



Transportation Improvement Board
September 25-26, 2014, Spokane Valley
Location: Oxford Suites
15015 E. Indiana Avenue
Spokane Valley, WA 99216
(509) 847-1000

September 25, 2014
WORK SESSION AGENDA

WORK SESSION

			Page
<i>Program and Project Issues</i>			
1:30 p.m.	A.	TIB 101 Steve Gorcester/Alicia Seegers Martinelli	43
2:45 p.m.	B.	Small City Re-Engineering Progress TIB Staff	44
3:30 p.m.	C.	LED Pilot Program – Final Report Steve Gorcester	46
<i>General Matters</i>			
4:00 p.m.	D.	2015 Legislative Agenda Steve Gorcester	48
<i>Training</i>			
4:30 p.m.	E.	2014 Open Government Trainings Act Alicia Seegers Martinelli	50
5:15 p.m.	F.	Adjournment Chair Crawford	

Dinner on your own



Transportation Improvement Board
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Location: Oxford Suites
15015 E. Indiana Avenue
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September 26, 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 May 30, 2014 Minutes	Chair Crawford 1
	B. Communications	Steve Gorcester
	1. Rebuilt South Park Bridge will open June 30 – <i>West Seattle Herald</i>	6
	2. Pacific ‘moving forward,’ begins Stewart Road project – <i>Auburn Reporter.com</i>	8
	3. A bump at the pump? Senators propose a federal gas tax hike – <i>The Washington Post</i>	9
	4. Street of Dreams-Come-True: Alder Ave saved – <i>The Monroe Monitor</i>	11
	5. The road hazards ahead for transportation funding – <i>Governing</i>	15
	6. A new South Park Bridge: The neighborhood made it happen – <i>Seattle PI</i>	17
	7. Federal transportation money bypasses Port Orchard’s Tremont St – <i>Kitsap Sun</i>	20
	8. Marysville looks at upcoming & future transp projects – <i>North County Outlook</i>	22
	9. 67 th Ave project praised by state TIB – <i>The Arlington Times</i>	25
	10. LED-ing the way: A new light will shine in Palouse – <i>Moscow-Pullman Daily News</i>	27
	11. Sultan celebrates High Ave reconstruction start – <i>The Monroe Monitor</i>	29
	12. Leaders celebrate completion of Salmon Creek project – <i>The Columbian</i>	32
9:10 a.m.	3. LOCAL PRESENTATIONS	Gloria Bennet
9:45 a.m.	4. NON-ACTION ITEMS	
	A. Chair’s Report to the Board	Chair Crawford
	B. Executive Director’s Report	Steve Gorcester
	C. Financial Report	Alicia Seegers Martinelli
	D. Project Activity Report (5/1/14 – 8/31/14)	Gloria Bennett 34
10:50 a.m.	5. ACTION ITEM	
	A. 2015 Legislative Agenda	Steve Gorcester 48
11:00 a.m.	6. FUTURE MEETINGS	Steve Gorcester
	November 20-21 – Everett	
	January 22-23, 2015 – Olympia	
	March 26-27 – Pasco	
	May 28-29 – Bremerton	
	September 24-25 – Leavenworth / Wenatchee area	
	November 19-20 - Tukwila	
11:05 a.m.	7. ADJOURNMENT	Chair Crawford

Transportation Improvement Board
May 30, 2014
Holiday Inn
Yakima, Washington

MINUTES

TIB BOARD MEMBERS PRESENT

Councilmember Sam Crawford, Chair
Deputy Mayor Jeanne Burbidge, Vice Chair
Mr. Jim Albert
Mr. Todd Coleman
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
Mr. Clay White

TIB STAFF

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

TIB BOARD MEMBERS NOT PRESENT

Mr. Pasco Bakotich
Ms. Kathleen Davis

CALL TO ORDER

Chair Crawford called the meeting to order at 9:01 a.m.

GENERAL MATTERS

A. Approval of March 28, 2014 Minutes

MOTION: It was moved by Mayor Irish with a second from Councilmember Olson to approve the minutes of the March 28, 2014 board meeting as presented. Motion carried unanimously.

B. Communications

Steve Gorcester referred the board to the articles in the board packet to review at their leisure.

NON-ACTION ITEMS

A. Chair's Report – Chair Crawford presented plaques to the members who are term limited. Those present to accept their recognition plaque and thanked for their dedication and commitment to the board included Federal Way Deputy Mayor Jeanne Burbidge, Port of Vancouver Executive Director Todd Coleman, Sedro-Woolley Public Works Director Mark Freiberger, King County DOT Director Harold Taniguchi, and Washington Bikes representative Ralph Wessels.

B. Delayed Projects Report – Steve Gorcester reported there are currently nine delayed projects. Of these, he specifically noted three projects.

- College Avenue and Rose Street in College Place would move to Stage 2 at this point, but recommends keeping at Stage 1 because the project will move to construction this summer.
- Gage Boulevard / Center Parkway in Richland received an extension from the board pending a grade crossing approval from the Washington Utilities and Transportation Commission (WUTC). That approval was initially denied and was reversed through an appeal by the city. They are now able to move forward with the project, however, it is still subject to a Superior Court appeal.
- Mansfield Avenue in Spokane Valley is in delay due to right of way issues and has moved into contingency.

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

Stop Work Order Updates

- Pacific Stewart Road had a stop work order for 18 months due to difficult political issues. With the resolution of many of those problems, the order was lifted and the project was recently awarded for construction.
- The stop work order was rescinded on the Richland Gage Blvd / Center Prkwy project once the grade separation was approved by the WUTC in appeal.
- Woodinville SR 202 Bottleneck Relief project was withdrawn. (This project was originally listed on the Delayed Projects Report, but the city withdrew the project after the board materials were sent out.)

Small City Re-Engineering

- This effort uses Lean processes including that of value stream mapping and looking at different ways of funding small cities. This undertaking is progressing well.

Fish Barrier Removals

- 2SHB 2251 passed into law during the 2014 session and requires the removal of fish barriers caused by state roads and highways. TIB has been invited to participate in applicable Fish Passage Barrier Removal Task Force meetings. TIB programs statutorily include fish barrier removal as part of a project cost. However, there is no dedicated program for this through TIB and no additional funds provided.

Streetlight Pilot Program

- The Streetlight Program is almost completed. The City of Buckley will be finished this summer and the City of Palouse is now fully engaged, with completion expected sometime this summer.

Executive Order 14-04

- This Executive Order addresses carbon pollution reduction and clean energy action. In this order, WSDOT is charged with conducting a review of existing state transportation grant programs to identify and implement opportunities to increase statewide investments in multimodal transportation. TIB already has sustainability, mobility, and multimodal objectives in place and will meet with WSDOT, FMSIB, and CRAB to consider possible reforms to grant making that will increase multimodal investments.

Additionally, TIB staff are working with Commerce under the “Energy Efficiency” section of this order to help small and medium sized cities with energy efficiency in street lighting.

Recent TIB Project Events (all are ribbon cuttings)

- City of Gig Harbor – Rosedale Street
- City of Castle Rock – Front Avenue

Upcoming Events

- City of Arlington – 67th Avenue ribbon cutting (June 7 at 10:00 a.m.)
- City of Sultan – Alder Avenue groundbreaking (June 11 at 1:30 p.m.)

C. Financial Report

Alicia Seegers Martinelli reported the following:

- The fund balance continues to reflect the construction cycle.
- The current combined fund balance is \$40.4 million, which is a \$3.0 million increase from March.
- The current TIB commitment stands at \$270 million.
- The financial statement for April for all accounts had a net positive of \$1.7 million and a net positive of \$8.9 million for the 2013-15 biennia to date.

- Call size determinations are based on fund balance history – funds increasing in spring and decreasing in fall – and the billing obligation that occurs two to four years from when the call size is recommended.
- The majority of SCAP funds are spent in the first two to three years of award, construction ready funds are typically spent in the first three years, and UAP funds expended in about four years.
- The slow and steady decrease of the fund balance is intentional.
- Maintaining a minimum fund balance level of \$10 million also weighs into the call size model.

D. Project Activity Report – Chris Workman reported that of the total 85 project actions, 65 were almost evenly split between bid award approvals and project completions. Based on engineer estimates and rejecting extremely high bids, the cities of Quincy and Morton were able to return a total of \$522,986. Total actions resulted in a net decrease of \$1,354,014 in TIB obligations.

ACTION ITEMS

A. Increase Request: City of Bonney Lake – SR 410 Sidewalk

The City of Bonney Lake requested a \$220,000 increase for the SR 410 sidewalk project. This project completes the gap located between the downtown business district and the midtown business district. Construction of a barrier was required due to a steep slope along the north side of the project. After a soil analysis, it was determined the soil type around the project area would not safely sustain the weight of the standard barrier design. Installation of a lightweight, high-density foam would be needed and requires additional funds.

If the city receives favorable bids, any surplus from this increase would be returned to TIB.

MOTION: It was moved by Mr. Freiberger with a second from Commissioner Stevens to approve an increase of \$220,000 for Bonney Lake SR 410 sidewalk project. Motion carried with one abstention from Mr. Vodopich.

B. Extension Request: City of White Salmon – Tohomish Street / Snohomish Street

In January, the board extended the grant for White Salmon Tohomish Street and Snohomish Street due to lost funds through the Public Works Board. The city pursued a loan through the U.S. Department of Agriculture and was notified on May 28 that the loan was approved. This project is now fully funded and going to construction. No action is required.

C. Contingency Restoration Projects

1. City of Lynnwood: SR-99 / 204th Street SW – This project was originally scheduled for construction in 2011. However, acquisition of right of way could not begin until two sources of federal funds with separate environmental requirements were both completed. This caused delays and the project was placed on the contingency list at the May 2013 board meeting.

The city has received all approvals needed and have taken all the steps required by TIB to move ahead. If approved, they hope to go to bid on June 4.

MOTION: It was moved by Mr. Wessels with a second from Deputy Mayor Burbidge to reinstate the City of Lynnwood SR-99 / 204th Street SW to active status and restore funds in the amount of \$1,521,500. Motion carried unanimously.

