



Transportation Improvement Board
May 29-30, 2014 - Yakima, Washington
Location: Holiday Inn
802 East Yakima Avenue
Yakima, WA 98901
509-494-7000

May 29, 2014
WORK SESSION AGENDA – Revised (5/27/14)

WORK SESSION

			Page
2:00 p.m.	A. <i>General Matters</i>		
	Legislative Guest Speaker	Senator Curtis King, STC Co-Chair	
2:30 p.m.	B. Local Presentations	Chris Workman	
	<i>Program and Project Issues</i>		
3:00 p.m.	C. Increase Request: City of Bonney Lake – SR 410 Sidewalk	Chris Workman	34
3:30 p.m.	D. Extension Request: City of White Salmon – Tohomish / Snohomish	Chris Workman	35
3:45 p.m.	E. Contingency Restoration Projects	Chris Workman	
	1. City of Lynnwood: SR-99 / 204th Street SW		36
	2. City of Bellevue: 120th Avenue NE		37
4:30 p.m.	F. 2014 Preliminary Call Size	Steve Gorcester	38
5:15 p.m.	G. Emergency WAC: Match Waiver for Town of Darrington	Steve Gorcester	41
5:30 p.m.	H. Adjournment	Chair Crawford	

Dinner on your own



Transportation Improvement Board
 May 29-30, 2014 - Yakima, Washington
 Location: Holiday Inn
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May 30, 2014 – 9:00 a.m.
 BOARD AGENDA – Revised (5/27/14)

			Page
9:00 a.m.	1. CALL TO ORDER	Chair Crawford	
9:05 a.m.	2. GENERAL MATTERS		
	A. Approval of March 28, 2014 Minutes	Chair Crawford	1
	B. Communications	Steve Gorcester	
	1. \$744K from state for Bremerton project – <i>Kitsap Sun</i>		5
	2. State awards \$746,708 for Lower Wheaton Way St Project – <i>Bremerton Patriot</i>		6
	3. Thank you letter from City of Bremerton		7
	4. Improvements to NE Lincoln Rd begin in June – <i>North Kitsap Herald</i>		8
	5. Auto dealers band together to improve South Tacoma Way – <i>Business Examiner</i>		9
	6. Bellevue makes final offer for Fourth St properties – <i>Bellevue Reporter</i>		12
	7. How does your state stack up on funding for walking and biking? – <i>Streetblog</i>		14
	8. Ribbon cutting celebrates road improvements – <i>Kitsap Sun</i>		16
	9. How the cities' streets compare in Skagit County – <i>GoSkagit.com</i>		17
	10. Grants enable small towns to keep streets in repair – <i>GoSkagit.com</i>		21
9:10 a.m.	3. NON-ACTION ITEMS		
	A. Chair's Report to the Board & Plaque Presentations	Chair Crawford	
	B. Delayed Project Report	Steve Gorcester	24
	C. Executive Director's Report	Steve Gorcester	
	D. Financial Report	Alicia Seegers Martinelli	
	E. Project Activity Report (3/1/14 – 4/30/14)	Chris Workman	27
10:15 a.m.	4. ACTION ITEM		
	A. Increase Request: City of Bonney Lake – SR 410 Sidewalk	Chris Workman	34
	B. Extension Request: City of White Salmon – Tomomish/Snohomish	Chris Workman	35
	C. Contingency Restoration Projects	Chris Workman	
	1. City of Lynnwood: SR-99 / 204 th Street SW		36
	2. City of Bellevue: 120th Avenue NE		37
	D. 2014 Preliminary Call Size	Steve Gorcester	38
	E. 2015 Meeting Locations	Steve Gorcester	40
	F. Emergency WAC: Match Waiver for Town of Darrington	Steve Gorcester	41
11:00 a.m.	5. FUTURE MEETINGS	Steve Gorcester	
	September 25-26 (Spokane Valley)		
	November 20-21 (Everett)		
11:05 a.m.	6. ADJOURNMENT	Chair Crawford	

**Transportation Improvement Board
March 28, 2014
Hotel Murano
Tacoma, Washington**

MINUTES

TIB BOARD MEMBERS PRESENT

Councilmember Sam Crawford, Chair
Deputy Mayor Jeanne Burbidge, Vice Chair
Mr. Jim Albert
Mr. Pasco Bakotich
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
Mr. Jay Weber

TIB STAFF

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

TIB BOARD MEMBERS NOT PRESENT

Mr. Todd Coleman
Ms. Kathleen Davis (*attended Thursday meeting*)
Mr. Clay White

CALL TO ORDER

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

GENERAL MATTERS

A. Approval of January 31, 2014 Minutes

MOTION: It was moved by Mayor Irish with a second from Commissioner Stevens to approve the minutes of the January 31, 2014 board meeting as presented. Motion carried unanimously.

B. Communications

Steve Gorcester referred the board to the articles and a letter in the board packet. He specifically referenced the letter from the Roslyn Fuel Company regarding leased property at Railroad Street, a TIB project. Without affecting the termini, the project was moved slightly north and no longer impacts the Roslyn Fuel Company property.

NON-ACTION ITEMS

A. Chair's Report – Chair Crawford reported on the letter sent to Secretary Peterson regarding the six board members whose board terms expire June 30, 2014.

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

Legislative Update

- The impasse that prevented the House and Senate from moving forward with a transportation package remains, and the Legislature adjourned without a funding package. The Highway Safety Account funds for TIB were included in the package, which funds the Arterial Preservation Program (APP), part of the Small City Preservation Program (SCPP) and the Low-Energy Streetlight Program.

APP Status

- Without the spending authority of the Highway Safety Funds, there are two options to run a call for APP.
 1. Add APP to the 2014 call and award grants only if funds are included in the budget. This option would require a list of projects that could be funded, however, if funding does not happen, customers may lose confidence and consider TIB an unreliable funding source.

2. Offer a call for APP only if HSA funds are appropriated in 2015. This option leaves agencies a shorter construction season to complete projects.

The consensus of the board was Option 2, deciding to have no APP call in 2014.

WSDOT Freight Plan for First/Last Mile

- During the January 30 meeting, WSDOT provided a presentation on the freight plan for the first/last mile of the freight corridors. Concerns were raised by the board that several routes were not on the WSDOT list and that there were errors in the data. TIB staff met with the WSDOT Freight Division and found that data limitations preclude certain information, but that the plan is well designed, consistent throughout, and built on sensible rules. The state data are good, but the local data are more random. It was agreed that work needs to be done on the reliability of the T-classification system. Additionally, the plan is not yet adopted, and consequently is too premature to include in TIB's criteria at this time.

Project Issues

- **Pacific Stewart Road** – This project is now moving forward. The city has submitted construction paperwork and hope to go to ad within the week.
- **Cle Elum Railroad Street** – Because of BNSF right of way issues, this project was at a standstill. After meeting with the city, it was agreed to make an alignment adjustment, which eliminated the conflict with BNSF. The project is now ready to go to ad.

C. Financial Report

Alicia Seegers Martinelli reported the following:

- TIB finances are performing in step with the construction cycle, indicating a fund balance increase.
- The Transportation Revenue Package did not pass; however, the Supplemental Budget passed providing an increase in appropriations to account for current and future revenues.
- The combined fund balance totals \$37 million, which is a \$7.6 million increase from the last financial report in January.
- The financial statement for all accounts had a net positive of \$3.7 million for the biennium.
- The trend shows spring and summer with positive net, while fall and winter tend to have a negative net.
- Account balances are leveling out in TIA and indicate a slight dip in spring and fall.
- The minimum fund balance level is \$10 million, with an optimum level remaining between \$10 - \$30 million.
- The Key Performance Indicators (KPI) monitors trends over the past three months, and the KPI for net revenue indicates an increase in the spring.

- D. Project Activity Report** – Clint Ritter reported that of the total 149 project actions, 69 were in design phase approvals and 49 were from project completions. The LED project in Blaine had a surplus of \$199,250 due to excellent bids received that were well below the engineer's estimate. Total actions resulted in a net decrease of \$496,304 in TIB obligations.

ACTION ITEMS

A. Increase Request: City of Bremerton – Lower Wheaton Way

The City of Bremerton requested a \$746,709 increase for Lower Wheaton Way. 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. The additional project component included improvements at the Wheaton Way – Lebo Boulevard intersection, which provided access to the hospital from the east and connected Manette Bridge to the west.

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.

If favorable bids are obtained, the city has promised to relinquish any or all of the requested increase funds back to TIB.

Ms. Stamm wanted the record to reflect her request that TIB vet projects on the technical side and on the public comment side. She asked staff to consider evaluating public support for a project and require that information as part of the project selection.

MOTION: It was moved by Commissioner Stevens with a second from Mr. Freiberger to approve an increase of \$746,708 for Lower Wheaton Way. Motion carried unanimously.

