rehabilitation and paving. In February, staff will conduct a series of small city consultant meetings to determine what works and what needs improving in funding small city streets.

Project Issues

- The at-risk projects are categorized at three levels; monitor, high, and critical. Staff have indicators that decide when and how to intervene and help move the project forward to protect taxpayer dollars. All projects are reviewed monthly to help reduce risk and to continually monitor the at-risk projects. There are currently about 15 projects that are classified at-risk, with the majority of those at the "monitor" level. Higher at-risks projects include:
  - **Pacific Steward Road** – this project is still on stop work order and the city has been given a specific work program that must be completed by the spring deadline.
  - **Woodinville Bottleneck SR 202** – this project is currently on stop work order until several obstacles are cleared, with the railroad as the main obstacle. The city has been given until June to work out the issues. If all problems cannot be resolved by then, this project may not move to the next level of delay, in which case the grant would be terminated.
  - **Richland Gage Boulevard Update** – The Utilities and Transportation Commission (UTC) held a hearing, but the decision has not yet been promulgated. An earlier vote by the board determines the fate of this project. If the UTC authorizes the crossing, TIB funding may continue; if not, the grant is terminated.

Recent TIB Project Event

- City of Renton – Rainier Avenue South

C. Project Activity Report – Clint Ritter reported that of the total 97 project actions since the last board meeting, the majority were design phase approvals or project completions. Benton City had a surplus of slightly more than $57,000 on their LED project because the bid came in 50% below the expected amount. Total actions resulted in a net decrease of $136,964 in TIB obligations.

During the report, it was noted by Steve Gorcester that the LED program is funded by the Highway Safety Account (HSA). Since the transportation budget is not finalized, TIB will not know if the HSA funds are appropriated for the 2015-2017 biennia until after the TIB call for projects. Steve presented a Gantt chart

offering two options. The first option follows the usual timeline for the call for projects, but installation cannot begin until July 1, 2015 and must be completed by summer 2017. Option two delays the call for projects until late spring 2015 with building starting winter 2016, which shortens the construction window considerably.

D. Financial Report

Alicia Seegers Martinelli reported the following:

- The current combined fund balance is $29.5 million, which is slightly higher than reported at the last meeting.
- The commitment level was quite low in November, but after the project list was adopted, is now on target.
- Grant payments were at their peak in November, usually ranging from $5 million to $10 million while revenues fluctuated between $6 million to $11 million.
- This pattern of higher expenditures in the fall follows the planned targets for TIB's programs and accounts.
- There are only a few rapid action projects remaining and are near closeout; the majority have closed out.
- The Key Performance Indicators show the revenue level on the low end, which is to be expected at this time of year.

ACTION ITEMS

A. Certification of Full Funding

1. Grant Termination: City of Chelan – Woodin Avenue – The City of Chelan Woodin Avenue sidewalk project was selected for funding in November 2012. To achieve full funding on this project, the city had applied for a Public Works Trust Fund (PWTF) loan that covered over 85% of the project costs. The Legislature did not approve the 2014 PWTF loan list.

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 deadline to demonstrate full funding ended on November 16, 2013. Since the loss of the PWTF loan, the city pursued other funding sources, but was not successful.

There is currently a bill in the House (HB 2244) that would restore the PWTF money; however, it would not be effective until next biennium. The city is hoping to reapply for TIB funds at a future date.

Staff recommended termination of the grant.

MOTION: It was moved by Mayor Irish with a second from Deputy Mayor Burbidge to terminate the grant for Chelan's Woodin Avenue sidewalk project. Motion carried unanimously.

It was noted by Chair Crawford that he supports the vote, but does so reluctantly because this is a project that needs to be done.

2. Certification Extension: City of White Salmon – Tohomish St./Snohomish St. – The City of White Salmon received funding for the Tohomish Street and Snohomish Street project 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 included the cost of water and sewer line replacement, which was not eligible for TIB funding. The city started design of the project and expended $37,016 in TIB funds.

The Legislature did not approve the 2014 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. The deadline for the city to certify full funding was November 16, 2013.

To make up for the loss of the PWTF money, the city has applied for a loan through the United States Department of Agriculture (USDA). However, the results for this loan will not be known until May 2014, and the city has requested a TIB grant deadline extension.

Staff recommend extending the certification deadline on this project until May 31, 2014.

MOTION: It was moved by Mr. Freiberger with a second from Councilmember Olson to extend full funding certification for the Tohomish Street and Snohomish Street project until May 31, 2014, with grant termination if full funding is not in place by that date. Motion carried unanimously.

FUTURE MEETINGS

The next meeting is scheduled for March 27-28, 2014 in Tacoma. Meeting notices will go out on March 7, 2014.

ADJOURNMENT

The meeting adjourned at 10:38 a.m.

Nisqually
Valley News

Roy Approved for Free Sidewalk Worth $182,900

By Tyler Huey
January 24, 2014

The first steps to get Roy a new sidewalk free of charge are underway.

Roy Mayor Karen Yates last week signed a grant agreement with the Washington State Transportation Improvement Board to build a sidewalk along Peterson Street from Third Street to the Roy Elementary parking lot, which is about two blocks, Yates said.

TIB selected this project for $182,900 in funding.

To get approval, the city signed the application Aug. 19, 2013, for funding under the Small City Sidewalk Program, which was established by the Legislature in 1995 to provide funding for pedestrian projects.

In the grant application, the consulting engineers at Gray & Osborne, Inc., gave a project schedule of: start design engineering in April 2014; contract advertisement in March 2015; and a contract completion in August 2015, said Roy City Clerk-Treasurer Debbie Dearinger. According to the project schedule on TIB's Project Funding Status Form, the construction approval date/contract bid award is March 2015.

"The intent of the Small City Sidewalk Program is to provide funding for projects that address safety, access to generators, and system continuity by filling in gaps within the system," according to the TIB website. "All projects must be transportation related on a federally classified route and be consistent with the Americans with Disabilities Act."

A local match of a city is required if the population is more than 1,000 residents, and no match is required if the population is fewer than 1,000. Roy's population is just over 900.

"This is a zero percent match, so it will be totally paid for by TIB dollars," Yates said with a grin.

"If it's paid for, why not?" Councilor Dean Lloyd chuckled. "I mean, how could you lose?"

TIB is also paying for the city's Warren Street Bridge rebuild, Yates said, which is expected to be completed this spring.

Nisqually
Valley News

City Wins Grant For Yelm Avenue Sidewalk Improvement

By Steven Wyble
January 24, 2014

Yelm City Council last week authorized a $59,969 contract with engineering firm Gray & Osbourne, Inc. to design and manage construction of new sidewalks on West Yelm Avenue.

The city was awarded a $184,184 grant in November from the Transportation Improvement Board.

The city had applied for the grant in August 2013 to construct a new curb, gutter and sidewalk from Cullens Street Northwest to Solberg Street Northwest. The total cost was estimated at $230,230, with the city required to match $46,046.

According to a staff report from project manager Stephanie Ray, the city expects to complete both the construction and the design of the project in 2014.

"We have a pretty aggressive sidewalk program going here in the city of Yelm," Ray told the council. "This is going to be a ... pretty snazzy little grant because it actually completes a missing gap for us."

"It does require a little bit heftier match from us this year, and that's why we didn't plan on extending that segment too much further, because we do have to be conscious of the local match that we can contribute," she said.

Ray said the improvements are needed in the affected stretch of Yelm Avenue.

"It's kind of dangerous in there right now," she said. "It will look really good when it's done."

The project area is in front of a row of businesses.

Ray said the project changes the access egress from businesses along the section of Yelm Avenue, allowing more controlled access.

"They'll still have a really large, wide commercial access there, but it definitely will provide a controlled access, particularly in front of the multi-commercial complex building there. It makes it a lot safer."

Yelm Mayor Ron Harding said the city would speak with the business owners to let them know about the project and work with them.

"We try to do that when we're doing projects that have a direct impact to those folks," he said.

BREMERTON PATRIOT

Lower Wheaton Way Project is proving to be costly

by KEVAN MOORE

Jan 30, 2014

In the midst of cost overruns on Pacific Avenue street work, City of Bremerton officials are scrambling to figure out a way to pay for another street project that has not even gotten underway.

The Lower Wheaton Way Project, which would make improvements from the roundabout at the Manette Bridge all the way to Lebo Boulevard, is slated to cost about $2.3 million, according to consultants from Gray & Osborne, a Seattle engineering firm.

The problem is the city only has about $2 million on hand for the work.

The work was meant to entail repaving the roadway, adding sidewalks, bike lanes and lighting. City ratepayers will cover the costs associated with sewer, water and stormwater improvements.

Bremerton got a $1.4 million grant for the project from the state's Transportation Improvement Board in 2010.

"The issue with Lower Wheaton Way is this grant was submitted a long time ago," said Bremerton Public Works Director Chal Martin. "We're at the very end of the time when we can actually execute that project. So the thing has languished for years. It wasn't submitted with enough money to do this project. It's over a mile long from the roundabout up to the intersection at Cherry and Lebo. So, funding is a serious issue with the project. The main feature that we can't let go of is a big wide sidewalk on the waterside of that project."

Martin told the city council in a study session last week that his department has also put together a list of other features that they don't want to let go of, such as lighting, a sidewalk on the other side of the street and some intersection reconfiguration.

"We're looking at alt sources of funding," Martin said. "We know we can get additional funding from the Transportation Improvement Board through basically just a signature of the executive director. But, to get additional money from TIB would require us to go the board meeting, that may then not work exactly right. There are just a bunch of issues with the money."

Martin said some funding could also be made available through the city's Transportation Benefit District.

"The reason this got rolled into the Transportation Benefit District is it's one of the options we've identified for possible funding," he said. "Should the council determine that this one time, one shot deal, here's our chance, this is a feature we've gotta have, then one of those possible funding sources would be the Transportation Benefit District. That's why we'll be discussing this at the TBD."

Regardless of where the money comes from, Martin said some tough decisions will likely have to be made.

"So, the hard decision that's gonna be made is what project features we can afford and in addition, what form of the contract we use going forward to get a price for thsoe features and determine which of those features we have enough money to pay for."

KEVAN MOORE, Bremerton Patriot Staff writer
kmoore@bremertonpatriot.com or 360-308-9161 ext. 5054

DIGITAL JOURNAL

Governors Urge Congress to Act on Transportation Funding

All FY 2015 Highway & Transit Investment in Jeopardy

PR Newswire
WASHINGTON, Jan. 30, 2014

A bipartisan group of governors is calling on Congress to take immediate action to avoid a looming national crisis – the expiration of national highway funding. Today, 17 Governors signed a letter urging congressional members to act and avoid a potential nationwide transportation funding crisis.

The Highway Trust Fund, the funding mechanism that drives our nation's investment in transportation infrastructure, is facing its fifth revenue shortfall since 2008. Motor fuel and truck excises supporting the Highway Trust Fund have not been adjusted in 20 years. As a result, the trust fund will be virtually depleted next year.

"If Congress does not act to address this shortfall, we expect Federal support of highway and transit projects led by state transportation departments will cease in October," said North Carolina Governor Pat McCrory. "Without renewed federal funding, states are left in a very serious financial crisis that impacts public safety and local economies," McCrory added.

Congressional action has continuously stalled with no clear consensus on funding mechanisms. State leaders from both parties agree that Congress should consider whatever revenue options are viable for a long-term, multi-year bill. States need the ability to plan long-term.

"Investment in our transportation system is part of the backbone of a strong national economy. The Federal Government should do all it can to avoid the insolvency of the Federal Highway Trust fund," said Oregon Governor John Kitzhaber. "These dollars directly fund construction and maintenance projects, and provide needed construction jobs in states across the country."