2. City of Bellevue: 120th Avenue NE – This project was originally scheduled for construction in 2012. However, the project was delayed and placed on the contingency list at the May 2013 board meeting. The cause of the delay was twofold: 1) an environmental delay on the discovery of dry cleaning chemicals had leached into the ground, and 2) a right of way issue involving an auto dealership. The NEPA process and hazardous materials clean up took about four years. The right of way obstacle was a Porsche dealership, Barrier Motors, that not only had to be relocated, but because the city received a

right of way certification 3, they are required to help the dealership find a relocation site that meets their needs and is approved by them. The city is making the necessary improvements to the Porsche property to meet their standard, and have included all the improvement stipulations into the project construction schedule. The city is required to pay for the relocation and improvement costs.

The city has completed all the steps required by TIB to move ahead. If approved, the city is ready to go to ad on June 5.

MOTION: It was moved by Councilmember Olson with a second from Ms. Stamm to reinstate the City of Bellevue 120th Avenue NE to active status and restore funds in the amount of \$3,000,000. Motion carried unanimously.

D. 2014 Schedule and Preliminary Call Size – The recommended 2014 schedule and call size of \$95 million is listed below:

2014 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, 2014	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

2014 Preliminary 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 Highway Safety Account (HSA) funds were used to award the Arterial Preservation Account (APP). However, TIB did not receive those funds this year, nor is it anticipated to receive that allocation in the future. Consequently, the call size does not include funding for APP. The Small City Preservation Program (SCPP) is typically funded every other year, which allows a larger call in that program since we are allocated only \$1.0 million per year. The Small City Arterial Program (SCAP) is proposed at \$2.0 million higher than last year to allow more overlays and not reconstruct every project as requested by the board last year.

MOTION: It was moved by Councilmember Olson with a second from Commissioner Stevens to approve the Fiscal Year 2014-15 schedule and authorize a call totaling \$95 million for projects in the following programs:

- Urban Program - \$75 million
- Small City Arterial Program - \$12 million
- Urban Sidewalk Program - \$5 million
- Small City Sidewalk Program - \$3 million

Motion carried unanimously.

E. **2015 Meeting Schedule** – The following 2015 proposed meeting schedule was presented to the board.

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

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

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

MOTION: It was moved by Mayor Irish with a second by Councilmember Olson to approve the 2015 meeting schedule. Motion carried unanimously.

F. **Emergency WAC: Match Waiver for Town of Darrington** - Following the March 22, 2014 mudslide that occurred near Oso in Snohomish County, 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. Under current WAC 479-14-261, TIB does not have authority to waive the match requirement.

To waive the match for the Darrington project, the following emergency WAC language was presented to the board:

WAC 479-14-262

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.

MOTION: It was moved by Mayor Irish with a second from Mr. White to approve Emergency WAC 479-14-262 allowing the Town of Darrington to waive the match requirement due to the impact of the March 22, 2014 Oso mudslide. Motion carried unanimously.

FUTURE MEETINGS

The next meeting is scheduled for September 25-26, 2014 in Spokane Valley. Meeting notices will go out on September 5, 2014.

ADJOURNMENT

The meeting adjourned at 10:29 a.m.

West Seattle Herald

Thursday, June 5, 2014



An aerial view of the newly rebuilt South Park Bridge. It is set to open June 30.

Rebuilt South Park Bridge will open June 30

Opening ceremony set for June 29 at 3pm

06/04/2014

information from King County

King County Executive Dow Constantine announced that the newly constructed South Park Bridge will open June 30. The previous drawbridge, built in 1931, was closed and dismantled in mid-2010 due to safety concerns.

"I made a promise five years ago that we would build a new, safer bridge to connect our industrial heartland to the rest of King County -- and we're ready to deliver," said Executive Constantine. "Not only will this help local manufacturers and family-owned businesses, it will reunite working communities in the Lower Duwamish area."

The new bridge is expected to carry 20,000 vehicles and nearly 3,000 heavy-duty trucks each day. It will also carry an estimated 10 million tons of freight each year, including aerospace parts to local Boeing facilities.

The opening ceremony and celebration will begin at 3 p.m on June 29. The bridge will open the following day.

"The opening of the new South Park Bridge will be a long-awaited community celebration," said King County Councilmember Joe McDermott, who represents the area. "This project is a testament to the South Park community and our ability to get things done by working across jurisdictions for a common goal."

The complex construction project required large-scale excavations to lay the foundation and install piers. Each span of the drawbridge was brought in by a massive floating crane, and attached to the bridge with more than 1,000 large bolts. Crews installed more than 750,000 feet of electrical wiring – enough to stretch from South Park to Yakima. It required an estimated 27,600 cubic yards of concrete, enough to fill more than 2,700 concrete trucks.

The new South Park Bridge was engineered to be energy efficient. Even though each drawspan weighs 3 million pounds, the spans are so precisely balanced that opening the drawbridge requires approximately the same amount of energy needed to drive a Toyota Prius.

Pacific 'moving forward,' begins Stewart Road project

by SHAWN SKAGER, Auburn Reporter Sports Reporter
Jun 11, 2014

The City of Pacific officially broke ground Tuesday on the Stewart Road improvement project, which will bring \$4.1 million worth of improvements to the crucial east-west arterial.

"It feels really good, I'm excited," said Mayor Leanne Guier. "It's Pacific moving forward. I think this makes a real big difference for economic development along Stewart Road. It's a long time coming."

Soon, workers will begin the process of widening the much-used thoroughfare, a vital route for truck access to industrial businesses in Sumner and Pacific, and the main access road from state Route 167 to the Lakeland Hills subdivision.

The improved road will offer two driving lanes in each direction, a two-way, middle-turn lane, and curbs, gutters and sidewalks. Signals will be upgraded, and new water main and sewer pipe laid.

Planning for the project began in 1996, with completion slated for 2003. Disputes over who would pay for the project, coupled with mismanagement by the Cy Sun administration, however, delayed the project and threatened to bring it to a screeching halt.

"So it's only about 11 years late," said Councilman Clint Steiger.

"Once the whole thing is done, this is going to be huge. The Gordon (Trucking) family has said in the past that they have huge plans for the property once the corridor is done.

"We're talking about bringing some retail in here. They have some long-range definite plans for the property, which will all benefit us."

Guier said she hopes the improvements to Stewart Road prompt interest in the light-industrial-and-commercially-zoned area, possibly from major national retailers.

"This project is going to help the city of Pacific immensely," Guier said.



The City of Pacific broke ground on the Stewart Road project this past Tuesday. Pictured, from left, are Pacific councilmen Clint Steiger and John Jones, Mayor Leanne Guier and Transportation Improvement Board Executive Director Steve Gorcester.— *Image Credit: Shawn Skager/Reporter*

The Washington Post

Transportation

A bump at the pump? Senators propose a 12-cent hike in federal gas tax.

BY ASHLEY HALSEY III June 18

A bipartisan Senate proposal emerged Wednesday to rescue beleaguered federal transportation funding by raising the tax on gasoline by 12 cents a gallon.

The proposal to hike the 18.4-cent federal tax for the first time since 1993 came from Sens. Chris Murphy (D-Conn.) and Bob Corker (R-Tenn.) and won quick endorsement from an array of advocates ranging from road builders to AAA.

In addition to increasing the tax by 6 cents in each of the next two years, the senators want the rate indexed to inflation. Failure to keep pace with inflation over the past 20 years, along with steadily increasing fuel economy, has caused the Federal Highway Trust Fund that receives the money to sink to a dangerous level.

The Transportation Department projected this week that by midsummer, the fund will no longer be able to meet its obligations. The Obama administration, citing a fragile economic recovery, has been reluctant to endorse a gas-tax increase. Members of Congress facing midterm elections have preferred to look to other sources.

"For too long, Congress has shied away from taking serious action to update our country's aging infrastructure," Murphy said. "We're currently facing a transportation crisis that will only get worse if we don't take bold action to fund the Highway Trust Fund. Raising the gas tax isn't an easy choice, but we're not elected to make easy decisions."

The White House has heard some echo from Capitol Hill for its plan to fund transportation through a corporate tax overhaul, but the notion has little momentum and implementation would take too long to meet the immediate need.

Rep. John Delaney (D-Md.) has bipartisan backing for his plan to fund transportation by letting U.S. corporations bring home their burgeoning offshore bank accounts at a reduced tax rate.

"Many Americans are willing to pay a little more if it will lead to improved transportation and a better commute," said Bob Darbelnet, president of AAA. He cited a AAA survey that found 52 percent of those questioned were willing to pay more to fund roads, bridges and mass transit.

Patrick D. Jones, head of the International Bridge, Tunnel and Turnpike Association, called the Murphy-Corker plan a "gutsy" proposal.

"While there is not much stomach for increasing fuel taxes in an election year, motorists have said in numerous polls that they would be willing to pay higher fees to support road infrastructure if they know where the money is going," Jones said. "That means spending it on road construction and repairs."

But even with indexing to inflation, Jones said, the fuel tax is not a sustainable source of long-term funding.

"That's why we also support the Obama administration's proposal to eliminate the prohibition on tolling existing interstate highways," he said.

The bipartisan advocacy group Transportation for America and the Associated General Contractors of America also backed the proposal.

"Proposed short-term patches using accounting gimmicks have been all but shot down in both houses," said James Corless, director of Transportation for America.

"The threat that the highway trust fund will not have enough money to meet our current obligations starting later this summer has already forced transportation officials to delay needed repairs and shelve long-planned expansion projects," said Stephen E. Sandherr, head of the contractors group.

The conservative Club for Growth, particularly influential with House Republicans, denounced the proposal as "throwing more money into a black hole." The group favors what's known as devolution, in which money and decisions about spending it would be given to state and local governments.

"This is a \$164 billion dollar tax increase, plain and simple. A gas tax hike would be both bad policy and terribly anti-growth," said Chris Chocola, the group's president. "Rather than perpetuate this failed system, Congress should devolve highway funding to the states and let them fund their own infrastructure needs."

The conservative Club for Growth, particularly influential with House Republicans, denounced the proposal as "throwing more money into a black hole." The group favors what's known as devolution, in which money and decisions about spending it would be given to state and local governments.

The Highway Trust Fund provides more than half of the country's spending on transportation projects, and many states get about half their transportation money from Washington.