B. Criteria Adoption

1. SCAP and SCPP – Two changes were recommended to incentivize more competitive-priced projects in the Small City Arterial Program and the Small City Preservation Program.

The first change, revising the number of points allocated to projects depending upon the pavement condition rating score and type of treatment needed, affects both programs.

The second change impacts only the Small City Arterial Program's application and would require agencies to justify why full reconstruction is needed.

The specific point changes and revisions to the criteria language were provided in the board packet.

MOTION: It was moved by Mayor Irish with a second from Councilmember Burbidge to adopt the Small City Arterial Program and Small City Preservation Program criteria for the November 2014 project selection as presented. Motion carried unanimously.

2. UAP – In the Urban Arterial Program, staff proposed changes to the Safety and Growth and Development bands and to Sustainability for the 2014 call for projects. Changes included:

Safety

- Increase total points in the safety evaluation tool to allow for predicted/expected crash frequency for projects with a larger number of actual injuries and fatalities.
- Decrease overall points available for countermeasures not modeled in the safety tool and update list to include pedestrian facility, increased sight distance, skewed intersection corrections, and grade separation.

Growth & Development

- Under "Private Support," split "Permitted Development" into two sub-categories: 1) percentage of permits issues; 2) development agreement status.

Sustainability

- Modal Measures – Delete criteria scoring for: "Completes gap in HOV system," "Adds HOV lanes in each direction," and "Adds queue jump or transit only lane."
- Environmental Measures – Add criteria scoring to include "Use of non-potable water for irrigation or no permanent irrigation," "Correction of fish barrier," "Enhances stream bank condition," and "Reduces pavement width."
- Recycling Measures – Add criteria scoring to include "Reuse/recycling of materials (on-site or off-site)" and "In-place pavement reconstruction or structural retrofit."
Delete criteria scoring for "On-site grinding and reuse of pavement," "Use of base treatment to avoid over-excavation," and "Use of stockpiled recycling materials."

MOTION: It was moved by Mr. Taniguchi with a second from Mr. Weber to adopt the Urban Arterial Program criteria for the November 2014 project selection with the following changes:

- Under the Environmental Measures in the Sustainability category, add the word "existing" to read "Reduction in existing pavement width." Points will exclude reductions to sidewalk, bike lanes or shoulder.

- Under Modal Measures in the Sustainability category, do not delete language regarding the HOV lanes.

AMENDMENT TO THE MOTION: It was moved by Mr. Wessels with a second from Ms. Philpot to amend the first bullet above to read “Appropriate reduction in existing pavement width while still accommodating all roadway users.”

Amendment to the motion carried unanimously.

MOTION: The motion made by Mr. Taniguchi, seconded by Mr. Weber to adopt the Urban Arterial Program criteria for the November 2014 project selection stands with the following amended changes:

- Under the Environmental Measures in the Sustainability category, change “Reduction in existing pavement width” to read, “Appropriate reduction in existing pavement width while still accommodating all roadway users.”
- Under Modal Measures in the Sustainability category, do not delete language regarding the HOV lanes.

Motion carried unanimously.

OTHER BUSINESS

During Thursday’s meeting, the following items were presented or discussed:

Small City Re-Engineering Update and Presentation

Larisa Benson and Kendra Dahlen, The Athena Group, provided the board with an update on the small cities process improvement initiative. Their presentation included:

- Reviewing questions and resources that guide the project
- Going over the primary goal and assumptions
- Initial results from customer feedback, including suggestions for improvement
- Highlights from consultant interviews
- Next steps, including recommendations offered during the fall board meeting

Improving Process for TIB Federal Match

Ms. Davis requested clarification on a letter, distributed to the board, from Steve Gorcester to Rep. Clibborn regarding simplifying TIB’s process for federal match projects through an extension of toll credits from WSDOT. The idea communicated to Rep. Clibborn, at her request, was to decrease the current 23-step process by using toll credits from WSDOT to pay the federal match with TIB reimbursing WSDOT in one annual payment.

Ms. Davis voiced concerns that this may require an appropriation through the Legislature, and possibly a budget proviso. She stated additional difficulties could occur due to the number of different sources federal funds are funneled through, such as the PSRC or the MPOs.

Ms. Davis stated she would like to discuss this further with Mr. Gorcester to determine if toll credits can even be used. Mr. Gorcester agreed, noting that this is just one option.

FUTURE MEETINGS

The next meeting is scheduled for May 29-30, 2014 in Yakima. Meeting notices will go out on May 9, 2014.

ADJOURNMENT

The meeting adjourned at 10:15 a.m.

Kitsap Sun

March 29, 2014

\$744K from state for Bremerton project

EAST BREMERTON – The city of Bremerton’s overhaul of Lower Wheaton Way has been fully funded, thanks to additional state grant funding awarded Friday.

“This is really, really great news for our citizens,” said Bremerton Public Works Director Chal Martin. The state’s Transportation Improvement Board awarded the Lower Wheaton project an additional \$747,000 to complete the revamp, which includes new and wider sidewalks, bike lanes, new pavement and lighting along the road’s stretch from the Manette Bridge to Lebo Boulevard.

The city had already received a \$1.4 million grant from the state for the work, and had put forth some funding of its own from the city’s utilities for the purposes of repair work on water, sewer and stormwater mains in the area.

But that funding alone would not complete the work, a consultant found earlier this year.

More recently, the City Council approved \$250,000 in revenue from the \$20 car tabs assessed on city residents.

The state money received Friday will cover all aspects of the project.

Construction is slated to begin in May and will last throughout the rest of the year.

The project is part of creating a 3.5-mile urban bridge-to-bridge trail that crosses both the Manette and Warren Avenue bridges.

BREMERTON PATRIOT

State awards \$746,708 for Bremerton's Lower Wheaton Way Street Project

April 1, 2014

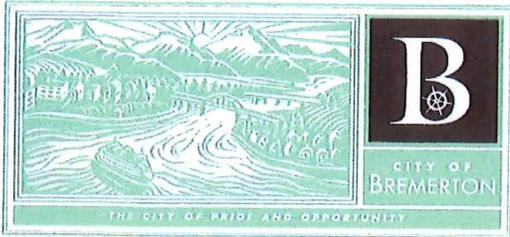
The Transportation Improvement Board has authorized an additional \$746,708 for Bremerton's Lower Wheaton Way project.

The additional funding will enable the project to include sidewalks on both sides (10 feet wide on the water side); decorative and functional street lighting; intersection improvements; safe and well-marked pedestrian crossings; bike lanes, and the complete reconstruction of the intersection at Lebo Boulevard and Cherry Avenue.

This Transportation Improvement Board authorization followed a presentation last Thursday to the board by Mayor Patty Lent, City Council President Greg Wheeler, Public Works Committee Chairman and Transportation Benefit District President Dino Davis, and Public Works Director Chal Martin.

"We want to thank the members of the Transportation Improvement Board for understanding the significance and supporting the wonderful vision of this project; we want to thank our City's Transportation Benefit District Board for its financial support, which was pivotal for obtaining this additional funding; and finally, we want to thank our citizens. Ultimately, our success in gaining this additional funding stemmed from the strong public support for this project. It will be a wonderful quality of life addition for our citizens and guests."

The project is set for construction beginning in May.



March 31, 2014

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

RECEIVED

APR 07 2014

TIB

RE: Appreciation – Lower Wheaton Way

Dear Mr. Gorcester *Steve*

Thank you so very much for your help in placing this request for additional funding in front of the Board. Your guidance and willingness to help was pivotal. The project features we will now be able to include will benefit our residents for decades to come. We know our citizens will be proud of the finished product. It will be immediately successful with our pedestrian and biking communities. And it will spur increased development in the commercial areas along this corridor, providing new services and activity.

In short, this project will make an important and positive difference in quality of life for our citizens – on a daily basis – for decades to come.

This project, and the additional project features this additional funding will provide, is critically important for Bremerton. Again, thank you.

Respectfully,

Patty Lent
Patty Lent
Mayor

Greg Wheeler
Greg Wheeler
President, Bremerton
City Council

Dino Davis
Dino Davis
President, Bremerton
Transportation Benefit
District

Improvements to NE Lincoln Road begin in June

April 8, 2014

POULSBO — Improvements to NE Lincoln Road will begin in June, the City of Poulsbo announced April 8.

The project area is NE Lincoln Road from Laurie Vei Loop (near Pugh Road) to the roundabout at the intersection of NE Lincoln Road and Noll Road. Construction will begin approximately June 1 and will continue through the end of October, according to the city.

The project includes construction of new sidewalks, bike lanes, shared use path, street lighting, storm drainage improvements, and replacement sewer and water lines, as well as complete repaving and striping of the road.

This project will complete the Lincoln Road improvements begun in the mid-1990s.