On January 14, Oklahoma Governor Mary Fallin (R-OK), testified before Congress in her capacity as Chairman of the National Governor's Association and urged Congress to take action. "States need federal funding stability and certainty to pursue long-term planning and project delivery," said Governor Fallin. "All funding options must be on the table for evaluation because existing resources are no longer adequate," she added.

The following 17 governors signed the letter urging congress to act: Governor Mike Beebe (D-AR), Governor John Hickenlooper (D-CO), Governor Neil Abercrombie (D-HI), Governor Patt Quinn (D-IL), Governor Martin O'Malley (D-MD), Governor Mark Dayton (DFL-MN), Governor Steve Bullock (D-MT), Governor Pat McCrory (R-NC), Governor Maggie Hassan (D-NH), Governor Jack Dalrymple (R-ND), Governor John Kitzhaber (D-OR), Governor Tom Corbett (R-PA), Governor Lincoln Chafee (D-RI), Governor Dennis Daugaard (R-SD), Governor Peter Shumlin (D-VT), Governor Jay Inslee (D-WA) and Governor Scott Walker (R-WI).

About the National Transportation Coalition
The National Transportation Coalition is a bipartisan group of governors and transportation advocates, working together to push Congress to take immediate action on vital federal highway legislation.

SOURCE National Transportation Coalition

IFIBER ONENews

Quincy replacing asphalt on Division Street, paying only 30 percent

By Cameron Probert | Posted: Thursday, February 20, 2014

QUINCY – Quincy is moving forward with the finishing a project to repair Division Street.

The city council approved a $1 million bid from Moses Lake's Advanced Excavation to replace the asphalt on the street between Sixth Avenue Southeast and Columbia Way.

The company was one of seven bidding on the project with a high bid of $1.1 million. The engineer's estimate was $1.2 million.

The state Transportation Improvement Board gave the city a $1.2 million grant to pay for the project. Mayor Jim Hemberry said the city will be responsible for about 30 percent of the cost.

"We had budgeted this at more like $1.5 million, so there is going to be a considerable savings for the city on this one," he said.

When the project is finished this summer, it completes a multi-year plan to rebuild the road. City Administrator Tim Snead previously said a half mile section of the street still needs to be repaired.

The project includes adding a curb and sidewalk to one side of the street. The street doesn't have any sidewalks presently, creating a potential hazard for children walking from nearby Quincy High School, Snead said.

The project is expected to take 80 days once work starts on the street.

KIRKLAND REPORTER.com

Construction began this week on 120th Street extension in Kirkland

Officials began construction on 120th Street extension in the Totem Lake area earlier this week. — *image credit: Contributed photo/City of Kirkland*

by CHRISTIAN KNIGHT, CITY OF KIRKLAND, Kirkland Reporter Contributor

Feb 26, 2014 at 12:00PM updated Feb 27, 2013 at 9:13AM

The average wait for a car stopped at the intersection of Northeast 116th Street and 124th Avenue Northeast lasts a minute and 23 seconds. That, according to the city of Kirkland's transportation policies, is nearing failure.

But it could get worse. To understand how much worse, transportation engineers from the city of Kirkland created a model more than a decade ago to calculate what the wait time would be at the same intersection in the year 2022. The average wait time, the engineers discovered, would quadruple—to more than four minutes.

"That's total failure," said Thang Nguyen, the Kirkland transportation engineer responsible for measuring the traffic impacts of development.

The solution is to build a new road extension that will connect Northeast 120th Street to 124th Avenue Northeast. Construction on that road began Feb. 24 and will be finished by the end of this year. Aside from providing a more direct option for drivers heading to the freeway from 132nd Avenue Northeast, as well as drivers heading east to the Lake Washington Institute of Technology, the new road extension will ease pressure primarily at four nearby intersections and cut their average wait times in half, from a combined nine and a half minutes to a combined four and a half minutes.

And it'll do it by reducing the number of 'competing movements' commuters face at the four intersections.

"'Competing movements' are movements that are competing for green time at the intersection," said Nguyen. "Let's take a left turn and through-movement. They are competing movements. Those are movements that cannot run at the same time. One has to wait for the other through signal phasing in order to get through the intersection. This road will reduce those competing movements at each intersection."

The result for drivers is less time in traffic.

At the intersection of 124th Avenue Northeast and Northeast 124th Street, for example, the road extension will cut 50 seconds from the 140-second wait traffic engineers expect by the year 2022. The biggest beneficiary is the intersection of 116th Street and 124th Avenue, where traffic would be waiting for more than four minutes on average—if not for the road extension. That's three times longer than the current wait.

The Northeast 120th Street road extension cuts more than three minutes from that, however. That means traffic will sit at that intersection for 17 seconds less in 2022 after the new road exists than it does now in 2014 before the road exists.

Through annexation, Kirkland has added more than 200 lane-miles to its street network. But this will be the first new road the city of Kirkland has added through road construction since 1993, when the city built the missing piece of North Rose Hill's 100th Street, which provided a continuous link from 124th Avenue to 132nd Avenue.

Constructing the Northeast 120th Street extension will require seven-and-a-half months, starting late this winter. But the city of Kirkland has been planning for these 880 feet of additional roadway since 1997. It's been working on the design and property acquisitions since 2007.

"It involved reaching out to the property owners to purchase right of way," said Rod Steitzer, the supervisor of Kirkland's Capital Improvement Program. "There are four parcels on this roadway. Three to the north. One to the south.

And on that right of way, city engineers have already solved several engineering challenges. One challenge was how to build a road that gradually descends from its intersection with Slater Avenue without consuming portions of the Frontier property to the north and the Infiniti of Kirkland dealership property to the south.

The answer: 15-foot retaining walls.

"It'll look like modular block style wall," Steitzer says. "It'll change the elevation, the grade so the slope is more gentle."

Another riddle is what to do with all the stormwater. Without mitigation, the new street would shed nearly 900,000 gallons of storm water in an average year of Kirkland precipitation. That's enough to fill Peter Kirk Pool four and a half times. Most of that water would almost certainly drain toward the area's lowest point, Totem Lake, which is already vulnerable to flooding.

The answer: "We're using a vault, which takes water from the roadway and any water coming into the adjacent roadway," Steitzer said. "The vault collects that water and releases it at a slower rate so we don't have flooding in Totem Lake."

That vault can hold 270,000 gallons of stormwater, or 50,000 more gallons than Peter Kirk Pool.

THE NEWS TRIBUNE

Benton City gets new LED street lights

By Loretto J. Hulse, Tri-City Herald, March 11, 2014

Terry Tate, an employee of Sun River Electric Service in Kennewick, installs a new LED street light in Benton City on Tuesday in the 1000 block of Horn Drive. Benton City is one of six small cities in the state to receive the replacement lights for free through a state Transportation Improvement Board pilot program. The goal is to reduce operating and maintenance costs.

BENTON CITY -- Benton City is one of six small towns in the state to receive new, power-efficient street lights for free.

Work is under way to replace the existing street lights with LEDs -- light-emitting diodes -- and should be completed by the end of the month.

Swapping out incandescent bulbs for LEDs is a pilot program of the state Transportation Improvement Board, said Clint Ritter, project engineer for the LED Street Light Implementation Project.

"Saving money is the main goal of the project," he said.

Many small towns like Benton City spend a significant amount, sometimes as much as 15 percent of their street maintenance budget, on electricity and maintenance of street lights, he said.

"So they're not able to fix potholes or do any paving because they're strapped financially. Some cities are even resorting to turning off lights," Ritter said.

The state Transportation Improvement Board has an asphalt program that helps cities like Benton City pay for street repairs.

"But it's very competitive to get funds because the state has limited funds and there's a lot of need," he said.

The idea is, if cities save money on street lights, that money could go into street maintenance instead.

Benton City -- along with Coulee Dam, Palouse, Buckley, Blaine and Richfield -- were chosen for the initial demonstration project.

Stephanie Haug, Benton City's city clerk and treasurer, said in 2013 the city spent 9 percent of its $215,800 street maintenance budget on street lights.

"Last year the city spent $17,360 on electricity and $1,406 on maintenance, mainly changing the bulbs," she said.

Ritter said the city's 183 street lights will be replaced at a cost of about $55,000.

Benton PUD will be replacing 119 of the lights and Benton Rural Electric Association will replace 11 of the street lights.

"The city actually owns the lights but we see to the installation and replacement of any in our service area," said Troy Berglund, manager of community development and community relations for the REA. The PUD has a similar agreement with the city.

Benton City also has 53 street lights and has contracted with Sun River Electric of Kennewick to replace those with the new LEDs.

At the end of the year, Haug said, she'll "be excited to see what the difference in the power bill will be." Berglund said even in just the 11 lights being changed out by the REA, the city should definitely see some savings.

Karen Miller, manager of communications and government relations for the Benton PUD, said Benton City should save about $5,000 annually in electrical charges for the 119 lights.

"When the (Transportation Improvement Board) contacted us about this project the city jumped on the opportunity," Haug said.

She said before beginning, the agency hired a consultant who analyzed the existing lights.

"The new LEDs will match the same light output, though the light will be a different color, more blue than yellow," she said.

Haug said Benton City will be recycling the used lights.

Loretto J. Hulse: 582-1513; lhulse@tricityherald.com

KREM.com

Report shows Spokane roads are some of the worst in Wash.

by SHAWN CHITNIS & KREM.com
March 11, 2014

SPOKANE, Wash.--A new report released Tuesday shows Spokane has some of the worst road conditions in Washington State. It said drivers spend hundreds of dollars a year fixing their cars because streets in the area are so bad.

The report from a **national nonprofit** research calculated the average Spokane driver loses more than $1,400 per year because of traffic, poor road conditions and not enough safety features. The study finds that driving on City streets, state highways and the freeway is getting worse.

"Spokane drivers are dealing with increasingly congested roadways and as a result they're wasting time and fuel every single day," said Carolyn Kelly with TRIP Transportation Research Group.

The non-profit that put together the report is funded by the transportation industry. The study found 68% of major roads are in poor or okay condition, higher than the state average.

Local leaders said this is a reminder of the need to invest in transportation. They point to the North South Freeway as a key improvement to the roads and bringing in more business.

"We need to get the congestion off of Division, get the trucks onto a new corridor. We need the freight mobility capability that the North Spokane Corridor has when it gets completed to the interstate," said Rich Hadley with Greater Spokane, Inc.

The report highlighted a lack of funding at the state level. It showed a shortfall in the budget for transportation over the next several years is going to make conditions worse in the state.

Local leaders said the public has to push elected officials to make road improvements a higher priority.

"I think people have to realize that if they're late to work because of damage to their car or they have to take a detour because a bridge is out, that's costing them," said Hadley.

Washington State
Transportation Improvement Board

TIB Members

Councilmember Sam Crawford, Chair
Whatcom County

Deputy Mayor Jeanne Burbidge, V. Chair
City of Federal Way

Jim Albert
Office of Financial Management

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WSDOT

Todd Coleman, P.E.
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County Road Administration Board

Ralph Wessels, P.E.
Bicycle Alliance of Washington

Clay White
Snohomish County

Stevan E. Gorcester
Executive Director

P.O. Box 40901
Olympia, WA 98504-0901
Phone: 360-586-1140
Fax: 360-586-1165
www.tib.wa.gov

March 13, 2014

Mr. Robert J. Fischer, Owner
Roslyn Fuel Company
203 N. 1st Street
PO Box 423
Roslyn, WA 98941

Dear Mr. Fischer:

I am responding to your letter of February 21, 2014 addressed to Chris Workman. You expressed concern about the alignment of Cle Elum's Railroad Street extension project.

Railroad Street received a Transportation Improvement Board (TIB) grant in November 2010. TIB closely tracks grants to ensure consistent progress to completion of the street project.