Street of Dreams-Come-True: Alder Avenue saved by sustained community effort

By Chris Hendrickson

June 24, 2014



After a long and arduous process, Sultan last week celebrated the start of reparations to badly-deteriorated Alder Avenue and upgrading of the utilities underneath it. Left to right are: Robert Knoll, Suzan DelBene's office; Steve Verbarendse, President at SRV Construction; Sarah Davenport-Smith, Sultan City Council; John Seehuus, Sultan City Council; Marianne Naslund, Sultan City Council; Rocky Walker, Sultan City Council; Ed Conyers, WSDOT; Steve Gorchester, TIB Executive Director; Sultan Mayor Carolyn Eslick; Rep. Elizabeth Scott; Bob McCarty, Sultan City Council; Mary Jane Brell Vujovic, Snohomish County; Tani Stafford of Gray & Osbourne. - *Photo by Donna Murphy*

Alder Avenue in Sultan is known for its deteriorated condition, filled with potholes, uneven ridges and bumps in the pavement. The nearly four-year journey leading up to the street's imminent reconstruction project was strikingly similar.

The long-awaited Alder Avenue reconstruction project, which will begin on June 30, was made possible primarily through a collective assortment of state and federal grant funding. The process, which began in January of 2011, was originally initiated by former Sultan City Administrator Deborah Knight, who took the project to the Washington State Legislature seeking a source of funding.

“Every year we go to Olympia and lobby for projects,” said Sultan Public Works Director Mick Matheson. “We ask for what’s called a legislative proviso.”

Traveling to Olympia is standard operating procedure for the city of Sultan. Staff members including City Administrator Ken Walker, Grants and Economic Development Coordinator Donna Murphy and Matheson travel to Olympia during each legislative session to advocate for various projects. Members of Sultan City Council also make the trip.

Knight made the decision to seek the legislative proviso, which is a direct appropriation of funding obtained through the Washington State Legislature, because Alder Avenue does not meet the criteria required by the Washington State Transportation Improvement Board (TIB). The difficulty with Alder is that it is not designated as an arterial roadway by the TIB, which makes the street ineligible for TIB funding.

Typically, TIB funds are a valuable resource when it comes to funding transportation improvement projects. The city of Sultan has received TIB funding for several arterial roadway projects including the Sultan Basin Road overlay project. Sources like the TIB are vital to small municipalities who otherwise have limited resources when it comes to funding transportation improvements.

All aspects of street maintenance, ranging from basic preservation to reconstruction, offer significant budgetary challenges to rural communities like Gold Bar and Sultan.

“We get about \$12,000 a year and we try to use that for preservation, namely chip-seal projects, but that’s about it. It’s hardly anything,” said Matheson. “If we’re going to do transportation improvements we really need to rely on grants.”

Knight’s initial efforts at obtaining funding paid off and she was able to secure a \$500,000 legislative proviso to go towards the reconstruction of Alder. But the funding opportunity was not without a caveat; the city could use the \$500,000, which would ultimately be provided by the Federal Highway Administration (FHWA), but they could only use it after obtaining a specific roadway designation known as a Federal Functional Classification.

Matheson explained that obtaining such a designation was not a simple matter; the process was complicated and labor intensive.

Initially discouraged by the stipulation, the city made the decision to continue forging ahead. They received pro bono assistance from Seattle consulting firm Skillings Connelly, who agreed to help them achieve the required federal designation. It was a successful endeavor, and Alder Avenue became what is known as an “urban major collector.”

With the \$500,000 in transportation improvement funding secured, the city realized that it made little sense to reconstruct the roadway without adequately addressing the condition of both the water and sewer utilities in the area.

“We have really old, dilapidated utilities underneath the street,” said Matheson. “They’re over 50 years old.”

Since the original \$500,000 legislative proviso was limited in that it could only be used for transportation improvements, Matheson decided to seek additional grant funding to pay for improvements to the utilities. After obtaining a cost estimate from Seattle consulting firm Gray & Osborne, which included both the road and utility reconstruction, they approached the Snohomish County Housing Authority to apply for federal funding through the county’s Community Development Block Grant (CDBG) program. “It’s a competitive process,” said Matheson. “We were competing against other Snohomish County entities for the money and its emphasis isn’t normally infrastructure.”

CDBG funding, which comes from the federal Department of Housing and Urban Development (HUD), is a source of federal funding administered by Snohomish County. While typically utilized for human services such as low income housing, the funding can also be used towards the revitalization of urban neighborhoods and improving community facilities.

Again, after an extensive application process, the city’s effort paid off, and they were granted a \$145,000 CDBG grant to go towards the reconstruction of the utilities. While the money was a step in the right direction, it wasn’t enough to cover the entire utilities-related portion of the project, so they successfully obtained an additional \$185,000 legislative proviso from the Washington State Legislature. At this point, with essentially \$830,000 in grant funding secured, plus an additional \$30,517 grant obtained through the CDBG program to fund sidewalk improvements along that section of Alder, the city began to prepare the construction bid documents. It was then that they hit a major snag.

Within the patchwork of provisos and grant funding, there was a procedural conflict between the FHWA and the CDBG; both federal programs had decidedly different rules and guidelines when it came to hiring contracting agencies. These differences made it impossible for the city to hire one firm to provide the road reconstruction and the utility improvements.

Having to hire two or more different firms to complete the project would drive costs up significantly, possibly even putting the city back at square one. Despite the city’s best efforts, which included calling a formal meeting with all the involved agencies including representation from the Washington State Legislature, it seemed as though a compromise was simply not possible.

And then they discovered a program called the Special Experimental Project No. 14 (SEP-14), which could be utilized as a method for compromise between the FHWA and HUD, thus allowing the city to hire one contractor. Aided by Gray & Osborne to embark on yet another extensive application process, the city was granted the SEP-14 and finally able to begin the process for selecting a contracting firm to do the work.

It is estimated that the successful SEP-14 process will save the city around \$90,000.

“We’re the first city to ever go through this process,” said Matheson. “There are a lot of eyes on us.”

The next step was putting the project out for bid, which led to another snag. And this one was a potential deal-breaker. Out of the three bids obtained, the amount of the lowest bid exceeded the city’s available funding by a significant dollar amount.

"We had a budget shortfall of approximately \$86,000 in transportation and about \$85,000 in sewer and water," said Matheson. "We think the reason for this is the bid climate is changing; the economy is improving."

"Contractors are busier... They don't have to be as lean as they were during the recession," continued Matheson. "We were really looking at the possibility of having to reject all bids."

Faced with another crossroad, the city debated delaying the project, but strongly felt that losing momentum was a bad idea. So Matheson decided to reach out to the Transportation Improvement Board, despite Alder Avenue's lack of arterial status, to see if any part of the transportation shortfall could be obtained through one of their programs. Fortunately, the TIB agreed to match a certain percentage of the city's federal funding, even though they do not consider Alder Avenue an arterial roadway.

They agreed to grant the city \$71,000, which left a remaining shortfall of \$15,000. Matheson sought council approval to defer two projects which were budgeted for 2015; one \$12,000 chip seal project and a \$3,000 speed cushion project. Council approved the motion, and with that, the \$86,000 transportation shortfall was alleviated.

Next, Matheson had to address the \$85,000 sewer and water improvement shortfall. He went back to the county to see if there were any remaining CDBG funds that could be applied towards the project. They happened to have \$50,000 available, which they allocated to the city. For the remaining \$35,000 Matheson was able to use a small portion of a capital bond that the city obtained for future sewer and water improvements.

With that, the funding was, at last, in place and Sultan Mayor Carolyn Eslick was able to sign the contract. The total cost of the project will end up being approximately \$1,031,517 out of which \$981,517 was successfully obtained through state and federal grants.

The city held a ceremonial groundbreaking event on Tuesday, June 10, and actual construction is scheduled to begin on June 30. The project will completely reconstruct Alder Avenue from 5th to 8th Street, reconstruct the sewer and water lines, improve the storm drainage system and add a new sidewalk from 7th to 8th Street on the north side of the roadway.

"There'll be flaggers and there has to be at least one lane open at all times," said Matheson. For any questions about the project, please contact the City of Sultan at (360) 793-2231.

Mayor Eslick acknowledged Matheson's hard work and perseverance that spanned a time period of more than three years. It was his ability to overcome challenges that resulted in the project's start date being right around the corner.

"Mick never gave up on the project," said Eslick. "This project was a great example of relationship building."

GOVERNING

THE STATES AND LOCALITIES

The Road Hazards Ahead for Transportation Funding

A decade-long revenue decline is about to get worse.

BY SUSAN K. URAHN | JUNE 25, 2014

The U.S. Department of Transportation says balances in the federal Highway Trust Fund will drop so low next month that payments to states for work already underway will be delayed. Meanwhile, the Congressional Budget Office warns that trust-fund balances will be entirely depleted by 2015, putting funding for new projects at risk as well. To add to the uncertainty, the federal surface transportation measure known as [MAP-21](#), which authorizes funding for state and local projects, expires Sept. 30.

Highways, bridges, passenger rail and public bus systems depend on a mix of federal, state and local support. If any element falters, the entire system is weakened, with risks to both passenger safety and economic growth. The federal government has provided roughly a quarter of all highway and transit funding (including both capital investment and operations), and some states rely on the federal government for as much as 40 percent. For these states, a depleted Highway Trust Fund and uncertainty about MAP-21 create major fiscal challenges.

Over the past decade, gas-tax revenues, one of the largest transportation revenue sources, have fallen substantially on an inflation-adjusted basis across federal and state governments as a result of increased vehicle fuel efficiency and changed driving habits. At the federal level and in most states, gas taxes have remained at a fixed amount per gallon even as transportation construction costs have risen. This has contributed to a 25 percent decline in states' own transportation funding.

This story line runs from coast to coast. Maine's state gas- and vehicle-tax revenue has declined by 7 percent since 2001, adjusting for inflation. Its gas tax as a share of the price of gasoline has dropped by more than a fifth. Meanwhile, according to Federal Highway Administration data, 30 percent of road-miles in the state are rated as "poor" and 30 percent of its bridges are considered structurally deficient or functionally obsolete. Nebraska's state gas- and vehicle-tax revenue has declined by 26 percent, while 11 percent of road-miles in the state are rated as "poor."