Residents should be prepared for construction impacts. Construction hours on this project will be from 7 a.m. to 7 p.m. on weekdays and 8 a.m. to 7 p.m. on weekends. Lincoln Road will be restricted to alternating one-way traffic for most of the construction period once road construction begins. Impacts and some delays can be expected beginning May 1, as utility companies work to move utilities in advance of road construction.

Keeping traffic moving as best as possible will be a priority, according to the city, but significant delays can be expected throughout the construction period. Information signs will be going up on Lincoln Road within the next two weeks to give drivers advance notice of the impending construction.

City Engineer Andrzej Kasiniak said the project will cost \$3.4 million — \$2.2 million from a Federal Highway Administration grant, \$800,000 from a Transportation Improvement Board grant, and the rest from the city's sewer, water and street funds.

BUSINESS EXAMINER

APRIL 2014

AUTO DEALERS BAND TOGETHER TO IMPROVE SOUTH TACOMA WAY

KATIE SCAFF

South Tacoma Way has been known as a lost highway for too long.

The commercial corridor, once the main north-south road through Tacoma, fell off the map when Interstate 5 opened in 1960. Now, a group of auto dealers are looking to change that.

The charge — to not only draw more traffic to the corridor, spanning from 37th to 80th streets, but to clean it up and establish a common look — is driven by three local business leaders in particular.

Mary Byrne, general manager at Bruce Titus Automotive Group, Gary Gilchrist, dealer principal at Gilchrist Buick GMC Chevrolet, and Mo Aliabadi, owner of South Tacoma Auto, have been working with City of Tacoma to move forward with their plans.

“What we’re trying to do is bring an appearance back to South Tacoma Way and really clean it up and make it a desirable destination for people,” explained Byrne. “When you drive some pockets of it, it’s not a desirable looking location. Our goal, as the auto dealers in whole along South Tacoma Way, is to really clean this area up and make it — and not just for the auto dealers, but for all of the businesses along here — to make it a desirable location for people to come shop and feel safe and have a nice environment, just like you do in Puyallup, when you go on their auto row, or in Fife and some of these other locations.”

The first step toward this goal was achieved last month, when Tacoma City Council formally acknowledged the area as Tacoma’s Auto Row, a designation of a commercial corridor that meets the Washington State Department of Transportation’s definition of a tourist activity, which will allow the auto dealers to apply for motorist information signage on the freeway.

The team will seek signage along both I-5 and Highway 16, and meet with other local business owners to see if there’s interest in forming smaller, Business Improvement Areas, within the corridor. Also proposed is a nonprofit called South Tacoma Auto and Retail Stores business association (STARS) from 37th to 80th streets to support the area.

Gilchrist is hosting the first such meeting on April 17 for business owners between 56th and 66th streets.

“We really have decided there are three pockets. So, one is 37th to about 48th streets. Then, you have 56th to 66th streets. Then, you have 72nd to 80th streets,” Byrne said. “Mo has taken his end and Gary has taken his end and I’ve taken this end, and now we’re in the process of trying to form these BIAs.”

The intent behind the BIAs is to be able pool money from business owners to make upgrades as outlined by the guidelines they decide.

Byrne, Gilchrist and Aliabadi are exploring the potential costs of landscaping and lighting with the city to see which options everyone could agree upon.

"We met with the city engineers on what we can do. So, what is it just put in the grass, versus what is it to put in the light poles?" Byrne explained. "We want something that is not going to defer from our visibility to our car lots and is going to be easy to maintain, but give a consistent look... We want it so it's appealing to consumers when they drive in. So you can clearly tell we care about the community we're in."

Part of the team's intention of doing this now is to be able to incorporate the common standards they establish with a city construction project set to begin in April 2015.

The City of Tacoma has been planning a street repair project on South Tacoma Way for several years. In August 2011, it received a \$2,294,196 Federal Surface Transportation Program grant, followed by a \$1,495,500 Transportation Improvement Board grant from the state in November 2012. The funds, to be used for planning, design and construction, are designated for grinding and overlay asphalt on the major thruway from 56th to 66th streets and from 43rd to 47th streets.

"We want to take that city project that's already going, and have it meet the requirements that we're going to have, so we're not just spending money over and over. So, the city does it this way and then we have to go back," Byrne said.

Assuming the BIAs are formed, their initial assessment could be used to enhance the city's street repair project with improvements not initially identified in Public Works' project scope, said Shari Hart, economic development specialist for City of Tacoma's Community & Economic Development Department. This could include replacing asphalt with dirt, adding irrigation, grass and trees. The maintenance of such landscape improvements would be paid out of ongoing BIA assessments.

"It's important to the customer to have a look," Gilchrist said. "South Tacoma Way needs to be enhanced and I've already made a capital investment in it, and I think it would be time to see if the rest of the business would consider doing that."

Gilchrist recently built a new Buick GMC facility and has remodeled his Chevrolet dealership. Byrne's automotive group has spent more than \$2 million to redo her dealership's front fascia and twice refurbish the building.

"We have to meet manufacturers' standards. Gary had to totally rebuild at the manufacturer's expectation," Byrne said. "We've done it twice in the past five years."

Aliabadi built a brand new facility about eight years ago, which is largely kept to new car dealership's standards. And he purchased a dealership across the street three years ago, which he plans to remodel soon.

"Now, with this partnership, you see the collaboration. Our manufacturers are strongly suggesting to us what our look is. Being we've had to do so many upgrades, you can see the independents are following suit," Byrne said.

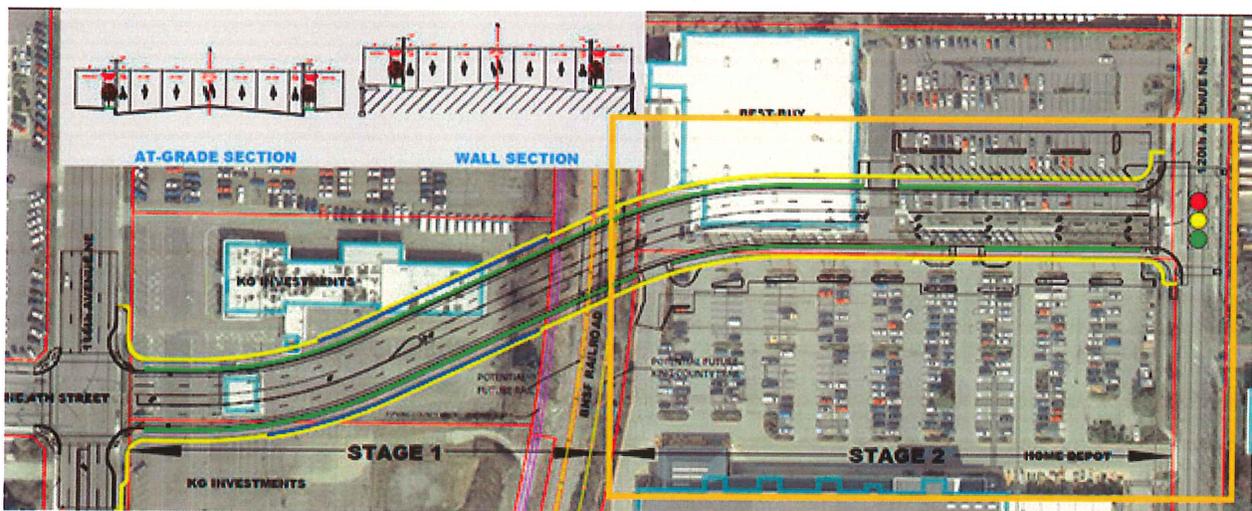
It's too soon to know how long it could take to renovate the business district. But Brenda Truman, president of South Tacoma Business District, is hopeful work could begin before the U.S. Open.

"For us, for the district, the Chambers Bay U.S. Open is next year and they're going to use the Sounder station next to my office. We want to have it cleaned up by that point, so people have a different perspective of South Tacoma," Truman explained. "That way we can attract more businesses than we already have."

The district is also supporting the efforts by Byrne, Gilchrist and Aliabadi, because they've chosen to continue to do business in the area, Truman said.

"He could have moved to Fife where there is greater signage and traffic. He stayed, so we need to back him," Truman said of Gilchrist specifically. "You're going to choose to go where the money is. We need to change the perception and bring money back to South Tacoma... We want to partner with the auto dealers, because they bookend the business district. We want to be able to partner with them, so we can establish South Tacoma as a destination of sorts. It creates foot traffic for businesses. It's in our best interest to help them because it will increase business here."

Bellevue makes final offer for Fourth Street properties



This image shows what Phase 2 of the Northeast Fourth Street extension from 116th to 120th avenues northeast will occur. — *image credit: City of Bellevue*

BRANDON MACZ, Bellevue Reporter Staff Writer
Apr 15, 2014 at 9:09AM

The Bellevue City Council put its best offer on the table Monday night to acquire contentious property rights needed to extend Northeast Fourth Street to 120th Avenue Northeast. Mayor Claudia Balducci opposed the offer in order to send a message that she feels the offer goes "too far" after Best Buy and another property owner repeatedly demanded more money from the city.