In May 2013, the Railroad Street project became classified by TIB as a delayed project. Inquiries with the city indicated the delay was due to difficulty in obtaining property owned by Burlington Northern Santa Fe Railroad, which I understand to be leased by you. The delay in acquiring rights to the property for the originally intended street alignment will cause the city to miss a key performance timeframe of June 30, 2014.

In the absence of a plan to move the project forward, the city stands to lose $450,000 in state funding. Consequently, the city identified an alternate route to avoid the Railroad property. We find the alternate route to be acceptable and recognize the City Council's authority to select it.

Sincerely,

Stevan Gorcester
Executive Director

cc: City of Cle Elum
Mayor Charles Glondo
City Administrator Matt Morton
Public Works Director Jim Leonhard
Jeff Louman, Huibregtse Louman Associates

Investing in your local community

ROSLYN FUEL COMPANY

February 21, 2014
Transportation Improvement Board
P O Box 40901
Olympia, WA 98504-0901
Attn: Chris Workman
RE: Cle Elum Railroad Street Project – TIB Grant

RECEIVED
MAR 05 2014
TIB

Dear Mr. Workman:

My name is Robert Fischer and I own Roslyn Fuel Company. I lease a railroad coal yard property in Cle Elum in the "Wye" area, (the location of the Railroad Street TIB Project.) I also have a railroad siding from the BNSF main line that services my property.

My leased property has water, sewer and electricity, all of which I put in in 1986 when I originally leased the land. I have concerns that since the City of Cle Elum changed the location of the planned road, that these services to my property will be cut off, including my access. I have yet to see an official map of the new City Council-approved, changed location of the planned road, but it sounds as if it will cut through directly to the north of my parcel. This project has a map on the TIB website that is not correct now, since the location of the road was changed by the Cle Elum City Council. I have included a copy of the Cle Elum City Council minutes for the meeting at which the road location was changed. The original location map is on the TIB web site and shows the planned road to the south of my property.

Can the City Council of Cle Elum arbitrarily change the location of a TIB project without it going through some sort of review process again?
The new location makes no sense at all, being so close to the First Street intersection.

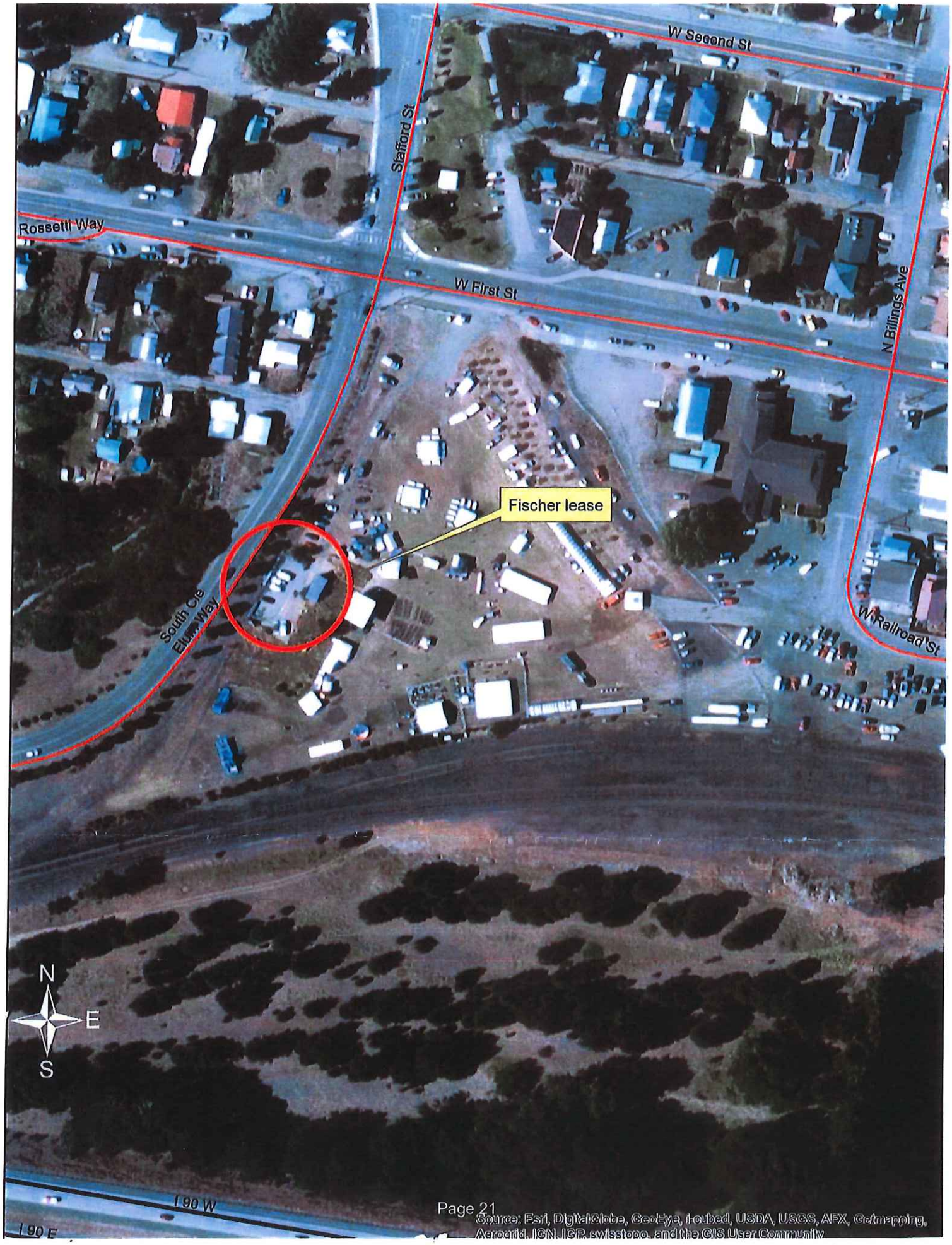
I am looking forward to your reply.

Sincerely, Robert J Fisch

Robert J. Fischer, Owner
Roslyn Fuel Company
509-649-2640

Attachments:
Cle Elum City Council Minutes from 12/10/2013
Aerial map showing my property
cc:
City of Cle Elum, Attn: Mayor Glondo
Huibregtse Louman Associates Inc./Hazzard
TIB Board

203 N. 1ST ST
P O BOX 423
ROSLYN, WA 98941
509-649-2640



Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Washington State Transportation Improvement Board

Project Activity Report

Reporting Period
From 01/01/2014 to 02/28/2014

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
APP Program							
3-W-189(001)-1	ABERDEEN	FY 2013 Expanded Preservation Project City Limits	Audit	CC FV AD	150,823	-18,310	Director
3-W-189(002)-1	ABERDEEN	FY 2013 Expanded Preservation Project	Audit	CC FV AD	259,565	-32,634	Director
3-W-189(004)-1	ABERDEEN	FY 2015 Arterial Preservation Project	Design	DE	22,500	0	Director
3-E-893(001)-1	AIRWAY HEIGHTS	FY 2015 Arterial Preservation Project	Design	DE	34,372	0	Director
3-W-159(002)-1	BURLINGTON	FY 2015 Arterial Preservation Project	Design	DE	10,875	0	Director
3-E-168(001)-1	CHENEY	FY 2013 Expanded Preservation Project	Audit	FV AD	115,570	0	Director
3-E-161(001)-1	EAST WENATCHEE	FY 2014 Arterial Preservation Project	Contract Completion	CC	364,735	-6,938	Director
3-P-201(001)-1	EDGEWOOD	FY 2014 Arterial Preservation Project	Bid Award	BA	257,889	0	Director
3-P-124(003)-1	ENUMCLAW	FY 2015 Arterial Preservation Project	Design	DE	2,910	0	Director
3-E-164(002)-1	EPHRATA	FY 2015 Arterial Preservation Project	Design	DE	49,455	0	Director
3-P-130(001)-1	FIRCREST	FY 2014 Arterial Preservation Project	Audit	CC FV AD	383,036	17,703	Director
3-P-118(001)-1	LAKE FOREST PARK	FY 2015 Arterial Preservation Project	Design	DE	17,107	0	Director
3-P-822(001)-1	MONROE	FY 2014 Arterial Preservation Project	Contract Completion	CC	145,049	-48,863	Director
3-P-112(002)-1	NORMANDY PARK	FY 2015 Arterial Preservation Project	Design	DE	18,105	0	Director
3-P-117(002)-1	PACIFIC	FY 2015 Arterial Preservation Project	Design	DE	0	0	Director
3-W-150(001)-1	PORT ANGELES	FY 2015 Arterial Preservation Project	Design	DE	53,892	0	Director
3-W-151(001)-1	PORT TOWNSEND	FY 2014 Arterial Preservation Project	Contract Completion	CC	163,336	24,647	Director

Washington State Transportation Improvement Board

Project Activity Report

Reporting Period
From 01/01/2014 to 02/28/2014

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
3-E-182(002)-1	SELAH	FY 2015 Arterial Preservation Project	Design	DE	0	0	Director
3-W-826(002)-1	SEQUIM	FY 2015 Arterial Preservation Project	Design	DE	13,419	0	Director
3-P-133(001)-1	STEILACOOM	FY 2013 Expanded Preservation Project	Audit	FV	110,865	0	Director
3-P-133(003)-1	STEILACOOM	FY 2015 Arterial Preservation Project	Design	DE	46,117	0	Director
3-P-131(001)-1	SUMNER	FY 2014 Arterial Preservation Project	Audit	FV AD	541,400	0	Director
3-E-178(003)-1	TOPPENISH	FY 2015 Arterial Preservation Project	Design	DE	39,711	0	Director
3-E-181(002)-1	UNION GAP	FY 2015 Arterial Preservation Project	Design	DE	27,684	0	Director
3-E-176(001)-1	WALLA WALLA	FY 2014 Arterial Preservation Project	Contract Completion	CC	200,000	0	Director
3-W-954(002)-1	WOODLAND	FY 2015 Arterial Preservation Project	Design	DE	0	0	Director
				Total APP Change		**-64,395**	

LESP Program

S-W-837(001)-1	BLAINE	FY 2014 Streetlight Project	Bid Award	BA	262,912	-199,250	Director
S-E-878(001)-1	COULEE DAM	FY 2014 Streetlight Project	Contract Completion	CC	138,201	-866	Director
S-E-916(001)-1	PALOUSE	FY 2014 Streetlight Project	Bid Award	CN BA	98,726	7,726	Director
				Total LESP Change		**-192,390**	

RTP Program

7-5-188(013)-1	KELSO	N. Kelso Avenue	Design	DE	15,000	0	Director

Washington State Transportation Improvement Board

Project Activity Report

Reporting Period
From 01/01/2014 to 02/28/2014

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
7-1-132(003)-1	MILTON	Milton Way	Design	DE	36,500	0	Director
				Total RTP Change		**0**	

SCAP Program

6-P-808(010)-1	BUCKLEY	SR-410, SR-165, Ryan Rd and 112th	Audit	CC FV AD	822,168	0	Director
6-P-808(012)-1	BUCKLEY	SR 165	Design	DE	11,475	0	Director
6-W-952(I02)-1	CASTLE ROCK	Cowlitz St West Reconstruction	Audit	CC FV AD	269,064	0	Director
6-E-895(005)-1	FAIRFIELD	E Main Street	Audit	CC AD	525,564	-136	Director
6-P-820(006)-1	GRANITE FALLS	South Granite Avenue	Audit	CC FV AD	696,569	-3,659	Director
6-E-903(I02)-1	KETTLE FALLS	Meyers Street	Bid Award	DE CN BA	46,939	0	Director
6-E-896(002)-1	LATAH	Main Street	Audit	FV AD	592,683	0	Director
6-E-850(010)-1	LEAVENWORTH	Commercial Street	Design	DE	0	0	Director
6-W-963(007)-1	NAPAVINE	2nd Avenue	Design	DE	17,100	0	Director
6-E-915(003)-1	OAKESDALE	Front Street	Audit	FV AD	560,878	0	Director
6-E-872(I07)-1	ODESSA	5th Avenue	Design	DE	9,325	0	Director
6-W-971(007)-1	RAYMOND	Commercial Street	Design	DE	84,330	0	Director
6-W-972(007)-1	SOUTH BEND	Cedar Street	Construction	CN	80,769	0	Director
6-E-899(003)-1	SPANGLE	3rd Street/Ash Street	Audit	CC FV AD	639,684	-8,127	Director