Oregon residents have special reason to fret about the shrinking federal Highway Trust Fund. [A study by the Pew Charitable Trusts](#) showed that the Beaver State is among those that rely the most on the federal trust fund, receiving 36 percent of its highway and transit dollars from the fund in 2011, the latest year for which comprehensive data are available. Oregon officials warn that the state could lose \$150 million or more annually if Congress doesn't find a way to prop up the trust fund.

Even states that have added new ways to finance transportation projects will still need federal dollars. Colorado, for example, raised vehicle-registration fees and formed public-private partnerships but continues to rely on federal support for almost a third of its highway and transit budget.

As states wrestle with difficult questions raised by aging or inadequate highway and transit systems, it becomes more and more important for them to contemplate different funding options and the need to prioritize projects. In addition, state leaders must better communicate concerns and ideas to members of Congress and to relevant committee staffs on both sides of the aisle as federal policymakers consider options for addressing the shortfalls in the Highway Trust Fund.

Funding challenges in the nation's transportation systems will require both elected leaders and voters to recognize the role that each level of government plays in supporting this critical infrastructure. Public safety and economic growth are at stake.



A new South Park Bridge: The neighborhood made it happen

By JOEL CONNELLY, SEATTLEPI.COM STAFF
Published 10:19 pm, Sunday, June 29, 2014



Politicians and community leaders speak on a stage during a celebration of the completion of the new South Park Bridge over the Duwamish River. In 2010 the old bridge was deemed unsafe, was closed and disassembled. The new \$134 million bridge is much sturdier and incorporates elements of the old bridge as decorative features of the new structure. On Sunday, June 29, 2014, the South Park community came out to celebrate their new bridge. *Photo: JOSHUA TRUJILLO, SEATTLEPI.COM*

The joyous Sunday dedication of Seattle's new \$134 million South Park Bridge contrasted with a different form of dedication four years ago as the old 79-year-old bridge was being permanently closed to traffic.

About 150 residents of the South Park neighborhood stood outside with signs in a driving rain storm, as Democratic luminaries arrived at the nearby Boeing Machinists' hall to celebrate passage of the Affordable Care Act.

"For a long time, it seemed like residents were the only ones pushing for it: It's a tight neighborhood," said Debbie McNeil, who was out in the rain that day.

"I managed to shake their hands and say to Sen. Murray, 'Bridge, bridge, bridge!'"

The state's senior senator heard the message and came through with a \$34 million "Tiger Grant" from the U.S. Department of Transportation. King County Executive Dow Constantine put together the financing package with a few million here (from Tukwila) and there (Boeing).

The new bridge, unlike its predecessor, is earthquake resistant. A rain garden, made up of a two-foot-thick layer of specially mixed bio-retention soil, filters runoff from the bridge before it goes back in the Duwamish waterway. (The waterway has a new salmon project just upstream.)

The new bridge will carry 20,000 vehicles and nearly 3,000 heavy-duty trucks each day, transporting what King County estimates will be 10 million tons of freight each year.

"This bridge is critical to several neighborhoods: It is critical to South Park, and to Georgetown, and to the industrial area of Seattle," said Dagmar Cronin, another South Park community leader who was raising hell — constructively — as the old bridge was raised for the last time.

"I have tended to be an optimist and a pessimist at the same time," Cronin joked. "I was torn between hopes and dreams, and anxiety that this wasn't going to happen." She paid warm tribute to Constantine for stitching together the financing package.

The demise of the old South Park Bridge cut off Napoli's, a very popular (and very good) pizza parlor, from its lunchtime clientele of Boeing workers.

"This is going to make a huge difference for us: Boeing is going to be able to get over here. People with a half-hour break won't debate whether they can make it around on the First Avenue South bridge," said Maria Porco as she took orders in a full house.

Among the political leaders on the dais, the new South Park Bridge is both sweet and bittersweet. King County has a lot of bridges in need of repair. Yet, the Washington Legislature — specifically the Republican-run State Senate — has failed to act on a statewide transportation bill. (The House did pass a plan.)

"This bridge is the last thing of this kind we will do for a while unless the Legislature gets off its butt," said Constantine as he walked to the bridge.

Seattle Port Commissioner Bill Bryant, a Republican and likely candidate for statewide office, strongly appealed for a statewide transportation package when he spoke at the dedication.

U.S. Rep. Jim McDermott, D-Wash., used the dedication to mock those in the "other" Washington who mock government.

"Today, a lot of people don't think the federal government has a role in anything," said McDermott. Gesturing to the handsome new drawbridge behind him, McDermott added: "This is what we call an 'earmark'."

The new bridge can be opened for marine traffic. Just two 75-horsepower motors are needed to run it. It features four driving lanes, bike lanes and sidewalks.

The ceremony Sunday featured a Shaker prayer by Muckleshoot Indians, with a call for all who use it to travel peacefully and with good will.

On the dais together sat often-at-odds representatives from Aerospace Machinists Local 751 and the Boeing Company, which squeezed the union — hard — for contract concessions last winter.

"Boeing and the Machinists Union have had a partnership for many years," said Bill McSherry, Boeing's government affairs director.

After the ceremony, and pre-July 4th fireworks, the bridge span was lowered and hundreds of neighborhood residents and bridge lovers streamed across, followed by a west-to-east parade of souped up 1950's automobiles.

The bridge will be opened to vehicle traffic at 6 a.m. on Monday.

The four year process that built it was a morale builder for all involved. Heads came together rather than butting into each other.

"You know," said Debbie McNeil, "we came out of this pretty much liking each other." And Mayor Ed Murray was able to smile as he said: "It was the neighborhood that wanted this done."

By Ed Friedrich
Tuesday, July 2, 2014

Federal transportation money bypasses Port Orchard's Tremont Street

BREMERTON — Though the county has divvied up its \$12.4 million in federal money among 16 transportation projects, what's most important might be what was left out. Port Orchard's Tremont Street widening, which would have commandeered most of that money, is not on the list.

The \$20.8 million project, initiated in 2005, is struggling to fit into today's funding models. When it began, projects could progress through "achievable milestones," Port Orchard Public Works Director Mark Dorsey said. That's how it advanced from design to right-of-way acquisition to being "immediately ready to go." Now, federal projects must be fully funded. They can't be completed in phases.

Tremont is stuck.

"It's basically sitting on the 1-yard line," Dorsey said.

Tremont would be widened from two to four lanes from Highway 16 to Port Orchard Boulevard. It would include two roundabouts, a raised landscape median, sidewalks, bike lanes, streetlights and utility improvements.

There's not much other than countywide federal funding for which Port Orchard qualifies. Kitsap receives \$10 million to \$12 million a year that must be split among road, nonmotorized and preservation projects, between urban and rural, and among county jurisdictions. After all that dicing, the biggest chunk this year was \$2.4 million for Silverdale Way widening.

Dorsey, who says Port Orchard can get \$4 million from the state Transportation Improvement Board and has a \$2.4 million match, is exploring all avenues to secure the balance.

"If I could find anywhere from \$8 million to \$14 million, we could move ahead with the project," he said.

While presenting the six-year transportation improvement program Tuesday, Dorsey said the city will have to look at innovative ways of funding transportation shortfalls such as transportation benefit districts and local improvement districts as part of upcoming budget preparation.

Besides Silverdale widening, other large sums are bound for Poulsbo's Noll Road corridor planning and right of way (\$2.2 million), and replacing the Seabeck-Holly Road bridge (\$1.4 million), the last timber bridge in the county.

Of the \$12.4 million total, Kitsap Regional Coordinating Council was required to direct \$1.4 million to nonmotorized projects. It more than doubled that to \$3.4 million. The funds are divided among three projects — \$1.5 million for Port Orchard's Bay Street pedestrian walkway, \$1.2 million for improvements to Bainbridge's Wing Point Way and \$692,000 for Bremerton crosswalk improvements.

The \$1.5 million allows Port Orchard to at least proceed with one project. The City Council is looking at four options for extending the Bay Street pathway from Westbay Center to Annapolis, said Dorsey: buy five overwater homes, relocate their residents and build the path 14 feet wide as required; get a Department of Transportation deviation and run a 10-foot path up against the houses and through their parking areas; make Bay Street one-way going toward town and Perry Avenue one-way going out; end the path at Westbay and repay the feds for funds it already provided for a path that was supposed to go to Annapolis.

This is the second year of a two-year pilot program exploring whether federal funds are cost-effective for preservation projects. Of Kitsap's \$12.4 million, the feds required that \$2.2 million be directed toward maintaining existing roads, and that's the amount the council devoted.

The projects are \$720,000 to overlay Chico Way, \$692,000 for grind-and-patch and overlay of Austin Drive from Highway 3 to Bremerton city limits, \$303,000 to chip seal segments of four Bainbridge Island streets, \$300,000 to overlay Poulsbo's Hostmark Street from Highway 305 to Caldart Avenue and \$135,000 nonmotorized improvements to Wing Point Way.

WHERE THE MONEY'S GOING

Surface Transportation Program projects

- Countywide multimodal transportation plan, second phase, \$266,370
- Silverdale Way widening, \$2.4 million
- Seabeck-Holly Road bridge, \$1.35 million
- Gorst area feasibility study, \$346,000
- Noll Road corridor, \$2.2 million
- George's Corner park-and-ride preventive maintenance, \$96,630
- Bremerton Transfer Center A-float security, \$115,000
- Park-and-ride electric vehicle charging station power, \$40,000

Nonmotorized projects

- Bay Street pedestrian pathway, \$1.5 million
- Bremerton crosswalk improvements, \$692,000
- Wing Point Way nonmotorized improvements, \$1.2 million

Preservation projects

- Bainbridge Island chip seal, \$303,000
- Hostmark preservation, \$300,000
- Austin Drive, \$692,000
- Chico Way overlay, \$720,000
- Portion of Wing Point Way nonmotorized, \$135,000

Contingency projects

- Tremont Street widening, \$14.8 million
- Fletcher Bay shoulder improvements, \$388,000
- Miller Road shoulder improvements, \$874,000
- Silverdale trail extension, \$600,000

North County Outlook

July 2, 2014

By Christopher Andersson

Marysville looks at upcoming and future transportation projects

The City Council approved a Transportation Improvement Plan, looking at the city's near and long-term transportation needs.

Marysville officials want to put around \$34 million into local transportation improvements next year and \$250 million long-term, according to their Transportation Improvement Plan.