A transportation project of major importance to several others in the Wilburton and Bel-Red areas of the city, councilmembers conceded extending Northeast Fourth from 116th to 120th avenues northeast was the linchpin project that couldn't be scrapped. And, after lengthy legal mitigation, the council put out an offer to Bellevue 116th Property LLC and Best Buy for \$6.2 million and \$12.84 million, respectively.

A new five-lane arterial Northeast Fourth is planned to cut through the south end of the Best Buy store and parking lot during Phase Two of the project, slated to start in 2015 with the entire roadway opened by fall 2016.

The city is exercising eminent domain to run its transportation project through a portion of the Best Buy store, however, the retail company also filed suit over the city's actions.

The Northeast Fourth extension, from where it ends at 116th Avenue Northeast to 120th Avenue Northeast, is part of several projects to improve mobility between downtown Bellevue, the Bel-Red corridor and Overlake area.

The city's offer expires on May 5, and Councilmember John Chelminiak said he's not going to negotiate further. Every time the city thought it was close to a resolution for property rights, said Chelminiak, the property owners wanted a more substantial offer — the most recent coming in a half hour before the council was to meet in executive session to discuss the legal matter on Monday.

"I want to make it very, very clear," said Chelminiak. "I'm done. We've been through this enough." Balducci said she is also done and opposed the offer. She said it wasn't because she doesn't share the council's desire to finish the Northeast Fourth project, but that it was too much — grant funding for the project would be used to cover settlement costs. The motion was approved by a 6-1 vote.

"I want to go on record to say that we've gone too far," the mayor said, adding how odd the occasion was that they went through so many executive sessions and took up the issue in such a fashion that night. "It's crazy what we've had to do on this project."

The city already has granted Best Buy conditional approval to remodel its storefront to make way for the ongoing Northeast Fourth Street extension project and recover lost retail and parking space.

Best Buy will demolish 11,021 square feet of retail space on the south side of its Bellevue store and add 9,964 square feet to its north side. The store will add a single-story parking garage on its east side to accommodate up to 226 vehicles.

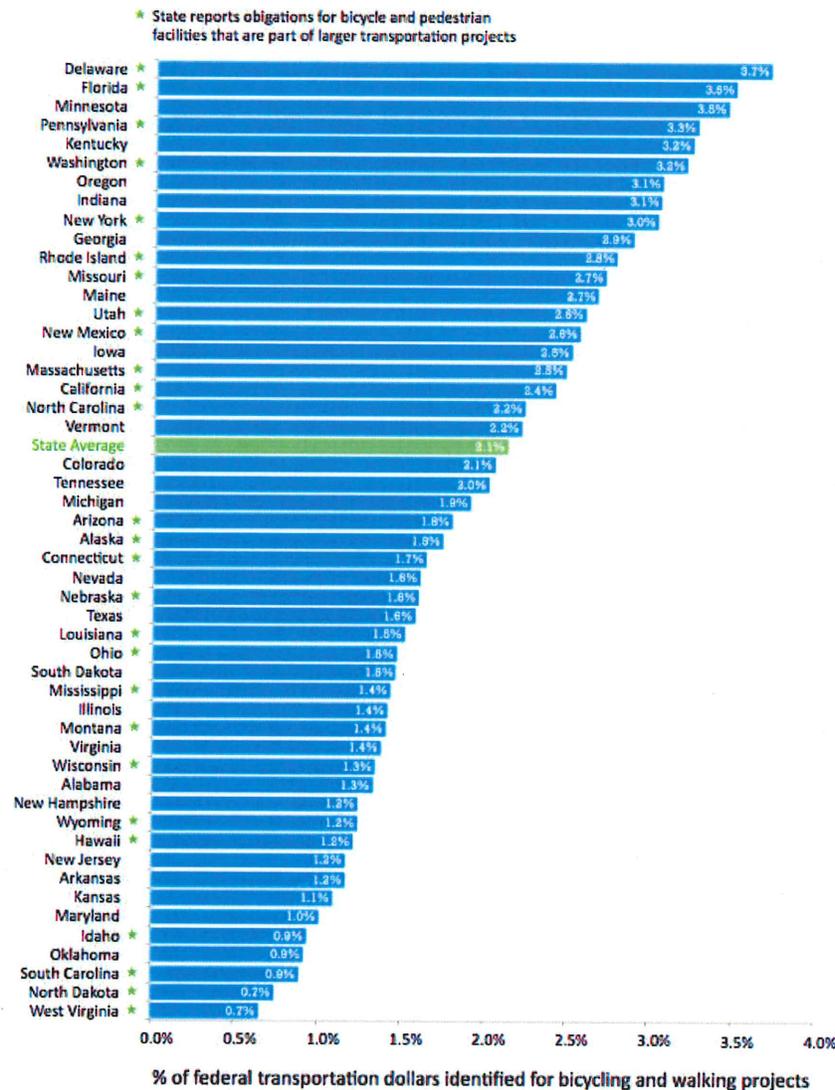
Streetblog

Monday, April 21, 2014

How Does Your State Stack Up on Funding for Walking and Biking?

by [Angie Schmitt](#)

Percent of Federal Transportation Dollars Applied to Bicycling and Walking



Source: FHWA FMIS 2009-2012. Note: Chart numbers are rounded; variation of bar length shows slight differences between states with the same percent.

Graphic: Alliance for Biking and Walking

How well does your state fund infrastructure for walking and biking? Or perhaps we should say, how poorly?

The [Alliance for Biking and Walking](#) put together this handy chart, showing roughly what proportion of each state's federal funding goes toward projects for walking and biking.

Obviously, no state is really rolling out the red carpet for active transportation. While walking and biking account for about 11.5 percent of all trips, on average states devote only 2.1 percent of their federal funding to active modes.

But some states are doing better than others, with Delaware, Florida (which has seen [big decreases](#) lately in pedestrian fatalities), and Minnesota topping the list. West Virginia, North Dakota, and South Carolina round out the bottom.

The Alliance cautions that the data, which reflects spending between 2009 and 2012, isn't perfect. For example, if your state builds highways with bike infrastructure on the side, that expenditure might not be included in this total.

Kitsap Sun

Ribbon cutting celebrates road improvements

May 1, 2014

The City of Gig Harbor hosted an official ribbon cutting ceremony April 23 for a recently completed project on Rosedale Street. The project scope included widening and repaving of the existing roadway, and pedestrian improvements including a new crossing at Cushman Trail with improved pedestrian amenities and a new sidewalk along the north side of Rosedale Street.

The city recognized the partners in this project, particularly the Transportation Improvement Board (TIB) and the Washington State Department of Transportation (WSDOT), which partnered with the city for project improvements along Rosedale Street under Highway 16.

The project was funded by two TIB grants and city matching funds.

On hand to represent the city were Steve Misiurak, city engineer with City of Gig Harbor; Mayor Jill Guersney; Council Member Steve Eckberg; and John Vodopich, TIB board member.

How the cities' streets compare in Skagit County

Hard numbers on local road conditions and cost estimates for fixing them are tough to determine.

For one, methods for analyzing road conditions are not standardized, meaning equal pavement condition ratings in different cities could mean slightly different things, said Mount Vernon Public Works Director Esco Bell.

For roads to have a condition rating at all means they have to be formally inspected.

Mount Vernon, for instance, hires a consultant to inspect its road system every two years, while Sedro-Woolley has not had a pavement rating performed since 2005.

Because road widths vary, and because a single stretch of road could be in various states of disrepair, cost estimates are similarly hard to place until a bid is placed on a specific project, said Anacortes Public Works Director Fred Buckenmeyer.

Finally, there are a variety of methods for preserving and repairing roads ranging from simple crack sealing to full destruction and rebuilding, available at a wide range of costs.

All miles listed are those the city is responsible for maintaining.

Anacortes

Arterial: 9.5 miles

Collector: 16.4 miles

Residential: 77 miles

Total: 102.9 miles

For the last seven years, the city's budget was stretched to keep services intact throughout the Great Recession. As designated revenues from local and state sources lagged, street maintenance fell behind, Public Works Director Fred Buckenmeyer said.

A 2013 pavement survey of the city's streets found the whole system scored a 64 on the pavement condition index where the average for similarly sized Washington cities is 76.

To raise all city streets to Washington's average rating would cost \$48 million over 10 years, and the city has spent an average of \$105,000 per year since 2008.

"Few things are more frustrating than not being able to maintain the infrastructure I've been entrusted with," Buckenmeyer said.