Washington State Transportation Improvement Board

Project Activity Report

Reporting Period
From 01/01/2014 to 02/28/2014

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
6-E-899(004)-1	SPANGLE	Main Street	Construction	CN	65,900	0	Director
6-E-918(004)-1	ST. JOHN	Park Avenue	Contract Completion	CC	602,779	-6,519	Director
6-W-974(005)-1	STEVENSON	Cascade Avenue	Design	DE	65,700	0	Director
6-P-824(I07)-1	SULTAN	Sultan Basin Road and US 2 Phase III	Contract Completion	CC	592,407	-19,150	Director
6-E-919(006)-1	TEKOA	Park Road (Tekoa Farmington Rd)	Design	DE	89,000	0	Director
6-E-945(002)-1	TIETON	Summitview Road	Bid Award	CN BA	664,447	-90,653	Director
6-E-885(003)-1	TONASKET	3rd Street, 5th Street, 6th Street, Western Avenue	Audit	CC FV AD	402,688	32,010	Director
6-E-887(I05)-1	WINTHROP	Upper Bluff Street	Construction	CN	14,553	59	Director
6-E-947(011)-1	ZILLAH	Vintage Valley Parkway	Design	DE	120,690	0	Director
6-E-947(011)-2	ZILLAH	Vintage Valley Parkway	Withdrawn	DE WD	0	0	Director
				Total SCAP Change		**-96,174**	

SCPP Program

2-E-868(002)-1	ALMIRA	FY 2012 Seal Coat Project	Audit	CC FV AD	6,199	-6,451	Director
2-E-868(004)-1	ALMIRA	FY 2014 Sidewalk Maintenance Project	Audit	FV AD	93,687	0	Director
2-E-851(003)-1	BRIDGEPORT	FY 2013 Overlay Project	Bid Award	BA	107,636	17,836	Director
2-E-847(002)-1	CASHMERE	FY 2014 Red Town Project	Audit	CC FV AD	364,523	-5,056	Director
2-E-901(001)-1	CHEWELAH	FY 2015 Overlay Project	Design	DE	9,028	0	Director

Washington State Transportation Improvement Board

Project Activity Report

Reporting Period
From 01/01/2014 to 02/28/2014

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-E-930(002)-1	CLE ELUM	FY 2015 Overlay Project	Design	DE	23,655	0	Director
2-E-877(002)-1	CONCONULLY	FY 2014 Overlay Project	Audit	CC FV AD	131,875	8,960	Director
2-W-827(003)-1	COUPEVILLE	FY 2015 Seal Coat Project	Construction	DE CN	8,027	0	Director
2-E-909(001)-1	ENDICOTT	FY 2014 Seal Coat Project	Audit	FV AD	7,801	0	Director
2-E-909(002)-1	ENDICOTT	FY 2015 Seal Coat Project	Bid Award	DE CN BA	24,669	0	Director
2-W-953(004)-1	KALAMA	FY 2015 Seal Coat Project	Construction	DE CN	0	0	Director
2-E-896(001)-1	LATAH	FY 2013 Sidewalk Maintenance Project	Audit	FV AD	8,584	0	Director
2-E-862(005)-1	MATTAWA	FY 2014 Red Town Project	Audit	CC FV AD	382,705	-25,452	Director
2-W-961(003)-1	MORTON	FY 2014 Red Town Project	Withdrawn	WD	0	0	Director
2-E-892(002)-1	NEWPORT	2014 Eastern Region Chip Seal	Design	DE	0	0	Director
2-E-881(004)-1	OKANOGAN	FY 2014 Overlay Project	Bid Award	BA	81,485	-17,515	Director
2-W-964(002)-1	PE ELL	FY 2015 Overlay Project	Design	DE	23,205	0	Director
2-W-972(005)-1	SOUTH BEND	FY 2014 Overlay Project	Audit	CC FV AD	157,730	9,230	Director
2-E-874(004)-1	SPRAGUE	FY 2013 Overlay Project	Contract Completion	CC	132,041	10,123	Director
2-E-874(006)-1	SPRAGUE	FY 2014 Red Town Project	Contract Completion	CC	342,299	-7,047	Director
2-W-960(003)-1	WESTPORT	FY 2015 Overlay Project	Design	DE	23,397	0	Director
2-E-936(001)-1	WHITE SALMON	FY 2014 Overlay Project	Audit	CC FV AD	98,926	-4,782	Director
2-E-875(003)-1	WILBUR	FY 2015 Seal Coat Project	Design	DE	13,965	0	Director

Washington State Transportation Improvement Board

Project Activity Report

Reporting Period
From 01/01/2014 to 02/28/2014

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-W-951(003)-1	YACOLT	FY 2014 Overlay Project	Contract Completion	CC	10,986	-5,439	Director
				Total SCPP Change		**-25,594**	

SP Program

P-W-952(P03)-1	CASTLE ROCK	SR 504	Design	DE	29,498	0	Director
P-W-952(P04)-1	CASTLE ROCK	Front Avenue SW	Design	DE	24,814	0	Director
P-E-848(P04)-1	CHELAN	Woodin Avenue	Withdrawn	WD	0	-240,000	Director
P-E-004(P01)-1	CHELAN COUNTY	Penny Road	Bid Award	CN BA	327,470	-3,432	Director
P-W-006(P06)-1	CLARK COUNTY	NE Highway 99	Audit	CC FV AD	177,282	-21,182	Director
P-P-115(P02)-1	CLYDE HILL	NE 24th Street	Audit	CC FV AD	125,000	0	Director
P-P-115(P03)-1	CLYDE HILL	92nd Avenue NE	Design	DE	16,000	0	Director
P-E-908(P05)-1	COLTON	Broadway Street (SR 195)	Audit	CC FV AD	157,410	-5,124	Director
P-W-832(P02)-1	CONCRETE	Superior Avenue	Design	DE	17,000	0	Director
P-W-825(P04)-1	FORKS	Maple Avenue	Design	DE	26,961	0	Director
P-E-859(P02)-1	GRAND COULEE	Main Street	Withdrawn	DE WD	0	0	Director
P-E-173(P05)-1	KENNEWICK	S Gum Street	Construction	CN	0	0	Director
P-P-111(P04)-1	KIRKLAND	NE 112th Street	Contract Completion	CC	92,168	5,900	Director
P-P-111(P05)-1	KIRKLAND	6th Street S	Design	DE	0	0	Director

Washington State Transportation Improvement Board

Project Activity Report

Reporting Period
From 01/01/2014 to 02/28/2014

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
P-P-146(P01)-1	LAKE STEVENS	20th Street NE	Audit	FV AD	204,750	0	Director
P-E-915(P04)-1	OAKESDALE	Steptoe Street	Audit	FV AD	143,877	0	Director
P-E-883(P02)-1	PATEROS	Warren Avenue	Design	DE	9,149	0	Director
P-P-027(P03)-1	PIERCE COUNTY	128th Street E	Audit	CC FV AD	78,824	-76	Director
P-P-027(P04)-1	PIERCE COUNTY	136th Street E	Design	DE	52,200	0	Director
P-E-873(P01)-1	REARDAN	US 2	Design	DE	24,400	0	Director
P-P-107(P03)-1	REDMOND	Redmond Way	Design	DE	46,154	0	Director
P-P-814(P02)-1	ROY	Peterson Street	Design	DE	21,100	0	Director
P-W-126(P03)-1	SEDRO WOOLLEY	SR 20	Bid Award	DE CN BA	255,449	-18,332	Director
P-P-806(P01)-1	SNOQUALMIE	Railroad Avenue SE (SR 202)	Construction	CN	10,599	0	Director
P-E-165(P04)-1	SPOKANE	Rowan Avenue	Bid Award	CN BA	142,964	-11,936	Director
P-E-165(P05)-1	SPOKANE	Howard Street, Washington Street, Sprague Avenue, 1st Avenue	Design	DE	57,112	0	Director
P-E-032(P06)-1	SPOKANE COUNTY	Whitworth Drive	Bid Award	BA	184,115	2,883	Director
P-P-131(P01)-1	SUMNER	Parker Road E	Audit	CC FV AD	599,725	0	Director
P-P-128(P05)-1	TACOMA	N Vassault Avenue	Design	DE	45,938	0	Director
P-E-181(P01)-1	UNION GAP	Main Street	Design	DE	41,248	0	Director
P-W-954(P01)-1	WOODLAND	SR 503 and E Scott Avenue	Design	DE	21,600	0	Director
				Total SP Change		**-291,299**	

Washington State Transportation Improvement Board

Project Activity Report

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Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
UAP Program							
8-1-105(035)-1	AUBURN	S 277th Street	Design	DE	0	0	Director
8-2-156(040)-1	BELLINGHAM	Mahogany Avenue/Artic Avenue	Design	DE	335,650	0	Director
8-2-159(013)-1	BURLINGTON	Rio Vista Avenue	Design	DE	60,938	0	Director
8-5-006(039)-1	CLARK COUNTY	NE 72nd Avenue	Design	DE	0	0	Director
8-4-170(007)-1	CLARKSTON	12th Street	Audit	FV AD	458,619	0	Director
8-4-177(007)-1	COLLEGE PLACE	College Avenue	Design	DE	55,000	0	Director
8-3-161(008)-2	EAST WENATCHEE	Eastmont Avenue	Contract Completion	CC	13,940	-850	Director
8-1-139(002)-1	EDMONDS	228th Street SW/SR 99	Design	DE	0	0	Director
8-4-175(017)-1	ELLENSBURG	3rd Avenue	Design	DE	113,230	0	Director
8-2-985(007)-1	FERNDALE	Church Road	Construction	CN	0	0	Director
8-1-108(010)-1	ISSAQUAH	E Lake Sammamish Parkway SE	Design	DE	1,116,000	0	Director
8-1-106(031)-1	KENT	S 224th Street	Design	DE	1,276,459	0	Director
8-1-111(018)-1	KIRKLAND	NE 85th Street (Construction Only)	Design	DE	0	0	Director
8-2-018(007)-1	KITSAP COUNTY	NW Bucklin Hill Road	Design	DE	0	0	Director
8-1-118(002)-1	LAKE FOREST PARK	NE 178th Street	Design	DE	165,512	0	Director
8-1-199(010)-1	LAKEWOOD	Bridgeport Way	Contract Completion	CC	1,491,068	-36,503	Director
8-3-988(001)-1	LIBERTY LAKE	Appleway Avenue	Design	DE	111,877	0	Director