The plan, approved by the city council during the June 23 meeting, includes widening Smokey Point Boulevard, new signal lights and plans for some major projects along I-5.

Marysville officials approve the city's Transportation Improvement Plan once a year.

The plan calls for \$34 million next year, although the city is still seeking about \$3.3 million of those funds.

Money for transportation projects comes from various sources: county, state and federal grants/partnerships, the Tulalip Tribes, developer partnerships/fees and a minority from city funds and the newly formed Transportation Benefit District.

City engineer John Cowling presented an overview of upcoming and long-term projects for the city.

Projects Happening Soon

Marysville officials hope that construction will begin before the end of the year on a project to widen Smokey Point Boulevard along most of the north Marysville area.

The roughly \$4.5 million project covers Smokey Point Boulevard from 116th Street to 172nd Street. Washington state's Transportation Improvement Board (TIB) is providing \$3 million of those funds, said Public Works Director Kevin Nielsen at an earlier city presentation on the city's transportation projects.

The area will receive two extra lanes for a total of five lanes throughout the length of the road. Construction could finish for the project sometime early next year.

At least two signals are slated to be installed in the city before the end of the year.

“Sometimes people don’t think signals are a good thing, they think they actually slow down traffic. But you’ve got to remember where we’re putting some of these signals are four-way stops so signals change the level of service, make it safer and move more traffic,” said Nielsen.

One of those signals is at 88th Street and 55th Avenue, replacing the four-way stop currently at the intersection. The \$650,000 project is funded by Washington state’s TIB.

A federally funded signal at SR 528 (a.k.a. 64th Street) and 53rd Avenue will provide better options for pedestrians trying to get across the street to the nearby Jennings Park.

The roundabout near Getchell High School, on Highway 9 and 84th Street, will also begin construction soon.

Through the federal Safe Routes to School program some roads near Marshall Elementary and Sunnyside Elementary will receive sidewalk construction.

Cowling says city employees will continue to seek Safe Routes to School grants and other pedestrian/bike lane/sidewalk grants to make Marysville a more walkable and bike-ready community.

Major Future Projects

The SR 529/I-5 interchange is the major project moving forward the quickest, said Cowling.

The interchange would provide a downtown off-ramp from I-5 that routes through SR 529 to connect directly to State Street.

That connection is a priority for the city because it allows direct access to the city from the highway that bypasses the train tracks. The proposed interchange would help relieve backups on Fourth Street that occur when trains block traffic.

“There’s really good support for this project from the city of Everett, Tulalip Tribes, the Port of Everett, the state, the county, you name it. Really nice to see a project that has so much support to it from multiple jurisdictions,” said Cowling.

During the city council meeting, council members also approved a study that will analyze all possible ways that Marysville roads could go above or below train tracks.

The grade separation analysis will help city officials potentially decide on another road project to bypass the tracks.

Marysville is currently one of the biggest cities in the state with train tracks that has no grade-separated roads.

At Interstate 5 and 4th Street the city is looking to add two more lanes for traffic under the highway.

Nielsen said people are often skeptical that two additional lanes could fit underneath the highway, but with some minor modifications it is possible, he said.

“When our consultant first told us that I asked him the same thing. ‘How are you going to do that?’ But when you look at it closely there is enough room,” he said.

City officials want the bridge that looms across I-5 at 156th Street to eventually become connected to the highway as well.

“Everyone asks the question ‘how come you built a bridge and it doesn’t have on and off ramps to it?’ and it will in the future. This is the first step to getting an interchange. First you build a bridge structure and then you connect the ramps to it after you do a long study and get approval from federal highways,” said Nielsen. The city hopes to start that ‘long study’ process soon.

Finally, in anticipation of future economic growth and increasing capacity needs, the city is looking at a 1st Street bypass.

1st Street (the street behind the downtown mall) would be extended east to connect to 47th Avenue.

The city is receiving increasing traffic that heads to the Sunnyside area or beyond, and will need other roads to help carry more of that traffic in the future, says Nielsen.

Many other projects are also on city staff’s radar.

The Arlington Times

July 25, 2014



Arlington Public Works Director Jim Kelly presents a plaque from the state Transportation Improvement Board to Mayor Barbara Tolbert July 21. — *Image Credit: Kirk Boxleitner*

67th Ave. project praised by state TIB

by KIRK BOXLEITNER, Arlington Times Reporter

ARLINGTON — The city received a plaque from the state Transportation Improvement Board to recognize the success of the 67th Avenue final phase project.

"The state TIB has a dashboard for measuring the quality of transportation improvement projects," city Public Works Director Jim Kelly said at the July 21 City Council meeting. "We received this award for the leadership, management and transparency of our project."

Although Kelly presented to the plaque to Arlington Mayor Barbara Tolbert, she asserted that it belonged to the public works director and staff.

"The results of your work are beautiful and speak for themselves," Tolbert told Kelly. "Nobody pays this many compliments to our wastewater treatment plant," Kelly joked.

The city had worked for more than a decade to improve safety and mobility for drivers, bicyclists and pedestrians on 67th Avenue NE, prior to the final phase of construction, which ran from 2013-14.

The enhancements to the one-mile stretch of arterial roadway between Lebanon and 204th streets included: new sidewalks, lighting and gateway features leading to the business district, an upgraded railroad crossing at Lebanon Street, and a new roadway with a center-turn lane and traffic signal at 211th Place NE.

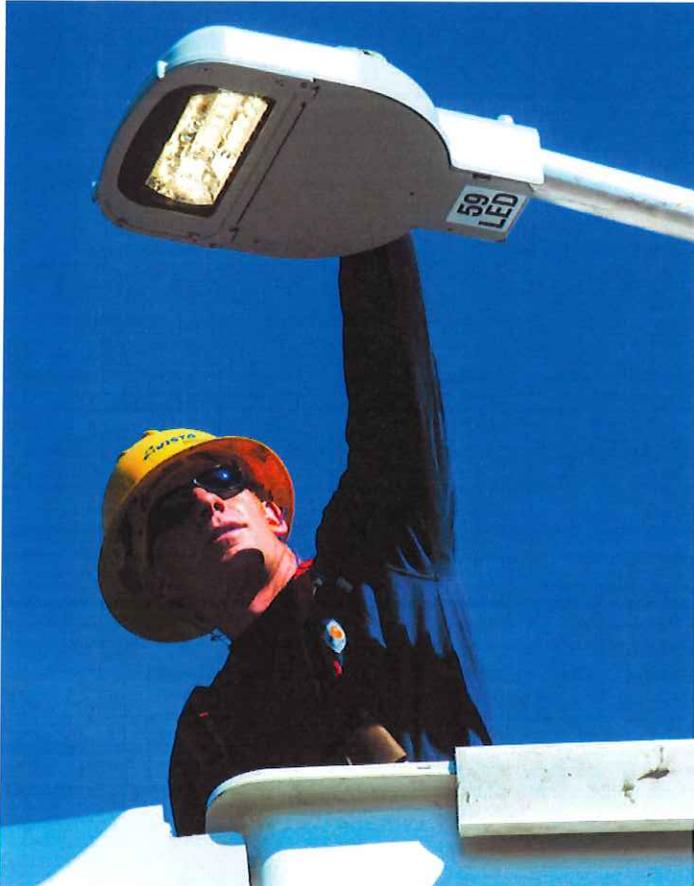
The project also yielded the completion of Centennial Trail within city limits, and improvements to the wetlands and stormwater treatments, among them new fish-passable culverts.

The city celebrated the official opening of the new 67th Avenue NE on June 7.

Moscow-Pullman Daily News

LED-ing the way: A new light will shine in city of Palouse

By Anthony Kuipers, Daily News staff writer | Posted: Wednesday, July 30, 2014



Palouse Street Light Installation

Avista lineman Nick Samuels checks to see if the prototype LED street light he just installed works on Tuesday, July 29, 2014, in Palouse. Avista regional business manager Paul Kimmel said the new lights will use almost one-half the energy of the high pressure sodium lamps they are replacing and are expected to last many years longer before needing replacement. This summer, people will start seeing Palouse in a brand new light.

During the next two weeks, Avista crews will finish replacing nearly 150 of the city's street lights with new energy-efficient LED lights. The new lights are supposed to be brighter, last three times longer and are 45 percent more energy efficient than the current lights, said Avista's regional business manager Paul Kimmell.

Palouse is one of six pilot cities in Washington chosen by the Washington Transportation Improvement Board (TIB) to test the new lights, and the only one in eastern Washington. The other pilot cities are Benton City, Blaine, Buckley, Coulee Dam and Ridgefield.

It's part of a Solid State Street Lighting Feasibility Study to determine the feasibility and economic benefits of such lighting systems. It will cost TIB and Avista more than \$250,000, but is free to the city.

“Long term, I think the ultimate goal is to see the efficacy of LED technology in street lighting, and ultimately, can it save the community money in operating expenses,” Kimmell said.

Palouse Mayor Michael Echanove said the downtown lights cost the city \$4 a month each to run, but the new lights will cost only 85 cents each a month. Years down the road, that will make a big difference, he said.

“That’s a significant savings,” he said.

So far, about half of the lights in Palouse have been converted, including the light bulbs inside the decorative fixtures that line Main Street. In parts of the town, some power poles have been replaced. The lights are intended to reduce not only the city’s energy bill, but cut down on operating costs since they are supposed to last 15 years before being replaced. Kimmell said this is about three times longer than the old street lights.

They should also provide a brighter, white light compared to the older, high-pressure sodium lights that give off a yellowish glow. Aside from the savings, Kimmell said, they will hopefully provide better security and “visual enhancement” in the community.

He said the TIB is using the pilot cities to see if it makes sense to set up a long-term program that allows any city to convert its street lights if it chooses. But before such a project can exist, they must determine if the LED lights can hold up against varying weather conditions, if they provide the energy savings they’re supposed to and to see if residents actually enjoy the new technology.

“We’re not just going to go out and start changing streetlights to new technology just because it’s new,” Kimmell said. “So, this pilot project gives us the ability to test it on a community-wide system instead of just setting up a couple lights in a parking lot.”

Avista will evaluate the lights during the next several years, as well as take public comment, Kimmell said.

Echanove credited former Palouse council member Cecil Floyd and former Whitman County Commissioner Greg Partch for helping Palouse get involved when the TIB started planning the Solid State Street Lighting Feasibility Study a few years ago.