Although \$4.8 million in grants have been used by the city to build roundabouts and new connections, Buckenmeyer said those funds were designated to projects that improve street safety and efficiency and were not available for regular maintenance.

Now, faced with a repair bill in the tens of millions of dollars that will grow with time, Buckenmeyer's department, City Council and the citizens of Anacortes will have to decide how much fiscal pain they're willing to endure to bring streets to an acceptable condition.

Sedro-Woolley

Arterial: 14.2 miles

Local access: 30.5 miles

Total: 44.7 miles

Breakdown: Since Mark Freiberger started as public works director in 2007, the city has spent a steady \$75,000 per year on road overlays and other pavement preservation and restoration work like chip-seal, slurry-seal and crack-seal projects, or as matching dollars for grants.

Substantial grants, averaging \$2.75 million per year since 2008, have funded paving projects on major arterial streets, including Highway 20 and Highway 9. However, Freiberger said some local roads are falling behind.

The city's street system would require \$250,000 to \$300,000 in maintenance per year to keep an acceptable pavement rating, he said.

"We've been fortunate to have rebuild projects over the last few years so our arterials aren't in bad shape, but local access roads are falling behind," Freiberger said.

The city received two grants from the Department of Transportation's Arterial Preservation Program — one to pave nearly a mile of John Liner Road and one to pave half a mile of Third Street — but Freiberger said the fund's survival depends on state legislative priorities.

A pavement survey scheduled for 2015 will analyze the condition of the city's road system and estimate the cost to bring all roads up to excellent shape.

Freiberger said the cost will likely be in the millions, and the most probable option to pay for repairs is a Transportation Benefit District.

Mount Vernon

Arterial: 22.9 miles

Collector: 18.6 miles

Residential: 79.5 miles

Total: 123 miles

Breakdown: Public Works Director Esco Bell said in 2007, the combination of expenses incurred by his own road-repair crews and funds going to repair contractors equaled roughly \$790,000.

During the recession, the street maintenance crew was reduced by two employees to a total of eight.

Total investment slowed down to \$600,000 in 2009 and \$430,000 in 2010. Bell said the majority of 2012 overlay funds went toward matching investment on the Anderson-LaVenture road project, which is helping divert traffic from other arterial streets.

City Project Engineer Allen Steele said the city has been utilizing crack-seal and slurry-seal projects to

preserve streets for the last few years, as well as contracting chip-sealing work from Skagit County.

"If you look at the streets now, I think you could say we've been maintaining them responsibly," Bell said.

A 2012 report graded Mount Vernon's arterial streets at a pavement condition of 92, urban collector streets at 89 and residential streets at 80.

"That's not too bad considering there's such a high need and we're coming out of a recession," he said.

Bell said the city will continue to evaluate its streets every two years.

He said he has asked City Council to consider bringing funding back for crew members let go during the recession and said he would like the city to return to prerecession levels of total investment — between \$700,000 and \$900,000 a year — as soon as possible.

"I'm working — as it's possible with policy makers — to get back to that investment on materials, contracts and crew," Bell said.

Burlington

Arterial: 10 miles

Residential and collector: 30 miles

Total: 40 miles

Breakdown: Burlington City Administrator Bryan Harrison said because Burlington was building streets up until the mid 2000s, prerecession road maintenance costs have been hard to estimate.

Having expanded to the city's limits, Harrison said the Public Works Department moved into road maintenance mode.

Public Works Director Marv Pulst said the city's revenues from the state gas tax fell from \$197,000 in 2007 to an average of \$175,000 over the last three years. He said this money, along with \$300,000 or more from collected sales and use taxes, goes toward roads every year.

The city also used \$156,000 from the Arterial Preservation Program to overlay .84 miles of Old Highway 99 this year.

At the request of City Council, the city studied its street system in 2013 to find road conditions and what investment level would be needed to keep roads in good condition.

"They're in generally pretty good shape," Harrison said. "We determined that with \$300,000-plus per year, with the current conditions of roads and regular deterioration, we will be able to at least hold steady."

La Conner

Arterial: 1.8 miles

Collector and residential: 2.2 miles

Total: 4 miles

Breakdown: Town Administrator John Doyle said La Conner has kept its streets in good repair by successfully applying for a number of state and federal grants and completing recent projects.

“We’ve been able to keep ahead of it really well over the last seven years,” Doyle said.

In 2007 three blocks of North Sixth Street were paved using nearly \$200,000 of state Transportation Improvement Board funds.

About \$420,000 in federal and state funds helped resurface Maple Avenue, and a roughly \$500,000 project to pave Washington Street used approximately \$427,000 in state funds.

Second Street was improved in 2012 using \$335,000 from the state board, according to the state Transportation Improvement Board website.

Doyle said these projects have also improved stormwater drainage and sewer lines, so the town is able to use income from utility ratepayers to help provide the necessary 15 percent local match on projects. The town’s street improvement plan is the same as the 10-year schedule presented to the improvement board during grant applications, Doyle said.

Grants enable small towns to keep streets in repair

By Kimberly Cauvel | Posted: Monday, May 19, 2014

Skagit's small towns of Concrete, Hamilton and Lyman primarily depend on grant money to repair, replace and improve their streets. They are three of 165 municipalities that compete for the state Transportation Improvement Board's small-city program dollars.

"It's always a trick to figure out how to care for a town's streets. It's expensive, and Concrete has never been rolling at the buck," Mayor Jason Miller said.

As a newly elected mayor, he intends to do what he can to patch problem areas early.

The town has \$6,000 set aside in the 2014 budget for minor street repairs, but relies on grant money for major projects.

"That is the only way we can do the larger projects, is to get grants," Miller said. "We work on those every single year. We know what streets need to be done, they are prioritized, and we go after grants each year."

The Transportation Improvement Board's small-city programs are designated for cities with less than 5,000 people. The cities can apply for money from the street construction program, sidewalk construction program or preservation program.

The street program helps build or resurface existing streets while installing or improving sidewalks, which are required on at least one side of the street.

The independent sidewalk program can help small towns get sidewalk connections in place on roads that don't need repairs, Transportation Improvement Board Executive Director Stephan Gorcester said. "The objective of our sidewalk program is to connect any generators of pedestrian activity to the central business district," he said.

A \$165,644 sidewalk grant awarded to Concrete this year will close the gap in the sidewalk system at Superior Avenue and Highway 20, which connects Concrete's schools to Main Street, town engineer Cody Hart said.

The project will include installation of a button-controlled flashing light system at the crossing, which is heavily used by students and other pedestrians. Construction is expected to begin this summer and be completed within a few weeks.

The grant for the project was part of the Transportation Improvement Board's package last year, which included just under \$3 million for the sidewalk program, \$10.3 million for the street program and \$2.6 million for preservation.

For the 2014 award cycle in November, the board anticipates having up to \$12 million for streets and up to \$3 million for sidewalks, Gorcester said. The application period for those pots of money will run June 1 to Aug. 22.

“Those are the two programs we have available,” Gorcester said. “We do normally offer just a straight maintenance program, but we don’t have sufficient funding to offer that program this year.

“We usually have more money available in that program every other year. The state runs a biannual budget, so the funds tend to be greater every other year.”

Because of the state’s failure to pass a transportation package in 2013 or 2014, it’s also unclear whether that program will continue.

Gorcester said it’s too early to say, but it is possible that source could deteriorate.

The preservation program “does receive some funding from drivers license renewals that we don’t know if we’ll continue to get because of the added pressure to the state budget,” he said.

Maintenance money

Over the years, the Transportation Improvement Board has awarded \$55.8 million to 98 street projects in Skagit County, \$3.7 million of which went to 15 projects in the county’s small towns.

Hamilton received money from the board for the first time last year, \$319,897 for an overlay project on 1.2 miles of its streets.

Mayor Joan Cromley said the work was a cost-effective, preventative measure to keep the roads in top condition.

The town does have a \$4,000 street fund designated for pothole repairs as needed in 2014, but that’s not enough for any major project.

Lyman has only 1.55 miles of roads, but also seeks Transportation Improvement Board grants for any street work other than filling potholes or patching gravel, town clerk and treasurer Debbie Boyd said.

The town has received funding for three projects. It most recently received \$11,499 for a chip-seal project on sections of First, Second and Third streets and Meyers Avenue, which was completed in December.

For the smaller tasks, the town relies on the motor vehicle fuel tax it receives, which amounted to \$253 in its 2014 budget.

If a big project comes up, it looks to grant resources first. As a last resort, it could squeeze extra funding out of local property tax or cable franchise resources, Boyd said.

Concrete has received the bulk of the small-town funding awarded in Skagit County, approaching the \$3 million mark with 11 grants.

It was also the first to receive funding, starting in 1983 with a \$121,073 grant for construction on a

quarter-mile section of Superior Avenue.