Washington State Transportation Improvement Board

Project Activity Report

Reporting Period
From 01/01/2014 to 02/28/2014

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-1-143(008)-1	MARYSVILLE	State Avenue	Design	DE	578,347	0	Director
8-1-813(003)-1	ORTING	SR 162	Design	DE	173,712	0	Director
8-1-027(068)-1	PIERCE COUNTY	Stone Drive NW/34th Avenue NW	Design	DE	510,708	0	Director
8-3-167(016)-1	PULLMAN	Old Wawawai Road	Construction	CN	0	0	Director
8-3-167(017)-1	PULLMAN	Bishop Boulevard	Design	DE	15,000	0	Director
8-1-129(019)-1	PUYALLUP	Shaw Road	Design	DE	707,286	0	Director
8-3-863(004)-1	QUINCY	Division Street E	Construction	CN	194,389	0	Director
8-4-171(018)-1	RICHLAND	Duportail Street	Design	DE	767,495	0	Director
8-1-121(007)-1	SEATAC	28th/24th Avenue S	Design	DE	1,320,000	0	Director
8-1-142(011)-1	SNOHOMISH	Avenue D/Bickford Avenue	Bid Award	CN BA	524,400	68,400	Director
8-3-165(088)-1	SPOKANE	37th Avenue	Design	DE	70,312	0	Director
8-3-032(065)-1	SPOKANE COUNTY	Wall Street/Waikiki Road/Mill Road	Audit	CC FV AD	1,449,311	49,981	Director
8-1-128(090)-1	TACOMA	Alaska Street	Audit	CC FV AD	3,562,377	-22,370	Director
8-1-128(092)-1	TACOMA	Tacoma Avenue South	Construction	DE CN	0	0	Director
8-1-116(010)-1	TUKWILA	Interurban Avenue S	Construction	CN	0	0	Director
8-1-116(011)-1	TUKWILA	S 144th Street	Design	DE	185,918	0	Director
8-5-196(017)-1	TUMWATER	Trosper Road	Audit	CC FV AD	264,500	0	Director
8-3-160(027)-1	WENATCHEE	Chelan Avenue (SR 285 Couplet) and Miller Street	Withdrawn	DE WD	0	0	Director

Washington State Transportation Improvement Board

Project Activity Report

Reporting Period
From 01/01/2014 to 02/28/2014

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-4-180(022)-1	YAKIMA	Tieton Drive	Design	DE	139,993	0	Director
				Total UAP Change		**58,658**	

UCP Program

9-W-195(009)-1	OLYMPIA	Boulevard Road	Construction	CN	0	0	Director
9-W-158(003)-1	POULSBO	Lincoln Road	Construction	CN	0	0	Director
9-W-029(002)-1	SKAGIT COUNTY	Anderson/LaVenture Road	Audit	CC FV AD	5,500,000	114,890	Director
9-E-160(006)-1	WENATCHEE	Worthen Street and Orondo Avenue	Audit	FV AD	972,075	0	Director
				Total UCP Change		**114,890**	
				Total Change		**-496,304**	

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

Funding Increase Request
City of Bremerton – Lower Wheaton Way
March 27, 2014

BACKGROUND

The City of Bremerton Lower Wheaton Way project (Manette Bridge to Lebo Boulevard) was funded out of the Urban Arterial Program (UAP) in the FY 2012 priority array. The project is currently in design phase. The existing street lacks serviceable sidewalk, bike lanes, and the pavement is in need of restoration.

This project will rehabilitate the existing street to provide continuous non-motorized facilities and a new pavement surface. The improvements are part of a larger vision to provide continuous improvements accessing downtown Bremerton from SR 303 and across the recently completed Manette Bridge. The planned section consists of two travel lanes, two 5-ft bike lanes, a 5-ft sidewalk on the eastside of the street and a 10-ft sidewalk on the west side of the street. The project was originally scheduled to be constructed in 2011.

STATUS

As the design of this project progressed, city staff realized the planning level estimate included with the original application was not sufficient to construct the project. The application included only a 10-ft sidewalk on one side of the street, but after further analysis and public comment, the decision was made to construct sidewalk on both sides of the street. There were other significant components such as street lighting and improvements to the Lebo Boulevard intersection that were not accounted for because of limited funding resources.

TIB staff and the executive director met with the city to review the project status and analyze methods to move toward construction. It was determined that it was necessary to include these additional improvements.

Design is currently at 95% and the city would like to advertise the project in April 2014. The city has gathered additional funds from their utility funds including stormwarter, wastewater, and water as well as a new Transportation Benefit District (TBD). The city is requesting an increase in TIB funds of $746,708. A funding summary is listed below:

Project Cost History	TIB Funds	Bremerton Funds	Total Project Cost
Application	$1,368,084	$342,051	$1,710,135
Current Estimate & Request	$2,114,792	$1,590,240	$3,705,032

The current estimate includes all non-motorized facilities, all decorative street lighting, improvements to the Lebo Boulevard intersection and a project contingency.

RECOMMENDATION

Staff recommends an increase in TIB funds of $746,708 for a total authorization of $2,114,792. This increase is based on the Engineer's Estimate including contingency. If any surplus funds are realized due to favorable bids, Bremerton will relinquish the increased TIB funds first.

TIB Small City Program
Process Improvement Initiative
March - 2014

THEMES FROM INTERVIEWS WITH SMALL CITY STAKEHOLDERS

INTERVIEW PARTICIPANTS

- Mark Botello, Planning Director, Cashmere
- Karen Dillon, Finance Director, Soap Lake
- Karl Enyeart, Public Works Director, Goldendale
- Brent Kirk, Public Works Supervisor, Granite Falls
- Roger Kreiger, Community Services Director, Deer Park
- Kelly Rasmussen, Public Works Supervisor, Kalama
- David Vorse, Castle Rock - Public Works Director

TIB

- The TIB and its staff are highly valued, respected and appreciated. The engineers are viewed as collaborative and a tremendous asset to small cities.
- TIB funding has been transformative for small cities.
- The match is low enough that small cities can afford the grant.
- The efficiency of TIB application process is of particular importance to small cities with few staff.
- Stakeholders understand that the needs are greater than the funds. They do not know exactly how projects are selected but appreciate that funding needs to be dispersed and equitable.

Needs

- Small cities are highly dependent upon TIB for funding their transportation infrastructure
- Needs (will always) exceed funding availability, small cities have few resources for projects, and conditions often neglected for many years prior to obtaining TIB funding for improvements.
- Funding criteria is the primary driver for determining infrastructure needs and priorities.
- City's typically consider financing and investment readiness coupled with infrastructure conditions when selecting projects for funding.
- Utilities sometimes drive what gets done rather than street conditions.
- Streets that have undergone extensive patching do not qualifying for TIB funding for reconstruction due to pavement condition. This seems to be an issue for most small cities.

Project Funding and Economy of Scale

- Extend project timeframe to 3 years to accommodate larger scale projects.
- Funding drives decision making about projects and priorities.
- Extend funding cap to $700,000 to achieve greater efficiency from economy of scale.
- Require cities to provide details of their infrastructure conditions, plans and funding before approving grants for transportation improvements.

- Coordinate funding cycles with other state agencies and CDBG so that small cities can combine multiple resources to achieve more comprehensive projects/economy of scale.
- Administrative costs are so high that small projects are inefficient. Best to combine projects and/or funding to maximize efficiency and economies of scale for small cities.
- Provide incentives for small cities to leverage TIB projects with creative planning and additional funding sources.
- Creative leveraging of grants requires good planning, communication and coordination with other agencies. A single TIB project can be transformed to accomplish multiple improvements.

Phasing

- Phasing is feasible when the city can rely on funding for duration of project.
- Phasing may be only option for larger projects because of limited financial and staff resources.
- The advantages of phasing depends on the project. Phasing can be less or more disruptive to a city, its businesses and residents.
- Phasing provides a small city with ability to manage allocation of funds to avoid depletion of the budget. To achieve larger projects cities must have funds in reserve.
- Some prefer to complete projects all at once because of the disruption to the city and residents.

Alternate Treatment Methods and Standards

- All interviewees are interested in the use of alternate and cost effective materials!
- Some cities are already using or exploring alternate treatment methods.
- Some question current standards:
    - Sometimes overlay is better than complete renewal
    - Do we really (always) need sidewalks on both sides of street?
    - Do our streets need to be so wide? (reduce asphalt footprint)
    - Could an asphalt grinder or asphalt recycler project be funded?
    - Chip seal should be encouraged rather than asphalt

Projects Not Funded

- All cities have projects that have not been funded or do not qualify for TIB funding.
- Most denials have been understood - "we can't have it all"- and all realize that the needs are great throughout their region and the state.
- Some cities are looking for additional funding sources, however the relatively large match required by other sources presents a real challenge for small cities.
- TIB is viewed as fair, effective and relatively transparent in terms of project funding decisions.
- City representatives work closely with TIB engineers to evaluate projects for future funding.

INTERVIEWS WITH SMALL CITY GRANT RECIPIENTS

1. **Tell us about your city and the types of street infrastructure projects you usually do.**
   - Arterial Reconstruction
   - Full reconstruction teamed with utility upgrades
   - Pavement preservation
   - Sidewalks

2. **How do you assess and prioritize system-wide needs?**
   - Six Year Transportation Plan - Annual Updates
     - Arterials and frequently used roads
     - Roads that need improvement but do not qualify for TIB
   - TIB criteria taken into consideration with Six Year Plans
     - Pavement ratings
     - TIB engineer recommendations
   - Priorities aligned with TIB criteria

3. **Do you know how TIB selects projects for funding?**
   - Yes and No - understand that projects are rated but not how rated
   - Funding seems to allocated in cycles
   - Realize that there are state-wide needs and all are essential
   - Much to take into consideration for statewide distribution of funds

4. **How do you determine which projects to submit for TIB funding?**
   - What criteria do you take into consideration?
     - Cost, Economy of Scale, 'Bang for the Buck'
     - Six Year Plan Priorities
     - Economic Development Plans
     - Schools and Safety
     - Traffic issues and safety
     - TIB Criteria
     - Partner Potential (funding and projects)
     - Past scoring of projects
     - Gray Osborn (engineering consultant) recommendations
   - **Do you assess your needs and apply for projects with the greatest need?**
     Typically Yes and No when need does not comply with criteria:
     - Some streets have greater need for improvement but do not comply with criteria, for example streets with a great deal of crack seal need an overlay but cannot get the points unless the crack seal is removed.
     - Some streets are still gravel but do not have enough traffic to qualify for funding:
       - Gravel streets that would benefit from chip seal do not qualify
     - Cities that have additional funding sources are able to assess needs and determine how to best fund projects with greatest needs - in addition to TIB.

- **Do you usually select the project that is most likely to meet funding criteria?**
    - Yes - it's important to make continual improvement - the needs are far greater than the funding resources.
    - Yes - elected officials want to see projects and street improvements achieved.
- **Which has more influence on your decision making – needs and priorities or <u>funding availability?</u>**
    - Both criteria are critical and frequently aligned.
    - It depends on availability of other funding sources.
    - Good planning and being creative can achieve greatest need as a by-product.
    - Cannot separate the two because they do not have another source of funds for street improvements. The city's needs are extensive, projects are totally dependent upon TIB funding.
    - Wish that the scoring criteria had a wider range to accommodate the most critical needs in small cities.

5. **Do you think the TIB approach to funding street improvements is effective?**
    - Yes - fair, efficient and effective!
    - TIB engineers visit small cities - so very helpful to city staff.
    - TIB took a 'big picture' view to achieve our city's goals.
    - TIB is collaborative and excellent to work with on projects.
    - Funding drives decision making about projects and priorities. This does not necessarily meet the greatest needs of a community.
    - Pavement ratings need to change. Cities that continually patch old streets do not qualify because patching inflates the surface rating.
    - Ongoing maintenance and preservation disqualifies projects for overlay and reconstruction.
    - Broaden the criteria to qualify more streets for funding (gravel streets).
    - Incentivize small cities to do a better job of leveraging TIB funds:
        - Combine with other projects and/or funding sources
        - Creative planning to achieve multiple outcomes under umbrella of one project
    - **Do you think there are better ways to fund your projects?**
        - Extend project timeframe to 3 years.
        - Provide more funding less frequently to achieve larger projects.
        - Phase funding to achieve large scale projects - more efficient for the city, businesses and residents.
        - Identify large scale projects for funding and give the city enough time to attain matching funds and/or partner with other state/fed funding (WSDOT & CDGB).
        - Extend cap to $6 -$700,000 to achieve efficiency from economy of scale.
        - Some cities have obtained CDBG funds for projects that do not qualify for TIB funding. Ideally would prefer to leverage both CDBG and TIB to accomplish more comprehensive projects - economy of scale:
            - "Our large projects were successful due to CDBG funding. It would be nice to have an 'economy of size' benefit for arterial projects listed to push larger projects."
        - Project administrative costs are so high that smaller projects are inefficient for small cities.
            - Best to combine projects and/or funding to maximize efficiency
            - Mobility/mobilizing a project is a major expense for small city
        - Require cities to provide details of their infrastructure conditions, plans and funding before approving street improvements:

        - TIB could allocation extra points for utility project planning in concert with street improvements - promote efficiency for cities and TIB funds
    - Really need a funding source for design to be able to leverage additional grant funds. We are too small to fund the design/plan phase so that we can apply for funds for large projects.