Echanove said it seems most people support the new lights. He, himself, is excited about the project and the potential cost-savings.

“I think it’s awesome,” he said.

While the lights are being installed, crews will determine if the poles themselves need to be replaced due to damage or old age.

There are already plans to remove the pole that sits in the middle of the driveway behind Needful Things downtown. The pole, which some consider a hazard for cars entering the driveway, will be replaced by a new one that sits off the driveway and away from vehicles.

Sultan celebrates High Avenue reconstruction start

By Chris Hendrickson
August 26, 2014



The glint of golden shovels could be seen in Sultan last week as the city held the ground-breaking ceremony for the High Avenue reconstruction and the 4th Street overlay projects.

The ceremony took place at 11:30 a.m. on Wednesday, Aug. 20, in front of Sultan Middle School. In attendance were Sultan Mayor Carolyn Eslick; Washington State Senator Kirk Pearson; Sultan City Councilmembers John Seehuus and Marianne Naslund; Transportation Improvement Board Executive Director Steve Gorchester; Sultan Public Works Director Mick Matheson; Sultan School District Superintendent Dan Chaplik; SRV Construction President Steve Verbarendse; Blueline Group Principal Ken Lauzen; Robert Knoll from Suzan DelBene's office and others.

The groundbreaking event was coordinated by Sultan's Grants and Economic Development Coordinator, Donna Murphy, and Maggie Jones, the Marketing Coordinator for the Blueline Group. Blueline, a Kirkland-based consulting firm, provided the engineering on both the High Avenue and the 4th Street overlay projects.

Senator Pearson congratulated the city for their efforts and took a moment to recall a different event that took place in Sultan about 15 years ago. He explained that at the time, Mayor Eslick was a Sultan City Councilmember, as was Seehuus. Naslund worked for the city of Sultan in an administrative capacity, and Murphy was a grant-writer.

“We celebrated the first stoplight going through on Highway 2,” said Pearson. “Which was wonderful, and showed that the community of Sultan wasn’t a town anymore; it was a city.”

Pearson had to chuckle about the city’s tenacity when it comes to lobbying for projects in Olympia. He explained that, each year at the start of the legislative session, the city of Sultan converges on him in a pack, bringing with them their list of projects.

“They have a deep vision and that’s why they’ve achieved a lot of dollars throughout the years; through our state capitol budget, through the TIB and through other funding sources, as well,” said Pearson. “I’m just here because I was here 15 years ago and I enjoyed it, and I enjoy it now.”

While the High Avenue reconstruction project is being done in conjunction with the 4th Street overlay project, they are actually two separate projects when it comes to the grant funding secured through the State of Washington Transportation Improvement Board (TIB). TIB funding is a critical resource to small municipalities who otherwise have extremely limited amounts of money to pay for road repairs and maintenance.

The city received \$527,000 in TIB grant funding to support the transportation aspects of the High Avenue project and \$354,000 in TIB grant funding to support the 4th Street overlay project.

Both Mayor Eslick and Sultan Public Works Director Mick Matheson stressed that, without the TIB funding, the city would not be able to afford the types of capital projects necessary to repair and rebuild the streets.

“The city gets about \$12,000 a year that we typically use for chip-seal projects to try to preserve our streets,” said Matheson. “That’s really all the money we have to apply to street maintenance, so without the Transportation Improvement Board, we would be in a world of hurt.”

Matheson and Eslick thanked TIB Executive Director Steve Gorchester, who has been instrumental to the city as far as locating different funding sources for roadway reconstruction and repairs.

Gorchester commented that he’s been in Sultan frequently, including during the three phases of the Sultan Basin Road project, the Alder Avenue reconstruction project and now the High Avenue and 4th Street projects.

“It’s making a difference,” said Gorchester. “You can see the overall condition of the streets in the community is being upgraded and the staff is making sure that the utilities are getting done at the same time.”

Because the condition of High Avenue had deteriorated too much to be repaired via an overlay, the project will include a complete reconstruction of the roadway from 1st to 4th Streets. The project will also include replacing the sewer and water utilities, funding for which was secured through a water and sewer bond obtained by the city.

The acquisition of the bond was necessary for the city to fund improvements to the utilities. In order to obtain grant funding through the TIB, the roads must meet specific criteria, and TIB funding can be used for transportation improvements only.

The High Avenue project will also include new curbs and gutters in specific areas, with stormwater improvements also being provided to improve drainage in the area.

The 4th Street project will run from Alder Avenue to Fir, and will include grinding and overlaying the street. Matheson explained that this will help preserve the street and delay the need for an overall reconstruction. Storm drainage improvements will also be provided in specific areas, and water and sewer improvements will take place, as well. The project will include ADA accessible ramps, which is required for any overlay project.

“I have to commend Mick because he deals with the residents that live on the street and with the school district,” said Mayor Eslick. “It’s not an easy task to bring everyone to the table and have them all be happy.”

“It’s going to be inconvenient for all of our residents and the school district, but we’ve been meeting now on a weekly basis to make sure that everybody’s on the same page,” continued Eslick. “If there are issues, please call the city, call Mick or call me. It’s all about making sure that this project runs smoothly.”

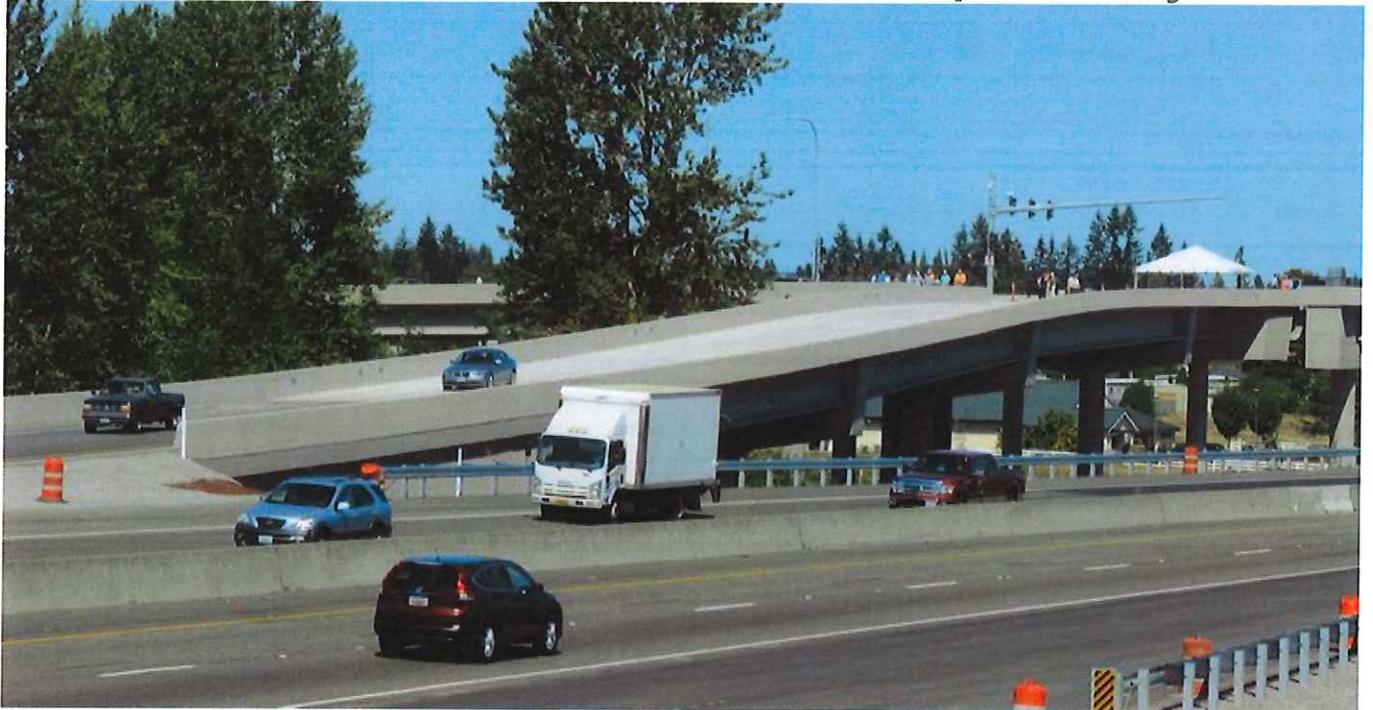
The city had hoped to be able to start the project earlier in the summer, but it simply wasn’t possible.

The target end date for the High Avenue and 4th Street projects is sometime in November. Fortunately, SRV Construction was the low bidder on both jobs, so the city will be able to utilize the same contractor for both projects. SRV Construction was also awarded the contract for the Alder Avenue reconstruction project, which began in July.

Matheson reported that so far the Alder Avenue project is on schedule and should be paved by mid-September.

Leaders celebrate completion of Salmon Creek project

New interchange at Northeast 139th Street opens today



Cars use the new ramp to I-5 after WSDOT opens the new freeway interchange and the NE 139th Street bridge with a ribbon cutting at Salmon Creek in Vancouver Wa., Wednesday August 27, 2014. (Greg Wahl-Stephens for the Columbian) (Greg Wahl-Stephens)

By Eric Florip, Columbian transportation & environment reporter
Published: August 27, 2014

Seventeen years after planning began, state transportation officials and local leaders celebrated the end of the \$133 million Salmon Creek Interchange Project with a ribbon-cutting ceremony Wednesday.

The project's centerpiece, a new bridge and freeway interchange at Northeast 139th Street, opened to traffic in time for the afternoon commute. Final touches should wrap up in the next few weeks, according to the Washington State Department of Transportation.

A parade of speakers praised the partnerships and effort that delivered the project four months early and \$11 million under budget. The list included lawmakers from the 17th, 18th and 49th legislative districts — all of which are touched by the project area near the northern convergence of Interstate 5 and Interstate 205.

“This project is a model for WSDOT for the rest of the state,” said state Rep. Liz Pike, R-Camas, who represents the 18th District.

The Salmon Creek Interchange Project began construction in 2010. In addition to the new bridge at 139th Street, crews also made a host of other changes on and around the two freeways.

The four-stage effort also expanded I-5 between 139th Street and Northeast 179th Street, realigned I-205, improved local roads and built a new C-Tran Park & Ride lot. WSDOT and Clark County tackled the project jointly; planning and preliminary design work began as early as 1997.