Other resources

While the Transportation Improvement Board is a major source of funding for street repair, towns do have other resources.

For small-scale projects like chip-sealing streets, they can form interlocal agreements with Skagit County to use its street department resources rather than hiring a contractor, Concrete's Hart said. Other grant programs are also available, like the federally funded Transportation Improvement Program.

Concrete was awarded a \$311,250 grant from the program this year, Hart said. That money will be used for sidewalk improvements on the south side of West Main Street between North Park and Superior avenues.



Delayed Projects Report

May 30, 2014

BACKGROUND

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

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

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

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

Since the implementation of the delayed project process in 2002, the number of delayed projects reported to the Board has decreased from 67 to 10 (see attached list).

Of the 10 delayed projects this year:

- 6 projects are being reported to the Board for the first time and will receive a letter from the Executive Director requesting an updated schedule.
- 1 project (College Place) will remain at Stage 1 pending right-of-way certification in early fall.
- 1 project (Richland) moved to contingency status in 2012 and is scheduled for termination if WUTC appeal fails.
- 1 project (Spokane Valley) provided a schedule to the Board in 2013 and is now in contingency.
- 1 project (Woodinville) deemed not likely to reach construction and is recommended for termination.

STATUS

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

Stage 2 Projects

- Richland Gage Blvd/Center Parkway – The city received a time extension on this project at the May 2013 Board meeting until the WUTC made a decision on the at-grade railroad crossing approval request. A WUTC hearing examiner recommended against the crossing, which now goes to the full Commission on appeal by the city. The grant will terminate if the hearing examiner's recommendation is upheld.

- Spokane Valley Mansfield Avenue – This project is in the process of acquiring right of way and being redesigned to avoid right of way impacts. The city anticipates right-of-way certification and contract advertisement Fall 2014.
- Woodinville SR 202 Bottleneck Relief – This project does not appear viable for construction and is recommended for grant termination.

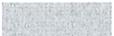
Staff continue to work with these agencies to establish expected performance dates and to schedule appearances before the Board at subsequent meetings, if necessary.

RECOMMENDATION

No Board action is required at this time. Action on the Woodinville project, if needed, will be taken at the September meeting.

Delayed Projects

Agency	Project Number	Funding Year	Current Phase	Project Name	Delay Stage	Total TIB Remaining Total Project Cost
College Place	8-4-177(006)-1	2013	Design	College Avenue & Rose Street – Myra Rd to Whitman Dr (CN Only)	1	900,000 900,000 4,541,000
Coupeville	6-W-827(109)-1	2013	Design	Madrona Way – Broadway to West C/L	1	65,000 58,244 481,481
Eatonville	6-P-811(109)-1	2013	Design	SR 161/WA Ave N – Lynch Creek Road to Center Street	1	35,896 10,867 265,896
Kennewick	9-E-173(014)-1	2014	Design	Steptoe Street Phase 3 – 4 th Ave to West C/L (CN Only)	1	3,129,000 3,129,000 4,442,500
Shelton	8-5-194(010)-1	2014	Design	Lake Blvd/Pioneer Way – SR 3 to South C/L (CN Only)	1	3,186,270 3,186,270 3,540,300
Snoqualmie	9-P-806(004)-1	2014	Design	Railroad Avenue (SR 202) – Tokul Rd to SE Mill Pond Rd (CN Only)	1	3,000,000 3,000,000 5,107,555
Yakima County	9-E-039(025)-1	2014	Design	Fort Road – SR 97 to Teo Rd (CN Only)	1	1,757,000 1,757,000 2,597,000
Spokane Valley	9-E-208(003)-1	2013	Design	Mansfield Avenue – Pines Rodd (SR 27) to 200' e/o Houk Road (CN Only)	Contingency	792,700 792,700 950,900
Richland	9-E-171(003)-3	2007	Design	Gage Blvd/Center Parkway – Gage Blvd to Tapteal Dr	Contingency	644,320 644,320 2,265,600
Woodinville	8-1-198(002)-1	2010	Design	SR 202 Bottleneck Relief Project – NE Woodinville Drive to NE 131 st Avenue	Recommended for termination	1,500,000 1,337,656 7,002,000

 Indicates contingency project



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 03/01/2014 to 04/30/2014

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
APP Program							
3-W-193(001)-1	CHEHALIS	FY 2013 Expanded Preservation Project	Bid Award	BA	325,152	42,411	Director
3-E-161(001)-1	EAST WENATCHEE	FY 2014 Arterial Preservation Project	Audit	FV AD	364,735	0	Director
3-E-164(002)-1	EPHRATA	FY 2015 Arterial Preservation Project	Construction	CN	49,455	0	Director
3-P-127(001)-1	GIG HARBOR	FY 2014 Arterial Preservation Project	Audit	CC FV AD	188,007	7,295	Director
3-P-118(001)-1	LAKE FOREST PARK	FY 2015 Arterial Preservation Project	Construction	CN	17,107	0	Director
3-P-146(001)-1	LAKE STEVENS	FY 2014 Arterial Preservation Project	Audit	CC FV AD	137,116	-44,412	Director
3-P-822(001)-1	MONROE	FY 2014 Arterial Preservation Project	Audit	CC FV AD	149,313	-44,599	Director
3-P-822(002)-1	MONROE	FY 2015 Arterial Preservation Project	Bid Award	CN BA	241,034	-84,591	Director
3-P-112(002)-1	NORMANDY PARK	FY 2015 Arterial Preservation Project	Construction	CN	18,105	0	Director
3-W-151(001)-1	PORT TOWNSEND	FY 2014 Arterial Preservation Project	Audit	FV AD	163,336	0	Director
3-W-126(002)-1	SEDRO WOOLLEY	FY 2014 Arterial Preservation Project	Construction	CN	17,987	0	Director
3-W-826(001)-1	SEQUIM	FY 2013 Expanded Preservation Project	Audit	CC	300,282	0	Director
3-P-142(001)-1	SNOHOMISH	FY 2015 Arterial Preservation Project	Bid Award	CN BA	243,204	-54,296	Director
3-E-179(001)-1	SUNNYSIDE	FY 2014 Arterial Preservation Project	Bid Award	CN BA	214,892	-68,518	Director
3-E-176(001)-1	WALLA WALLA	FY 2014 Arterial Preservation Project	Audit	FV AD	200,000	0	Director
Total APP Change						-246,710	



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 03/01/2014 to 04/30/2014

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
LESP Program							
S-E-878(001)-1	COULEE DAM	FY 2014 Streetlight Project	Audit	FV AD	138,201	0	Director
S-W-950(001)-1	RIDGEFIELD	FY 2014 Streetlight Project	Contract Completion	CC	139,963	9,308	Director
Total LESP Change						9,308	
SCAP Program							
6-W-837(111)-1	BLAINE	Boblett Street	Withdrawn	WD	0	-118,800	Director
6-E-847(007)-1	CASHMERE	Mission Avenue	Construction	CN	60,310	0	Director
6-W-825(106)-1	FORKS	Spartan Avenue Rehabilitation Project	Construction	CN	4,590	0	Director
6-W-831(002)-1	FRIDAY HARBOR	Blair Street	Construction	CN	86,435	0	Director
6-W-969(003)-1	ILWACO	Elizabeth Avenue	Bid Award	CN BA	547,321	-51,150	Director
2-E-889(005)-1	IONE	SR 31 Pedestrian Improvements	Audit	CC FV AD	142,079	23,387	Director
6-E-903(102)-1	KETTLE FALLS	Meyers Street	Bid Award	BA	56,097	9,158	Director
6-E-882(107)-1	OROVILLE	Central and Cherry Streets	Bid Award	BA	68,267	0	Director
6-E-865(002)-1	SOAP LAKE	Main Avenue/Division Street	Bid Award	CN BA	1,571,069	152,569	Director
6-W-972(007)-1	SOUTH BEND	Cedar Street	Bid Award	BA	764,557	64,558	Director
6-E-899(004)-1	SPANGLE	Main Street	Bid Award	BA	502,360	-69,260	Director
6-E-918(004)-1	ST. JOHN	Park Avenue	Audit	FV AD	602,779	0	Director