- **If you could decide how to design your projects or what to build what would you do differently?**
    - Take a big picture view of small city needs.
    - Take long range look at need and tie funding cycles together to maximize results.
    - Would plan to do one entire section of town at a time rather than unrelated piece-meal projects sprinkled throughout because they meet the TIB criteria.
    - Address utility needs *before* street improvements:
        - Utilities sometimes drive what gets done rather than street condition
    - Accomplish larger projects in one phase rather than multiple phases. For example, an eight block project could be accomplished in one year rather than three years. Less impact to community and more cost efficient for the city.
    - "I would like to maximize our dollars the same way TIB would – coupling utility replacement projects with TIB projects and trying to mesh our utility 6-yr plans with our CIP to maximize our inputs really helps. Also minimizing our asphalt footprint while maximizing economy of scale features gives us a benefit."
        - Minimize asphalt footprint by narrowing street width in small cities.
    - Re-evaluate with use of different materials and standards. Do you always need a sidewalk on both sides of the street?
    - Plan the TIB grant to give cities an extended timeframe to complete the project. This would give the city enough time to obtain their matching funds and plan the project to achieve an economy of scale and efficiency.
    - Cities should be creative to maximize the use of funds. Grant money should not just support getting from point A to point B. Plan 2-3 residential streets within the project scope so that only one bid is required and the same contractors, consultants, engineers, planners and survey crews can be used simultaneously.

6. **Do you involve your community or stakeholders in decisions regarding projects and priorities?**
    - Who, why and how does this influence decision-making?
        - Most cities only involve City Council when updating their six-year plan
        - Downtown Beautification Steering Committee
        - Three advisory groups are actively involved with city plans and street improvements. The city sponsors open house events for the public to review and comment on plans. Stakeholders and effected property owners are invited to meetings and participate on advisory committees:
            - Economic Development Advisory Committee
            - Tree Committee Advisory Committee
            - Street Design Advisory Committee
        - Comments from the advisory committees, stakeholders, property owners and public at large are incorporated into plans and projects to best meet community needs.
        - Our community led the charge to establish a Transportation Benefit District.
        - Downtown businesses have been advocates for main street improvements.

7. **Do you phase projects with anticipation for future funding?**
    - Yes!
    - Yes, but would prefer *not* to phase projects. More efficient to use consultant teams to manage large projects all at once.

- Phasing takes a lot of time to manage the community disruption - it requires lots of communication with those affected by each cycle of work. The public does not understand why we don't do projects all at once rather than piecemeal.
- We try to build up the budget so that we can do a project all at once.
- We try to maximize funds with other resources to avoid phasing.
- Phasing reconstruction projects is not as disruptive to the community.
- Must phase to accomplish utility repair and construction.
- Must phase due to the size of grants - not enough for whole project.
- Phasing provides time to plan for matching funds so that city budget is not depleted.
- Phasing requires good planning and design, it can work very well if planned effectively.
- Planning and engineering is phased to prepare for capital projects, however capital projects are not phased. Efficiency has been improved by planning ahead and preparing for the street improvement work.
- Phasing can be risky if relying on funding sources in addition to TIB:
    - Public Works Trust Fund is gone
    - CDBG applications are onerous and funding cycles do not line up with TIB

8. **Who fills out the TIB application (in house and/or consultant)?**
   2 - In-house and consultant depending on project
   2 - Consultant
   3 - In-house
   The application process is highly valued for its brevity and efficiency; "Great Applications!"

9. **Have you partnered with the county, state or neighboring jurisdictions on projects? Yes**
   - **If so, how does that work?**
     - Able to combine WSDOT Surface Transportation Program (STP) funding with TIB funds. For these projects "it works great", although sometimes WSDOT standards are somewhat different than TIB (not a big deal).
     - Partner with county for chip seal and overlay projects.
     - Partnered with WSDOT, the Port and Feds for Sunset Highway project and new bridge. It was very successful due to good planning and communication.
   - **What are the benefits and challenges of partnering?**
     - If partnering results in an expanded project it can trigger additional environmental review (SEPA/NEPA). This added time and cost must be taken into consideration for a small city. (Reference to a CDBG funded project)
     - Partnering with county's for chip seal and overlay works well:
       - Provides additional inspection services
       - Higher level of professionalism
     - Some cities are too remote to partner with county.

10. **Have your city's needs for street improvements evolved and changed over time - how so?**
    - Loads are getting larger impacting ratings on old roads.
    - Downtown / Main Street area has been restored. It is more attractive and pedestrian friendly due to the Truck Route Bypass.
    - Yes and there should be more emphasis on maintenance rather than resurfacing to promote cost efficiency.
    - Due to aggressive actions to improve long neglected city streets we have achieved major progress. Over the last decade we have made great strides with street improvements, this is due greatly to TIB support and funding. It is also due to creative planning and leveraging funds to achieve maximum benefits.

- Needs have not changed but will be adding more walking routes in future.
- The city is going through a major facelift (due to TIB funding) but needs have not changed. The city is spread out over 12 miles with many gravel roads that do not qualify for TIB funding.

11. **Ideally, how should funding criteria be developed and who should be involved in the process?**
    - TIB Board, engineers, staff and cross section of stakeholders.
    - Provide opportunity for stakeholders to address the Board about criteria and needs.
    - Include Small City Representatives:
        - May need to use survey tool or on line methods
        - Hard to get to Olympia due to workload and logistics
    - Use the TIB workshops to obtain feedback - allocate an hour at workshop.
    - Send questionnaire or survey to small city road maintenance crews.
    - Trust TIB to make good decisions for small cities.

12. **How do these elements figure into the projects you select for TIB funding?**
    All apply - listed in order of significance and priority:
    - Financing and Investment Readiness
        - Annual City Budget Process
        - Local Elected Officials
    - Infrastructure Conditions and Needs
    - Maintenance and Operation Projects and Plans
        - Six Year Transportation Plan and annual updates
    - Coordination of Capital Improvement Projects
    - Coordination with City Plans and Update Cycles

13. **Have you thought about alternate methods for treatment types such as pavement recycling or full depth reclamation? YES**
    - TIB is interested in using the best treatment options at the lowest cost. Do you have any objections to alternative treatment methods? **NO**
        - No problem as long product is on par or better than what it would replace.
        - Standards for Full Depth Reclamation may be needed (geo-techs disagree).
        - Interested in pavement recycling but little opportunity in remote areas.
        - Mixed reviews on impervious pavement - need more information.
        - Rubberized chip seal used at Cape Disappointment - good example of new product.
        - Small cities would like suggestions for alternate treatment methods.
        - Sometimes overlay is better than complete renewal.
        - Impervious surface is not as durable.
        - We are already doing using an alternative method for preservation projects. Gloria has rated these projects, they do not qualify for TIB funding because the projects are managed in house w/out engineering involvement. The cost of engineering services would "take funds away from pavement on the roadway."
        - Have been using grindings (in low impact areas) from other projects, but now the grindings are in demand and more difficult to find.
        - "Could an asphalt grinder or asphalt recycler project be funded? In a way they are, but some of the grinding costs have varied and a way to minimize this seems good for use of funds."
        - Chip seal should be encouraged rather than asphalt, it is more economical.

14. **Is there value to planning and implementing projects in a phased, multi-year sequence rather than annually?**
    - Yes:

    - Phasing reconstruction projects is not as disruptive to the community
    - Phasing provides time to plan for matching funds to not deplete city budget
    - Phasing requires good planning and design, works well if planned effectively
    - South Granite Avenue is prime example, phased to minimize disruption to city, planned and designed to achieve excellent continuity at each phase.
    - Financially it makes sense if city cannot afford to do the project all at once:
        - Some projects are done in increments because it is not economically feasible to do it any other way.
    - "Implementing projects in a phased way would assist us with projects that are larger and require more match money. However, match money in small cities is not always available from year to year."
- No:
    - Would prefer to do projects all at once because it upsets residents and businesses to have the town torn up every other year or so - especially when it's just a couple of blocks at a time.
- Sometimes:
    - It depends in the scenario. Projects with the big picture in mind and good planning are usually the best use of funds in the long run because they address multiple problems and maximize efficient use of resources.

15. **Do you have projects that are not getting funded?**
    - Yes, we have more significant needs than can be funded by TIB
    - Yes, we have streets that are held together with band-aids and duck tape
    - Yes, we have projects that have been denied because we do preservation treatment to maintain surface quality. When we apply for funding we are adversely impacted because of our pro-active maintenance (road driving surface quality), even though the road width and lack of sidewalks are a safety concern.
    - Pavement conditions are scored too high, the amount of maintenance is not considered.
        - Streets that don't qualify due to maintenance and preservation
    - Most denials have been understood - "we can't have it all."
    - Steve's letters explaining reason for denial are greatly appreciated!

Conclusion

Do you have other thoughts, comments or perspectives that you would like to share about the TIB program?

- "Great staff, great program, great leadership -- Cannot ever allow it to be dropped or merged into more deficient state agencies that we already have to deal with."
- "We are so grateful, TIB funding has been a gift to our city."
- "Really appreciate our engineer - so good to work with and has a good understanding of our challenges and needs."
- "Our engineer is patient and has great communication skills."
- "My hope is that we can eventually see larger more comprehensive projects funded to maximize funding for all projects with so much repaving done for utility trenches. The challenge is that takes longer to coordinate and may be a larger challenge with annual funding processes unless that money is simply set aside and not required to be spent in the same year."
- TIB workshops are very worthwhile. The workshops would be a good venue for discussing how to make TIB grants more effective. Use workshop time to address TIB criteria.

- "It would be great if TIB had an option in their programs to help with some matching funds in cases where DOE LID (Low Impact Development) projects have components related to sidewalk and/or road improvements. The DOE grants require a 25% match, which can be a hefty amount for small cities, if TIB funds could augment the DOE grant funding, it could be a benefit to everyone and facilitate a project that meets the goals of both agencies."

  (From DOE Website: ***What is LID?*** LID is an evolving approach to stormwater management that strives to mimic natural hydrologic processes through the use of green infrastructure to minimize surface water discharges. Common LID Best Management Practices that are included in Washington stormwater manuals and are applicable to retrofit situations include bioretention/raingardens, permeable pavements, roof downspout controls, dispersion, vegetated roofs, and water re-use. Techniques such as constructed wetlands or soil and vegetation restoration may also be eligible for funding if the primary purpose is to reduce, manage and treat stormwater from existing development. https://fortress.wa.gov/ecy/publications/SummaryPages/1310032.html.
  Layne Slone, Stormwater Grants Financial Manager, layne.slone@ecy.wa.gov, 360-407-6225

Criteria Updates: Small City Arterial and Small City Pavement Preservation Programs
March 28, 2014

BACKGROUND

A multi-year effort to re-engineer the methodology of small city programs is underway in order to improve the condition of small city streets in a more cost-effective manner. Although comprehensive program changes may be presented to the board in winter 2015 as a result of this effort, staff reviewed the Small City Arterial Program (SCAP) and Small City Preservation Program (SCPP) criteria to determine if smaller revisions are warranted for the 2014 call for projects.