The project aims to improve safety and alleviate congestion, particularly on nearby Northeast 134th Street. The end result adds capacity to an area that includes a major hospital, a university campus and routinely high traffic volumes.

Bryce Helgerson, chief administrative officer at nearby Legacy Salmon Creek Medical Center, noted the hospital that opened less than a decade ago is still growing and adding jobs. The interchange project will improve access for emergency responders and others in the community, he said.

“This will be used,” Helgerson said.

The revamped junction means traffic entering northbound I-5 must do so from 139th Street, a change that took effect well before Wednesday’s opening. Southbound traffic exiting from the freeway, however, will still dump onto 134th Street — not 139th Street.

Even with the new interchange, other existing connections at 134th Street will stay intact, giving the area two major interchanges functioning simultaneously for the first time. As speakers took turns at the podium Wednesday, a traffic signal overhead was already alternating green, yellow and red. Many attendees drove one of the new ramps on their way out.

Don Wagner, WSDOT’s regional administrator, gave special mention to Max J. Kuney Company, Rotschy Inc. and Coffman Excavation — three of the main contractors that completed the actual construction on the project. Other companies and agencies had a hand in the effort, he said.

“It does take a village to raise a bridge,” said state Transportation Secretary Lynn Peterson. “We had a lot of partners.”

The Salmon Creek project also represents another milestone: It’s the last major project in the region that was funded by the “nickel” gas tax package approved in 2003, Wagner said. Of the project’s \$133 million price tag, about \$84 million came from the gas tax increase. The rest came from grants, federal funding and other sources, according to WSDOT.



Washington State Transportation Improvement Board
Project Activity Report

Reporting Period
 From 05/01/2014 to 08/31/2014

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
APP Program							
3-E-893(001)-1	AIRWAY HEIGHTS	FY 2015 Arterial Preservation Project	Bid Award	CN BA	203,401	-94,699	Director
3-P-136(001)-1	BONNEY LAKE	FY 2014 Arterial Preservation Project	Bid Award	CN BA	377,315	-28,878	Director
3-P-144(001)-1	BRIER	FY 2014 Arterial Preservation Project	Audit	CC FV AD	284,147	-115,096	Director
3-W-159(002)-1	BURLINGTON	FY 2015 Arterial Preservation Project	Contract Completion	CN BA	174,667	16,739	Director
3-P-137(001)-1	DUPONT	FY 2014 Arterial Preservation Project	Bid Award	CN BA	169,549	-32,327	Director
3-E-164(002)-1	EPHRATA	FY 2015 Arterial Preservation Project	Bid Award	BA	434,070	-40,500	Director
3-W-985(002)-1	FERNDALE	FY 2015 Arterial Preservation Project	Bid Award	CN BA	380,278	1,278	Director
3-P-118(001)-1	LAKE FOREST PARK	FY 2015 Arterial Preservation Project	Bid Award	BA	290,197	37,852	Director
3-P-132(001)-1	MILTON	FY 2013 Expanded Preservation Project	Bid Award	CN BA	418,049	54,528	Director
3-P-112(002)-1	NORMANDY PARK	FY 2015 Arterial Preservation Project	Bid Award	BA	95,820	-54,928	Director
3-P-117(002)-1	PACIFIC	FY 2015 Arterial Preservation Project	Bid Award	BA	273,369	19,269	Director
3-W-126(002)-1	SEDRO WOOLLEY	FY 2014 Arterial Preservation Project	Bid Award	BA	396,045	-23,955	Director
3-W-826(001)-1	SEQUIM	FY 2013 Expanded Preservation Project	Audit	FV AD	300,282	0	Director
3-W-826(002)-1	SEQUIM	FY 2015 Arterial Preservation Project	Bid Award	CN BA	66,005	-50,293	Director
3-W-954(002)-1	WOODLAND	FY 2015 Arterial Preservation Project	Audit	CN BA CC FV AD	262,608	2,608	Director

Total APP Change -308,402



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
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Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
LESP Program							
S-E-922(001)-1	BENTON CITY	FY 2014 Streetlight Project	Audit	CC FV AD	55,790	261	Director
S-W-837(001)-1	BLAINE	FY 2014 Streetlight Project	Audit	CC FV AD	250,750	-5,000	Director
S-P-808(001)-1	BUCKLEY	FY 2014 Streetlight Project	Bid Award	BA	336,660	218,370	Director
S-W-950(001)-1	RIDGEFIELD	FY 2014 Streetlight Project	Audit	FV AD	139,963	0	Director
Total LESP Change						213,631	
RTP Program							
7-5-188(013)-1	KELSO	N. Kelso Avenue	Bid Award	CN BA	371,435	-23,285	Director
7-1-132(003)-1	MILTON	Milton Way	Bid Award	CN BA	391,100	75,000	Director
Total RTP Change						51,715	
SCAP Program							
6-P-119(003)-1	ALGONA	West Valley Highway S	Audit	CC FV AD	627,338	-10,038	Director
6-E-922(011)-1	BENTON CITY	Dale Avenue	Bid Award	CN BA	408,912	-55,510	Director
6-E-847(007)-1	CASHMERE	Mission Avenue	Bid Award	BA	541,359	38,781	Director
6-E-930(004)-1	CLE ELUM	Railroad Street	Bid Award	CN BA	453,219	2,319	Director
6-E-902(008)-1	COLVILLE	Hawthorne Avenue	Design	DE	77,032	0	Director
6-E-878(005)-1	COULLEE DAM	Lower Crest Drive	Contract Completion	CC	32,009	-8,155	Director



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 05/01/2014 to 08/31/2014

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
6-P-818(005)-1	DARRINGTON	Fir Street	Bid Award	CN BA	673,485	88,666	Director
6-E-894(013)-1	DEER PARK	N Cedar Road	Bid Award	CN BA	414,679	-85,321	Director
6-W-838(004)-1	EVERSON	North Washington Street	Audit	CC FV AD	660,515	0	Director
6-E-895(006)-1	FAIRFIELD	E Main Street	Bid Award	CN BA	594,421	-31,639	Director
6-W-831(002)-1	FRIDAY HARBOR	Blair Street	Bid Award	BA	1,461,780	125,000	Director
6-E-944(109)-1	NACHES	Railroad Street Extension	Bid Award	DE CN BA	52,570	0	Director
6-W-963(007)-1	NAPAVINE	2nd Avenue	Bid Award	CN BA	471,965	8,207	Director
6-E-872(006)-1	ODESSA	4th Avenue	Bid Award	CN BA	564,401	-165,800	Director
6-E-899(004)-1	SPANGLE	Main Street	Contract Completion	CC	586,408	84,048	Director
6-P-824(008)-1	SULTAN	High Avenue	Bid Award	CN BA	516,835	15,919	Director
6-P-824(109)-1	SULTAN	Sultan Basin Road	Audit	CC FV AD	38,330	-1,553	Director
6-P-824(110)-1	SULTAN	Alder Avenue	Bid Award	CN BA	70,951	0	Director
6-E-936(005)-1	WHITE SALMON	Tohomish Street and Snohomish Street	Construction	CN	64,140	0	Director
6-E-947(110)-1	ZILLAHA	Carsonia Avenue Improvement	Audit	CC FV AD	174,017	-3,035	Director
Total SCAP Change						1,889	
SCPP Program							
2-E-851(003)-1	BRIDGEPORT	FY 2013 Overlay Project	Audit	CC FV AD	101,365	-6,271	Director



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
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Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-E-901(001)-1	CHEWELAH	FY 2015 Overlay Project	Bid Award	CN BA	112,759	5,866	Director
2-E-930(002)-1	CLE ELUM	FY 2015 Overlay Project	Bid Award	CN BA	266,727	48,037	Director
2-W-827(002)-1	COUPEVILLE	FY 2014 Overlay Project	Audit	FV AD	38,400	0	Director
2-W-827(003)-1	COUPEVILLE	FY 2015 Seal Coat Project	Bid Award	BA	92,308	0	Director
2-E-903(002)-1	KETTLE FALLS	Evergreen Drive	Construction	DE CN	2,500	0	Director
2-E-931(006)-1	KITTITAS	FY 2015 Overlay Project	Bid Award	BA	72,805	-1,479	Director
2-E-897(003)-1	MEDICAL LAKE	FY 2015 Overlay Project	Construction	CN	8,302	0	Director
2-E-928(002)-1	MESA	FY 2015 Seal Coat Project	Contract Completion	BA	64,925	15,863	Director
2-E-987(001)-1	OMAK	FY 2014 Seal Coat Project	Bid Award	BA	66,574	15,036	Director
2-W-964(002)-1	PE ELL	FY 2015 Overlay Project	Bid Award	CN BA	227,320	26,210	Director
2-E-845(003)-1	RITZVILLE	FY 2014 Overlay Project	Bid Award	CN BA	222,785	97,785	Director
2-P-814(001)-1	ROY	FY 2014 Overlay Project	Audit	CC FV AD	131,892	-6,262	Director
2-P-824(002)-1	SULTAN	FY 2014 Overlay Project	Bid Award	CN BA	308,644	-28,512	Director
2-E-886(003)-1	TWISP	FY 2015 Overlay Project	Bid Award	CN BA	106,067	-17,208	Director
2-E-854(003)-1	WATERVILLE	FY 2013 Overlay Project	Bid Award	BA	129,209	4,560	Director
2-W-960(003)-1	WESTPORT	FY 2015 Overlay Project	Audit	BA CC FV AD	214,322	19,350	Director