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 03/01/2014 to 04/30/2014

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval	
6-P-824(107)-1	SULTAN	Sultan Basin Road and US 2 Phase III	Audit	FV AD	592,407	0	Director	
6-E-938(106)-1	WAITSBURG	W. 7th Street Reconstruction	Audit	CC AD	89,542	-6,424	Director	
Total SCAP Change							4,038	
SCPP Program								
2-W-952(004)-1	CASTLE ROCK	FY 2014 Seal Coat Project	Audit	CC FV AD	49,542	0	Director	
2-W-827(002)-1	COUPEVILLE	FY 2014 Overlay Project	Audit	CC	38,400	40	Director	
2-P-819(003)-1	GOLD BAR	FY 2015 Overlay Project	Bid Award	CN BA	127,072	19,983	Director	
2-P-820(001)-1	GRANITE FALLS	FY 2015 Overlay Project	Bid Award	CN BA	156,903	-8,835	Director	
2-W-969(002)-1	ILWACO	FY 2013 Sidewalk Maintenance Project	Bid Award	BA	102,899	44,997	Director	
2-E-931(006)-1	KITTITAS	FY 2015 Overlay Project	Bid Award	CN	72,805	0	Director	
2-E-897(003)-1	MEDICAL LAKE	FY 2015 Overlay Project	Design	DE	8,302	0	Director	
2-W-961(004)-1	MORTON	FY 2015 Overlay Project	Bid Award	CN BA	426,621	-164,899	Director	
2-E-892(002)-1	NEWPORT	2014 Eastern Region Chip Seal	Bid Award	CN BA	110,000	0	Director	
2-E-929(001)-1	POMEROY	FY 2015 Overlay Project	Bid Award	BA	137,642	-61,858	Director	
2-W-950(002)-1	RIDGEFIELD	FY 2014 Overlay Project	Bid Award	CN BA	166,770	21,645	Director	
2-P-814(001)-1	ROY	FY 2014 Overlay Project	Bid Award	CN BA	138,154	-46,836	Director	
2-E-865(008)-1	SOAP LAKE	FY 2015 Overlay Project	Bid Award	CN BA	266,380	6,480	Director	



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 03/01/2014 to 04/30/2014

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-E-874(003)-1	SPRAGUE	FY 2012 Seal Coat Project	Audit	CC AD	47,149	-18,490	Director
2-E-874(004)-1	SPRAGUE	FY 2013 Overlay Project	Audit	FV AD	132,041	0	Director
2-E-874(006)-1	SPRAGUE	FY 2014 Red Town Project	Audit	FV AD	342,299	0	Director
2-W-960(003)-1	WESTPORT	FY 2015 Overlay Project	Construction	CN	23,397	0	Director
2-W-951(003)-1	YACOLT	FY 2014 Overlay Project	Audit	FV AD	10,986	0	Director
Total SCLPP Change						-207,773	
SP Program							
P-W-952(P04)-1	CASTLE ROCK	Front Avenue SW	Design	DE	24,814	0	Director
P-E-901(P01)-1	CHEWELAH	E Lincoln Avenue	Bid Award	BA	134,899	10,942	Director
P-E-986(P01)-1	COLFAX	3rd Street/Clay Street	Audit	CC FV AD	139,288	8,458	Director
P-P-802(P02)-1	DUVALL	NE Cherry Valley Road & Main Street NE (SR 203)	Bid Award	BA	400,000	50,000	Director
P-P-127(P03)-1	GIG HARBOR	Rosedale Street NW	Audit	CC FV AD	143,386	-7,684	Director
P-P-820(P02)-1	GRANITE FALLS	N Alder Avenue	Bid Award	BA	148,535	-52,029	Director
P-W-953(P07)-1	KALAMA	Elm Street	Bid Award	CN BA	83,945	-29,675	Director
P-E-173(P05)-1	KENNEWICK	S Gum Street	Bid Award	BA	229,178	29,073	Director
P-P-111(P04)-1	KIRKLAND	NE 112th Street	Audit	FV AD	92,168	0	Director
P-E-897(P08)-1	MEDICAL LAKE	SR 902	Audit	CC	169,428	-864	Director



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 03/01/2014 to 04/30/2014

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
P-W-126(P02)-1	SEDRO WOOLLEY	Third Street	Construction	CN	3,159	0	Director
P-P-806(P01)-1	SNOQUALMIE	Railroad Avenue SE (SR 202)	Bid Award	BA	200,000	0	Director
P-P-131(P02)-1	SUMNER	E Main Street (60th St E)	Design	DE	55,384	0	Director
P-W-196(P01)-1	TUMWATER	Linderson Way and Lee Street	Construction	CN	13,275	0	Director
P-E-176(P05)-1	WALLA WALLA	Orchard Street	Audit	CC	160,970	-790	Director
Total SP Change					7,431		
UAP Program							
8-2-156(039)-1	BELLINGHAM	James Street	Construction	CN	80,000	0	Director
8-2-152(025)-1	BREMERTON	Lower Wheaton Way	Bid Award	CN	2,114,792	0	Director
8-3-161(008)-2	EAST WENATCHEE	Eastmont Avenue	Audit	FV AD	13,940	0	Director
8-2-985(007)-1	FERNDALE	Church Road	Bid Award	BA	724,476	-75,524	Director
8-1-111(018)-1	KIRKLAND	NE 85th Street (Construction Only)	Construction	CN	0	0	Director
8-1-199(010)-1	LAKEWOOD	Bridgeport Way	Audit	FV AD	1,491,068	0	Director
8-1-117(005)-1	PACIFIC	Stewart Road (8th St E)	Construction	CN	1,041,500	0	Director
8-3-167(016)-1	PULLMAN	Old Wawawai Road	Bid Award	BA	583,577	-139,266	Director
8-3-863(004)-1	QUINCY	Division Street E	Bid Award	BA	902,489	-358,087	Director
8-1-102(035)-1	RENTON	Logan Avenue N	Design	DE	0	0	Director



Washington State Transportation Improvement Board
Project Activity Report

Reporting Period
 From 03/01/2014 to 04/30/2014

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-3-165(084)-1	SPOKANE	Francis Avenue	Audit	CC	1,442,562	-198,600	Director
8-4-179(009)-1	SUNNYSIDE	Yakima Valley Highway	Bid Award	CN BA	1,437,440	-211,141	Director
8-4-176(023)-1	WALLA WALLA	Wilbur Avenue	Bid Award	CN BA	543,065	7,858	Director
8-1-198(003)-1	WOODINVILLE	NE Woodinville-Duvall Road	Bid Award	BA	4,500,000	0	Director
8-5-978(003)-1	YELM	Mosman Avenue	Bid Award	CN	1,132,142	0	Director
Total UAP Change						-974,760	
UCP Program							
9-W-156(004)-1	BELLINGHAM	West Bakerview Road	Audit	CC FV AD	1,344,722	47,590	Director
9-W-185(003)-1	CAMAS	NW 38th Avenue/SE 20th Street	Audit	CC FV AD	2,012,500	262,500	Director
9-W-185(004)-1	CAMAS	NW 38th Avenue/SE 20th Street	Construction	CN	0	0	Director
9-P-140(006)-1	LYNNWOOD	33rd Avenue W	Construction	CN	447,038	0	Director
9-W-195(009)-1	OLYMPIA	Boulevard Road	Bid Award	BA	741,729	-258,271	Director
9-E-174(004)-1	PASCO	4th Avenue	Audit	CC FV AD	722,258	2,633	Director
Total UCP Change						54,452	



Washington State Transportation Improvement Board
Project Activity Report

Reporting Period
 From 03/01/2014 to 04/30/2014

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
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Total Change -1,354,014

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



**Funding Increase Request
 City of Bonney Lake – SR 410
 May 29, 2014**

BACKGROUND

The City of Bonney Lake SR 410 project (Main Street to 192nd Avenue) was funded out of the Urban Sidewalk Program (USP) in the FY 2014 priority array. The project is currently in design phase. The existing state highway lacks any serviceable sidewalk.

This project will construct approximately 2,000 feet of grade separated sidewalk and bike lane along the north side of SR 410 and complete a gap in improvements between the Downtown District and the Midtown District.

STATUS

There is an existing slope along the north side of SR 410 through the project limits requiring construction of a barrier. The original design included in the TIB application assumed constructing a WSDOT standard plan barrier and sidewalk section. However, unforeseen soil types were discovered requiring significant redesign to prevent additional weight from being added to the highway foundation. The design change added approximately \$440,000 to the total project cost.

The Bonney Lake City Council approved a resolution on May 13th which increases the budget from the original \$445,000 to \$665,000. The city is requesting an increase in TIB funds of \$220,000. This increase amount, if approved, would maintain the original 50/50 split of sidewalk related project costs between TIB and the city. In addition the city will contribute any funding necessary above the 50% match from their general fund to fully fund the project. A funding summary is listed below:

Project Cost History	TIB Funds	Bonney Lake Funds	Total Project Cost
Application	\$445,000	\$445,000	\$890,000
Current Estimate & Request	\$665,000	\$1,083,425	\$1,748,425

The current estimate includes a project contingency and does not include the sanitary sewer work which is being paid for by the utility.

RECOMMENDATION

Staff recommends an increase in TIB funds of \$220,000 for a total authorization of \$665,000. This increase is based on the Engineer’s Estimate including contingency. If any surplus funds are realized due to favorable bids, Bonney Lake will relinquish the increased TIB funds first.