At the January board meeting, the board was briefed on potential changes in two areas: 1) modification to the points given to agencies requesting full reconstruction; and 2) justification when funding for full reconstruction is requested.

STATUS

TIB staff has completed the review of current SCAP and SCPP criteria. Changes are intended to remove the existing incentive to reconstruct rather than rehabilitate existing streets. Points were not previously available for rehabilitation projects, so most consultants included full reconstruction even if such aggressive treatment was not warranted.

Two changes are recommended in order to incentivize more competitive-priced projects.

1. *Revise the number of points allocated to projects depending upon the pavement condition rating (PCR) score and type of treatment. (SCAP, SCPP)*

   This requires changes to the points given to projects based on treatment type and pavement condition rating. The tables below show the recommended change to the point breakdown in each program.

Program	Treatment Type	Current PCR/Score	Recommended PCR/Score	Explanation
SCAP	Full reconstruction or full depth reclamation	PCR over 70 = 0 pts PCR 70-30 = 0-30 pts PCR less than 30 = 30 pts	PCR over 65 = 0 pts PCR 65-35 = 0-30 pts PCR less than 35 = 30 pts	Full depth reclamation is added to provide more cost effective treatment; points awarded for PCR score shifted slightly to capture poorer pavement condition
SCAP	Overlay	N/A	PCR over 65 = 0 pts PCR 65-30 = 10-30 pts PCR less than 30 = 0 pts	Overlay added to encourage lower cost solution when reconstruction is not necessary

Program	Treatment Type	Current PCR/Score	Recommended PCR/Score	Explanation
SCPP	Overlay	PCR over 70 = 0 pts PCR 70-35 = 10-60 pts PCR less than 35 = 0 pts	PCR over 60 = 0 pts PCR 60-30 = 30-60 pts PCR less than 30 = 0 pts	Changes made to correct for sharp drop in points allocated to projects when PCR is outside optimal range
SCPP	Chip seal	PCR over 85 = 0 pts PCR 85-45 = 10-70 pts PCR less than 45 = 0 pts	PCR over 80 = 0 pts PCR 80-40 = 10-70 pts PCR less than 40 = 0 pts	Changes made to correct for sharp drop in points allocated to projects when PCR is outside optimal range

2. *Require that agencies justify why full reconstruction is needed when other pavement methods are not an option. (SCAP only)*

   This is a change to the application and jury review process only. Information will be collected through the application, then rated by engineers and discussed during jury review.

A detailed list of the SCAP and SCPP criteria set follows on pages 44 - 51, with changes noted.

RECOMMENDATION

Staff recommends adopting the updates to the Small City Arterial Program (SCAP) and the Small City Preservation Program (SCPP) for the November 2014 project selection.

SAFETY (40 pt max)

CORRECTABLE ACCIDENT HISTORY (15 pt max)

Accidents must occur within the project limits

• Property Damage Only	1 pt per Accident
• Injury Accident	3 points per Injury
• Fatality Accident	10 points per Fatality

POTENTIAL SAFETY HAZARDS (20 pt max)

Proposed project must eliminate or minimize hazard to receive points

Safety Hazard Checklist

• Sight Distance	
Physical features that impair what driver sees	
o Visibility affected by horizontal, vertical or intersection alignment	0-3
• Existing Drainage	
o No system or inadequate system	1-3
o Adequate system (open or closed) with controlled flow	0
• Skewed Intersection	0-3
• Posted School Zone	2
• Existing Sidewalk Condition	
o Poor (severe tripping hazards with no ramps)	3
o Fair (minimal tripping hazards with ramps)	2
o Good (no tripping hazards with non-current ramps)	1
• Railroad Crossing	
Must improve crossing to receive points	
o Multi-track	3
o Single Track	2
o Spur line	1
• Control Access &/or Parking	
o Entire project on both sides	2
o Portion of project (1/3 of length minimum)	1
• Obstructions	0-3

Obstruction(s) must be moved, protected or eliminated by project
Evaluate permanence & magnitude of object. Examples of obstructions are ditches, power poles, mailboxes, parked cars, vegetation

- Over 50 percent of project length 3
- 25 to 50 percent of project length 2
- Less than 25 percent of project length 1

- Existing Lighting
  Must improve lighting to receive points
  - No lighting 2
  - Ambient lighting (from businesses/buildings) 1
  - Existing street lighting 0
- Turn Pockets
  - Each turn pocket added – 1 pt 0-3
  - Add continuous left turn lane 3
- Adjacent Terrain
  - Flat or Central Business District 0
  - Recoverable Slope 1
  - Ditch 2
  - Unrecoverable Bank/Slope 3

EXISTING CONDITIONS (20 pt max)

Proposed scope must improve width to meet LAG standards to receive points

- Pavement Width 0-15
  Comparison of existing to standard width using Existing Pavement Width Scoring Matrix
- Truck Route
  - T1-T3 5
  - T4 4
  - T5 2
  - Signed Local Truck Route 1
- Bus Route (Transit or School) 3

EXISTING PAVEMENT CONDITION (30 pt max)

- RECONSTRUCTION ~~or REHABILITATION~~ (Full reconstruction or full depth reclamation)

  Visual inspection of existing pavement to determine PCR

  - PCR over ~~70~~65 — 0
  - PCR between ~~70~~65 & ~~30~~35 — 0-30
  - PCR less than ~~30~~35 — 30

- REHABILITATION (Overlay)

  Visual inspection of existing pavement to determine PCR

  - PCR over 65 — 0
  - PCR between 65 & 30 — 10-30
  - PCR less than 30 — 0

- NEW ROAD or GRAVEL ARTERIAL — 10-15

  Points based on significance of new section

LOCAL SUPPORT (20 pt max)

- Local Match
  - 1 point for every 1 percent above minimum match — 0-5
- Network Development
  - Extends Improvements — 3
  - Completes Gap — 5
    - Both ends improved to small city standards (sidewalk one side)
  - New Route
    - Both ends improved to TIB standard — 5
    - One end improved to TIB standard — 3
    - Neither end improved — 2
- Connectivity
  - Central Business District — 5

    As defined by Agency Comp Plan

OR

  - Commercial Development — 0-5
    - Within project limits - 2 points per facility
    - Within 2-3 blocks of project - 1 point per facility
  - Industrial Area — 0-3
    - Within project limits - 3 points
    - Within 2-3 blocks of project - 1 point

- Schools 0-6
  - Within project limits - 2 points per facility
  - Within 2-3 blocks of project - 1 point per facility
- Public Facilities 0-6
  - Within project limits - 2 points per facility
  - Within 2-3 blocks of project - 1 point per facility
- Medical Facilities 0-5
  - Hospital (5), Clinic (3), Doctor Office within Project Limits (1)
  - Hospital (3), Clinic (1), Doctor Office within 2-3 Blocks of Project (0)
- Senior Center, Signed Senior Housing or Assisted Living Facility 0-2
  - Within project limits - 2 points per facility
  - Within 2-3 blocks of project - 1 point per facility

SUSTAINABILITY (10 pt max)

- Adopted Greenhouse Gas Emissions Policy 1
- Sidewalk width greater than TIB standard &/or planter strip (3 foot min width) 0-3
- Sidewalk Network Development
  Configuration after project is complete
  - Sidewalk both sides 2
  - Sidewalk one side 1
- Hardscaping or climate appropriate planting 1
  Project must not include irrigation
- Low Energy Street Lighting or Signal (Ped or Traffic)
  - Replace or install Low Energy Street Lighting 3
  - Solar powered signage 1
- Recycled Material Usage 1
- Low Impact Drainage Practices 2
  - Use bio-swales, rain gardens or other low impact drainage practices

OVERLAY

Calculate Agency Rating **once** for each for each Overlay application

AGENCY RATING (20 pt max)

Economy of Scale (10 pt max)

- Documented response from Provider — 10
  Letter or email with application

Prior SCPP Funding (5 pt max)

- No SCPP Funding in Last Five Years — 5
- No SCPP Funding in Last Four Years — 4
- No SCPP Funding in Last Three Years — 3
- No SCPP Funding in Last Two Years — 2
- No SCPP Funding in Last Year — 1

Agency PCR Average (5 pt max)

- Less than 60 — 5
- 60 to 70 — 4
- 70 to 80 — 3
- 80 to 90 — 2
- Above 90 — 1

SEGMENT RATING (80 pt max)

Calculate Segment Rating for **each** segment submitted

- REHABILITATION (Overlay)

  Visual inspection of existing pavement to determine PCR

  - PCR over ~~70~~60 — 0
  - PCR between ~~70~~60 & ~~35~~30 — ~~10~~30-60
  - PCR less than ~~35~~30 — 0

Type of Route

- TIB Arterial — 10
- Local Access — 5

Sidewalk Maintenance

• No Existing Sidewalk	10
• Existing Sidewalk with Compliant ADA Ramps	10
• Existing Sidewalk with Non-compliant ADA Ramps	5
• Needs Sidewalk Repair &/or ADA Ramps	0

CHIP SEAL
Calculate Agency Rating **once** for each Chip Seal application

AGENCY RATING (30 pt max)

Economy of Scale (10 pt max)

• Documented response from Provider *Letter or email with application*	10

Segment Continuity (10 pt max)

• No Breaks – Continuous Segments	10
• One Break	6
• Two Breaks	3

Prior SCPP Funding (5 pt max)

• No SCPP Funding in Last Five Years	5
• No SCPP Funding in Last Four Years	4
• No SCPP Funding in Last Three Years	3
• No SCPP Funding in Last Two Years	2
• No SCPP Funding in Last Year	1

Agency PCR Average (5 pt max)

• Less than 60	5
• 60 to 70	4
• 70 to 80	3
• 80 to 90	2
• Above 90	1

SMALL CITY PRESERVATION PROGRAM
Criteria Rating Guidelines

SEGMENT RATING (70 pt max)

- REHABILITATION (Chip Seal)

  Visual inspection of existing pavement to determine PCR

  - PCR over ~~85~~80 — 0
  - PCR between ~~85~~80 & ~~45~~40 — 10-70
  - PCR less than ~~45~~40 — 0

SIDEWALK MAINTENANCE

Calculate Agency Rating **once** for each Sidewalk Maintenance application

AGENCY RATING (10 pt max)

Economy of Scale (5 pt max)

- Documented response from Provider — 5
  Letter or email with application

Prior SCPP Funding (5 pt max)

- No SCPP Funding in Last Five Years — 5
- No SCPP Funding in Last Four Years — 4
- No SCPP Funding in Last Three Years — 3
- No SCPP Funding in Last Two Years — 2
- No SCPP Funding in Last Year — 1

SEGMENT RATING (90 pt max)

Calculate Segment Rating for **each** segment submitted
Segment length is one block

Existing Conditions (60 pt max)

SMALL CITY PRESERVATION PROGRAM
Criteria Rating Guidelines

SEGMENT RATING (70 pt max)

- REHABILITATION (Chip Seal)

  Visual inspection of existing pavement to determine PCR

  - PCR over ~~85~~80 — 0
  - PCR between ~~85~~80 & ~~45~~40 — 10-70
  - PCR less than ~~45~~40 — 0

SIDEWALK MAINTENANCE

Calculate Agency Rating **once** for each Sidewalk Maintenance application

AGENCY RATING (10 pt max)

Economy of Scale (5 pt max)

- Documented response from Provider — 5
  Letter or email with application

Prior SCPP Funding (5 pt max)

- No SCPP Funding in Last Five Years — 5
- No SCPP Funding in Last Four Years — 4
- No SCPP Funding in Last Three Years — 3
- No SCPP Funding in Last Two Years — 2
- No SCPP Funding in Last Year — 1

SEGMENT RATING (90 pt max)

Calculate Segment Rating for **each** segment submitted
Segment length is one block

Existing Conditions (60 pt max)

- Panel Condition 0-60
  Evaluate the type & amount of defect present

Total Length of Segment	Length of Differential Settlement	Length of Cracked	Length of Spalled	Length with No Damage
X	**A**	**B**	**C**	**D**
Weighting Factor	100%	70%	35%	0%
Weighted Score	$\frac{A}{X} * 100\%$	$\frac{B}{X} * 70\%$	$\frac{C}{X} * 35\%$	$\frac{D}{X} * 0\%$
Segment Score	$[(\frac{A}{X} * 100\%) + (\frac{B}{X} * 70\%) + (\frac{C}{X} * 35\%) + (\frac{D}{X} * 0\%)] * \mathbf{60}$			

Pedestrian Generators (30 pt max)

- Segment Location (10 pt max)
  - Directly serves the CBD 10
  - Directly serves Commercial Area 6
- Schools (15 pt max)
  Consider the proximity to the school. Must be a sidewalk system in place to receive points
  - Each School within project limits 10
  - Each School connected by serviceable sidewalk outside project limits 5
- Public Buildings (10 pt max)
  Consider the proximity to the building. Must be a sidewalk system in place to receive points
  - Each facility within project limits 5
  - Each facility connected by serviceable sidewalk outside project limits 3

Criteria Updates – Urban Arterial Program
March 28, 2014

BACKGROUND
In March 2013, the board approved a new method of scoring Urban Arterial Program (UAP) project applications. The method evaluates projects based on rank in four "bands" (safety, growth & development, physical condition and mobility), as well as sustainability and constructability. All bands, except sustainability, were updated for the 2013 call for projects.

In January 2014, the board was briefed on updates to the sustainability criteria. In addition to working with faculty from the University of Washington and staff from Greenroads Foundation, TIB staff met with representatives from Feet First, Washington Bikes, Department of Ecology and Department of Fish and Wildlife for input on revised sustainability criteria.

Additionally, staff conducted a close review of the criteria for all bands. The board was notified at the January 2014 meeting that some changes would be recommended in March.

STATUS
In addition to the sustainability criteria, staff is proposing updates to several other bands for the 2014 call for projects. A detailed list of the criteria set follows on pages 54 – 58, with changes noted. A description of recommended updates is below.

Safety
TIB entered into a contract with CH2M Hill Engineers, Inc., the consultants who created the safety evaluation tool in 2011, to analyze the tool's effectiveness. Based on the November 2013 project selection, the consultants analyzed the results of three projects to ensure the tool accurately identified strong safety projects. Overall, it was determined that the tool performed as expected and identified strong safety projects.

The consultants and TIB staff worked together to determine additional ways to strengthen the safety criteria set. Recommended changes for 2014 include:

- Increase the total available points in the safety evaluation tool from 40 to 50. This would allow for additional points for predicted crash frequency and expected crash frequency for projects with a larger number of actual or predicted injuries and fatalities.
- Decrease overall points available for countermeasures not modeled in safety tool and update list to include:
    - Adds pedestrian facility
    - Increases sight distance
    - Corrects offset/skewed intersection
    - Grade separation

Growth & development
One change is recommended in the growth and development criteria. Under "private support," permitted development is recommended to be broken into two points:

- Percent permits issued; and
- Development agreement status.

Physical Condition
No recommended changes.

Mobility
No recommended changes.

Sustainability
The sustainability criteria was initially introduced in 2007 in order to incentivize agencies to think about incorporating modal options and more environmentally-friendly design elements into their projects. The TIB strategic plan adopted in winter 2013 directs the agency to fund projects that support sustainable design and construction, driven by up-to-date sustainability criteria.

After reviewing recommendations from UW and Greenroads, as well as other organizational partners, staff recommends the following changes.

	Features to Remain	Features to Add	Features to Delete
Modal Measures	Peak hour transit busses	N/A	Completes gap in HOV system
	Sidewalk greater than TIB standard and/or planter strip		Adds HOV lanes in each direction
	Bicycle facilities		Adds queue jump or transit only lane
Environmental Measures	LID or enhanced treatment stormwater controls	Use of non-potable water for irrigation or no permanent irrigation	N/A
	Hardscaping or native planting	Correction of fish barrier	
		Enhances stream bank condition	
		Corrects existing sensitive area impacts	
		Reduces pavement width	
Energy Measures	Replace or install low energy street lighting	N/A	N/A
	Solar powered signage		
Recycling Measures	N/A	Reuse/recycling of materials (on-site or off-site)	On-site grinding and reuse of pavement
		In-place pavement reconstruction or structural retrofit	Use of base treatment to avoid over-excavation
			Use of stockpiled recycling materials

Constructability
No recommended changes.

RECOMMENDATION
Staff recommends adopting the updates to the Urban Arterial Program for the November 2014 project selection.

URBAN ARTERIAL PROGRAM
Criteria Rating Guidelines

SAFETY (65 pt max)

Corrects unsafe conditions, prevents human injury and property damage.
The safety criteria have been modernized to reflect new standards. Principles outlined in AASHTO's 1st Edition, Volume 1, 2010 Highway Safety Manual are woven into the criteria to evaluate the effectiveness of a project's design enhancements. Criteria are no longer based solely on past accident history, but instead look at the factors that cause collisions and the potential for safety improvements and project completion.

SAFETY EVALUATION TOOL (~~40~~50 pt max)

- Potential accident reduction 0-15
- Predicted crash frequency 0-~~5~~10
- Modeled crash modification factors 0-~~20~~25

COUNTERMEASURES NOT MODELED IN SAFETY TOOL (~~25~~15 pt max)

- ~~Add non-traversable median 5~~
- ~~Add center left-turn lane 5~~
- ~~Road diet 0-5~~
- ~~Add curb or physical separation 5~~
- ~~Convert unsignalized intersection to roundabout (5pts per) 10~~
- ~~Convert signalized intersection to roundabout (5pts per) 10~~
- Grade separation 0-4
- Adds pedestrian facility 0-3
- Increases sight distance 0-6
- Corrects offset/skewed intersection 0-4

GROWTH & DEVELOPMENT (65 pt max)

Maximizes development potential and appropriate project locations.

Criteria scoring are based on the scale of the development site (number of jobs anticipated, acreage developed, etc.), developer support, necessity, and location. Criteria also evaluate the likelihood the development will occur based on whether or not zoning is in place, permits are issued, and private investment is leveraged.

PUBLIC SUPPORT (20 pt max)

- Development fulfills the comprehensive plan 0-8
- Zoning in place for the development 0-5
- Water in place for the development 0-4
- Sewer in place for the development 0-4
- Power in place for the development 0-4

PRIVATE SUPPORT (20 pt max)

- Percent permits issued 0-15
- Development agreement status 0-5
- ~~Permitted development 0-15~~
- Private investment in public infrastructure 0-10

PERMITTED DEVELOPMENT ACTIVITY (15 pt max)

- Dwelling units constructed in the development 0-10
- Acreage of the development being developed 0-5
- Jobs created by the development based on square footage/type 0-10

LOCATION (10 pt max)

- Development location 0-5
- Project proximity 0-4
- Dependence of development on the project 0-3

PHYSICAL CONDITION (65 pt max)

Corrects physical and structural deficiencies and prevents failure.

This band is primarily based on street pavement condition rating. Other areas contributing to a project's score are non-pavement related failures such as slope stability or flooding; other significant flaws like poor alignment, channelization or sight distance, traffic volume or truck/bus route, and sidewalk condition.

TIB ENGINEER PCR SCORE RATING (30 pt max)

NON PAVEMENT CONDITION (12 pt max)

- Walls 0-4
- Storm water conveyance 0-4
- Bridges or culverts 0-6
- Slope Stability 0-2

EXISTING ATTRIBUTES (10 pt max)

- Illumination 0-2
- Fixed objects 0-2
- Access control 0-2
- Alignment 0-5
- Channelization 0-2
- Turning radius 0-2
- Sight distance 0-2

LOADING (10 pt max)

- Volume 0-4
- Truck route classification 0-4
- Buses 0-4
- NHS Route 3

SIDEWALK CONDITION (5 pt max)

- Does not meet standards 0-3
- Overall sidewalk appearance 0-3

MOBILITY (65 pt max)

Contributes to traffic and modal capacity and network connectivity

URBAN ARTERIAL PROGRAM
Criteria Rating Guidelines

Mobility criteria are based on the principles of TRB's Highway Capacity Manual 2010, Vols. 1-3. Projects will be scored based on current level of service compared to anticipated level of service post-project. The mobility criteria will address current congestion problems, whereas future mobility issues will be addressed within the growth and development band.

CONGESTION AND LEVEL OF SERVICE (35 pt max)

• Significant congestion problem	0-10
• Increase in LOS within project limits	0-20
• Addresses congestion on the system or adjacent routes	0-10
• New route	0-20
• High volume or significant route	0-5

NETWORK CONNECTIVITY (10 pt max)

• Complete/extend corridor improvements	0-6
• Complete gap/extend improvements	0-4
• What does the project connect to? (*highest classification)*	0-4

MODAL ACCESS (10 pt max)

• Improve transit access	0-4
• Improve connections to non-motorized access	0-2
• Improve freight facilities	0-6

FEATURES (10 pt max)

• Relieves bottleneck	0-2
• Improves access to CBD or urban center	0-6
• Traffic signal interconnect	0-2

SUSTAINABILITY (15 pt max)

Improves project quality through sustainable design.

This category evaluates if agencies are implementing sustainable design using well-tested, reliable techniques that have a strong track record. Projects are scored for enhanced design features that encourage low impact development techniques and design elements that assure environmental longevity and livability enhancements.

ADOPTED GREENHOUSE GAS EMISSIONS POLICY	1

MODAL MEASURES (8 pt max)

- ~~Completes gap in HOV system~~ ~~3~~
- ~~Adds HOV lanes in each direction~~ ~~2~~
- ~~Adds Queue Jump or Transit Only Lane~~ ~~1~~
- Peak hour transit buses 0-3
- Sidewalk width greater than TIB standard &/or planter strip (3 foot min width) 0-3
- Bicycle facilities 0-3

ENVIRONMENTAL MEASURES (8 pt max)

- ~~Low Impact Drainage Practices~~LID or enhanced treatment stormwater controls 2
- Use of non-potable water for irrigation or no permanent irrigation 1
- Hardscaping or native planting ~~2~~1

Project must not include permanent irrigation

- Correction of fish barrier 0-3
- Enhances stream bank condition 1
- Corrects existing sensitive area impacts 2
- Reduction in pavement width 0-3

Project must maintain AASHTO standards for lane and shoulder width

ENERGY MEASURES (4 pt max)

- Replace or install low energy street lighting 3
- Solar powered signage 1

RECYCLING MEASURES (4 pt max)

- Reuse/recycling of materials (on-site or off-site) 2
- In-place pavement reconstruction or structural retrofit 2
- ~~On-site grinding & reuse of pavement~~ ~~2~~
- ~~Use of base treatment to avoid over-excavation~~ ~~2~~
- ~~Use of stockpiled recycle materials~~ ~~1~~

CONSTRUCTABILITY (20 pt max)

Provides a reasonable expectation of completion.
Criteria in this category evaluate the likelihood the project will successfully reach completion. Points are received for things like secured funding, completed plans and specifications, processed permits, and ease of implementation. This category does not dictate TIB funding be directed towards shovel-ready projects, but projects that are closer to construction may compete better.

FULL FUNDING (15 pt max)

- Over match (1pt for every 2% above minimum) 0-10
- Full funding in place 5

CONSTRUCTION READINESS AND EASE OF IMPLEMENTATION (10 pt max)

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