State of Washington
 Transportation Improvement Board

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

May 29, 2014

BACKGROUND

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

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

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

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

* Before stop work order was issued

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

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

The deadline for the city to certify full project funding was November 16, 2013. In January 2014, the board extended the certification deadline to May 31, 2014 to allow time for the city to secure a loan through the United States Department of Agriculture (USDA).

STATUS

The region USDA office has received all of the required documents, made a site visit, and has compiled all required reports. The final documents were delivered to the state USDA office on May 15 for final review. The final outcome of this review may not be known until after this board meeting.

RECOMMENDATION

Staff recommends extending the certification deadline on this project until September 30, 2014, with termination of the grant if USDA declines funding and the city cannot secure other resources.



**Contingency Restoration Request
 City of Lynnwood – SR 99/204th Street SW
 May 30, 2014**

BACKGROUND

The City of Lynnwood SR 99/204th Street SW (NE 8th St to NE 12th St) was funded out of the Urban Arterial Program (UAP) in the FY 2012 priority array. The project was originally scheduled to be constructed in 2011. However, since this project was funded with two sources of federal funds with separate environmental requirements, acquisition of right of way was not allowed to begin until both environmental processes were completed. This caused delays and the project was placed on the contingency list at the May 2013 board meeting.

STATUS

The project is currently ready to advertise, but requires board approval to restore to active status.

TIB staff and the executive director met with the city to assess readiness and the all steps have been completed.

- ✓ The city certified all local funds are available
- ✓ Plans, Specifications and Engineer’s Estimate are complete and submitted to TIB
- ✓ Right of way has been certified
- ✓ All permits have been acquired
- ✓ The bid package is complete and the project will be advertised on June 3rd
- ✓ The project award will not be delayed and the project will be under construction with 60 days
- ✓ Obligation of federal funds

Project Cost History	TIB Funds	Local Funds	Total Project Cost
Application	\$1,521,500	\$1,521,500	\$3,043,000
Current Estimate	\$1,521,500	\$2,705,500	\$4,227,000

The city submitted the following project schedule:

Project advertisement: June 4, 2014
 Contract Award: July 2014
 Construction Start August 2014
 Project Complete August 2015

RECOMMENDATION

Staff recommends restoration of the project to active status.



**Contingency Restoration Request
 City of Bellevue – 120th Avenue NE
 May 30, 2014**

BACKGROUND

The City of Bellevue 120th Avenue NE project (NE 8th St to NE 12th St) was funded out of the Urban Arterial Program (UAP) in the FY 2012 priority array. The project was originally scheduled to be constructed in 2012. However, due to right of way acquisition issues that required the relocation of Barrier Motors the project was delayed and placed on the contingency list at the May 2013 board meeting.

STATUS

The project is currently ready to advertise, but requires board approval to restore to active status.

TIB staff and the executive director met with the city to assess readiness and the following steps have been completed.

- ✓ The city certified all local funds are available
- ✓ Plans, Specifications and Engineer’s Estimate are complete and submitted to TIB
- ✓ Right of way has been certified
- ✓ All permits have been acquired
- ✓ The bid package is complete and the project will be advertised on June 3rd
- ✓ The project award will not be delayed and the project will be under construction with 90 days

The one remaining step to be accomplished is:

- ✓ Obligation of federal funds

Project Cost History	TIB Funds	Local Funds	Total Project Cost
Application	\$3,000,000	\$2,118,848	\$5,118,848
Current Estimate	\$3,000,000	\$11,221,783	\$14,221,783

The city submitted the following project schedule:

- Project advertisement: June 3rd 2014
- Contract Award: July 2014
- Construction Start September 2014
- Project Complete December 2016

RECOMMENDATION

Staff recommends restoration of the project to active status.



2014 Schedule and Preliminary Program Call Size May 30, 2014

BACKGROUND

The annual call for projects is announced to customers following the May board meeting. After the board approves the preliminary call size, agencies are notified, applications are posted to the TIB website, and funding webinars and workshops take place. Applications are due to TIB in late August and grants are awarded in November.

TIB staff have evaluated project demand estimates, current fund balances, and the most recent revenue forecast to propose a call size for the November 2014 project selection. Since the Transportation Improvement Account (TIA) balance is projected to be at an optimal level in the next two years, a call size approximately equal to available revenue should be made to maintain a stable account balance and future grant obligations.

At the January and March board meetings, the Executive Director briefed the board on the possibility that funds from the Highway Safety Account (HSA) could be at risk due to other state transportation budget pressures. HSA funds were appropriated to TIB for three purposes: the Arterial Preservation Program, the Small City Preservation Program and the Low Energy Streetlight Demonstration Project. Because of the risk that HSA funds may not be re-appropriated, it was the consensus of the board to not include the APP in the 2014 call for projects.

STATUS

Assumptions made in the calculation for call size include:

- Outstanding obligations for current active projects (projection of monthly expenditures);
- Most recent revenue forecast for each account (Transportation Improvement Account and the Small City Pavement and Sidewalk Account) plus any other appropriations; and
- Projected schedule of expenditures for new commitments.

TIB staff did not include future HSA appropriations when determining the recommended program size.

Arterial Preservation Program

Based on board discussion at the March 2014 meeting, the Arterial Preservation Program (APP) is not included in the upcoming call for projects. If Highway Safety Account funds become available for the 2015-17 biennia, the APP would be included in the 2015 call for projects.

Small City Preservation Program

The Small City Preservation Program (SCPP) is funded from the Small City Pavement and Sidewalk Account. The SCPP is not included in the recommended 2014 call for projects. The small city process improvement project is underway and reserving these funds for use in 2015 will allow grant awards to be made under new program methodology.

Preliminary 2014 Program Size

The preliminary program call size is determined based on the assumptions and explanations listed above.

Proposed Call Size

Program	Amount
Urban Arterial Program	\$75 million
Small City Arterial Program	\$12 million
Urban Sidewalk Program	\$5 million
Small City Sidewalk program	\$3 million
*TOTAL	\$95 million

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

Proposed Schedule

Date	Milestone
May 29-30, 2014	Preliminary program call size presented to board for approval
June 2, 2014	Applications posted and are available to agencies
June 3 – 16	In-person funding workshops throughout the state and webinars offered
August 22, 2014	Applications due
November 20-21, 2014	Final program call size and project list presented to board for adoption

RECOMMENDATION

Staff recommends the board approve the presented schedule and authorize the preliminary \$95 million call size.



TIB 2015 Proposed Meeting Schedule

May 30, 2014

DATE	CITY
January 22-23	Olympia
March 26-27	Tri-Cities
May 28-29*	Bremerton
September 24-25	Wenatchee
November 19-20**	Tukwila

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

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



**EMERGENCY WAC: MATCH WAIVER FOR SCAP
OSO MUDSLIDE – TOWN OF DARRINGTON**

May 30, 2014

BACKGROUND

WAC 479-14-261 outlines the matching requirement for the Small City Arterial Program: “. . . Cities with a population over one thousand must provide a minimum match of five percent of the total project cost.” During the FY 2014 grant cycle, the Town of Darrington (population 1,350) was awarded a Small City Arterial Program grant of \$505,228 for Fir street between Sauk Avenue to Elwell Avenue (TIB project #6-P-818(005)-1). At the time of application, the town agreed to match the project 13.6% with \$79,591.

The March 22, 2014 mudslide that occurred near Oso in Snohomish County made significant economic and infrastructure impacts to many portions of the county including the Town of Darrington. Proclamation 14-02 was issued on the same day of the mudslide, declaring the area a State of Emergency and directing state agencies and departments to utilize state resources and to do everything reasonably possible to assist affected political subdivisions in an effort to respond to and recover from the event.

STATUS

Following the mudslide, the Puget Sound Regional Council (PSRC) took emergency action to provide \$5 million of federal transportation funds to the Darrington, Oso, and Arlington area. However, because of the magnitude of the mudslide, costs are in excess of \$5 million. The PSRC subsequently contacted TIB and requested the town of Darrington’s match for the current SCAP project be waived. A funding summary is provided below:

Project Cost History	TIB Funds	Darrington Funds	Total Project Cost
Application	505,228	79,591	584,819
Current Request	584,819	0	584,819

Under current WAC, the TIB does not have authority to wave the match requirement. Staff recommends the board approves an emergency WAC, which would allow TIB to wave the local match. The emergency WAC would become effective June 2, 2014 and be in effect for 120 days.

New WAC (479-14-262) Language:

Pursuant to Proclamation 14-02, issued March 22, 2014, regarding the catastrophic landslide between Oso and Darrington in Snohomish County, the match requirement set forth in WAC 479-14-261 is waived for the Town of Darrington’s Fir Street project from Sauk Avenue to Elwell Avenue.

RECOMMENDATION

The board is requested to approve the emergency WAC revision as presented.