Total SPPP Change 172,975



Washington State Transportation Improvement Board Project Activity Report

Reporting Period

From 05/01/2014 to 08/31/2014

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
SP Program							
P-E-893(P02)-1	AIRWAY HEIGHTS	SR 2	Bid Award	CN BA	463,806	-59,714	Director
P-W-156(P05)-1	BELLINGHAM	Lincoln Street	Design	DE	10,000	0	Director
P-P-800(P05)-1	BLACK DIAMOND	Lawson Street	Bid Award	CN BA	256,348	-8,343	Director
P-W-837(P08)-1	BLAINE	H Street	Bid Award	CN BA	87,430	-2,856	Director
P-P-136(P03)-1	BONNEY LAKE	SR 410	Construction	CN	71,500	0	Board
P-W-952(P02)-1	CASTLE ROCK	Huntington Avenue N	Audit	CC FV AD	139,017	1,752	Director
P-W-952(P04)-1	CASTLE ROCK	Front Avenue SW	Design	DE	24,814	0	Director
P-W-832(P02)-1	CONCRETE	Superior Avenue	Construction	CN	17,000	0	Director
P-W-825(P04)-1	FORKS	Maple Avenue	Bid Award	CN BA	266,964	33,302	Director
P-E-858(P01)-1	GEORGE	W Montmorency Boulevard	Bid Award	CN BA	112,129	2,878	Director
P-P-206(P02)-1	KENMORE	68th Avenue NE	Audit	CC FV AD	142,991	5,982	Director
P-E-931(P02)-1	KITTITAS	Main Street	Bid Award	CN BA	143,982	8,982	Director
P-W-197(P01)-1	LACEY	Yelm Highway SE	Audit	CC FV AD	209,343	22,666	Director
P-E-897(P08)-1	MEDICAL LAKE	SR 902	Audit	FV AD	169,428	0	Director
P-E-166(P02)-1	MILLWOOD	Buckeye Avenue	Bid Award	BA	240,202	-21,143	Director
P-P-804(P01)-1	NORTH BEND	North Bend Way	Bid Award	CN BA	206,430	50,000	Director
P-W-151(P05)-1	PORT TOWNSEND	Sheridan Street	Audit	CC FV AD	110,000	0	Director



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
P-P-101(P04)-1	SEATTLE	Beacon Avenue S	Bid Award	CN BA	476,765	0	Director
P-P-101(P05)-1	SEATTLE	Greenwood Avenue N	Design	DE	91,561	0	Director
P-W-126(P02)-1	SEDRO WOOLLEY	Third Street	Bid Award	BA	70,745	-47,255	Director
P-E-874(P03)-1	SPRAGUE	C Street/D Street	Bid Award	CN BA	110,416	22,016	Director
P-P-131(P02)-1	SUMNER	E Main Street (60th St E)	Construction	CN	55,384	0	Director
P-W-965(P05)-1	TOLEDO	Fifth Street	Audit	CC FV AD	148,364	-7,896	Director
P-W-196(P01)-1	TUMWATER	Linderson Way and Lee Street	Bid Award	BA	223,150	25,000	Director
P-W-196(P02)-1	TUMWATER	E Street/Deschutes Parkway	Design	DE	12,900	0	Director
P-E-886(P01)-1	TWISP	Twisp Avenue/Lincoln Street	Bid Award	CN BA	191,682	-91,068	Director
P-E-938(P01)-1	WAITSBURG	Main Street	Bid Award	CN BA	180,044	-8,341	Director
P-E-176(P05)-1	WALLA WALLA	Orchard Street	Audit	FV AD	160,970	0	Director
P-E-176(P06)-1	WALLA WALLA	Rose Street	Bid Award	CN BA	221,000	50,000	Director
UAP Program					Total SP Change	-24,038	
8-1-105(034)-1	AUBURN	Auburn Way S (SR 164)	Bid Award	CN BA	517,500	67,500	Director
8-1-103(027)-1	BELLEVUE	120th Avenue NE	Bid Award	CN BA	3,000,000	0	Director
8-2-156(039)-1	BELLINGHAM	James Street	Bid Award	BA	906,670	-343,330	Director



Washington State Transportation Improvement Board Project Activity Report

Reporting Period

From 05/01/2014 to 08/31/2014

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-2-152(025)-1	BREMERTON	Lower Wheaton Way	Bid Award	BA	2,114,792	0	Director
8-3-168(015)-1	CHENEY	Simpson Parkway	Audit	CC FV AD	916,978	40,560	Director
8-5-006(039)-1	CLARK COUNTY	NE 72nd Avenue	Bid Award	CN BA	2,587,500	337,500	Director
8-4-177(007)-2	COLLEGE PLACE	College Avenue	Bid Award	CN BA	210,286	-30,402	Director
8-3-009(009)-1	DOUGLAS COUNTY	23rd Street NE	Bid Award	CN BA	1,227,631	160,126	Director
8-1-113(009)-1	FEDERAL WAY	21st Avenue SW	Audit	CC FV AD	3,553,242	193,242	Director
8-1-111(018)-1	KIRKLAND	NE 85th Street (Construction Only)	Bid Award	BA	1,667,500	217,500	Director
8-1-199(011)-1	LAKEWOOD	Bridgeport Way SW	Construction	CN	796,000	0	Director
8-1-143(007)-1	MARYSVILLE	88th Street NE	Bid Award	CN BA	517,500	67,500	Director
8-5-195(016)-1	OLYMPIA	Boulevard Road	Design	DE	356,006	0	Director
8-1-117(005)-1	PACIFIC	Stewart Road (8th St E)	Bid Award	BA	4,170,021	0	Director
8-3-167(017)-1	PULLMAN	Bishop Boulevard	Construction	CN	15,000	0	Director
8-3-165(084)-1	SPOKANE	Francis Avenue	Audit	FV AD	1,442,562	0	Director
8-5-034(015)-1	THURSTON COUNTY	Yelm Highway	Audit	CC FV AD	4,123,172	223,172	Director
8-5-034(016)-1	THURSTON COUNTY	Mullen Road SE	Design	DE	381,000	0	Director
8-1-116(010)-1	TUKWILA	Interurban Avenue S	Bid Award	BA	4,138,454	-861,546	Director
8-4-176(022)-1	WALLA WALLA	13th Avenue	Audit	CC FV AD	627,520	-2,300	Director
8-3-160(024)-1	WENATCHEE	Pine Street	Audit	CC FV AD	739,983	-3,266	Director



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 05/01/2014 to 08/31/2014

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-1-198(002)-1	WOODINVILLE	SR-202, Bottleneck Relief Project Phase 3 (RM 12)	Withdrawn	WD	162,344	-1,337,656	Director
8-5-978(003)-1	YELM	Mosman Avenue	Bid Award	BA	1,132,142	0	Director
UCP Program						Total UAP Change	-1,271,400
9-P-817(004)-1	ARLINGTON	67th Avenue NE/E Maple Street	Audit	CC FV AD	6,061,270	219,679	Director
9-P-105(006)-1	AUBURN	M Street SE	Contract Completion	CC	2,844,297	213,788	Director
9-P-103(008)-1	BELLEVUE	NE 4th Street	Audit	CN BA CC FV AD	3,000,000	0	Director
9-W-185(004)-1	CAMAS	NW 38th Avenue/SE 20th Street	Bid Award	BA	1,720,000	0	Director
9-P-138(013)-1	EVERETT	112th Street SE	Audit	CC FV AD	2,497,522	99,275	Director
9-E-173(014)-1	KENNEWICK	Stephens Street Phase 3/Hildebrand Boulevard	Bid Award	CN BA	3,129,000	0	Director
9-P-017(023)-1	KING COUNTY	South Park Bridge	Audit	CC FV AD	10,000,000	0	Director
9-P-140(005)-1	LYNNWOOD	SR 99/204th Street SW	Bid Award	DE CN BA	1,521,500	0	Director
9-P-140(006)-1	LYNNWOOD	33rd Avenue W	Bid Award	BA	2,974,067	-25,933	Director
9-W-158(003)-1	POULSBO	Lincoln Road	Bid Award	BA	711,706	-131,509	Director
9-P-102(011)-1	RENTON	Rainier Avenue S	Audit	CC FV AD	7,689,700	750,000	Director
9-P-102(014)-1	RENTON	S Lake Washington Road and I/S Improvements	Audit	CC FV AD	1,657,218	0	Director
9-P-102(015)-1	RENTON	Strander Boulevard Extension	Audit	CC FV AD	2,750,000	1,100,000	Director



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 05/01/2014 to 08/31/2014

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
9-E-208(004)-1	SPOKANE VALLEY	Sullivan Road West Bridge	Bid Award	CN BA	3,500,000	0	Director
Total UCP Change					2,225,300		
Total Change					1,061,670		

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



Transportation Improvement Board 101

September 25, 2014

BACKGROUND

The Transportation Improvement Board is composed of six city members, six county members, two Washington State Department of Transportation officials, two transit representatives, a private sector representative, a member representing the ports, a Governor appointee, a member representing non-motorized transportation, and a member representing special needs transportation. Board members are appointed by the Secretary of Transportation with the exception of the CRAB representative (ex officio) and the Governor's appointee.

STATUS

In summer 2014, the Secretary of Transportation appointed eight new members to the Board. Since more than one-third of the members are new, this is an opportunity to review TIB's mission, charter, strategic plan, programs, and financial structure with all Board members.

RECOMMENDATION

Presentation and discussion only; no action required.



Small City Re-Engineering Project

September 25, 2014

BACKGROUND

Since 2004, TIB has awarded \$157.3 million in grants to small cities through three programs. This figure represents about 16 percent of all TIB grants made over this time period.

Funding for TIB's grant programs is currently awarded through an annual competitive process. One-hundred sixty-four small cities (less than 5,000 population) are eligible for three programs:

- Small City Arterial Program (SCAP) – grants for projects addressing physical condition of roadways, geometric deficiencies and safety issues.
- Small City Preservation Program (SCPP) – grants for chip seal and overlay of existing pavement and sidewalk maintenance.
- Small City Sidewalk Program (SCSP) – grants for projects that promote pedestrian safety and mobility between central business districts and local walking destinations.

At the September 2013 meeting, the board discussed and affirmed moving forward with a small city program process improvement initiative. The new funding methodology would build from TIB successes achieved during the Red Town Initiative and SCPP criteria that targets road maintenance opportunities based on economy of scale and performance targets. TIB then contracted with The Athena Group and BERK to assist the staff and board in this re-engineering effort. Lead consultants are Larisa Benson, The Athena Group, and Allegra Calder, BERK.

At the March 2014 board meeting, Larisa Benson presented a project update. Staff and the consultants had interviewed and gathered data from local agencies and engineering firms that worked on TIB projects. Since then, TIB staff have reviewed programs, funding structures, goals, and new ideas. Using Lean principles, TIB staff have engaged in several smaller projects that culminated in various ideas for improvement.

STATUS

TIB staff have come up with the following recommendations and ideas for implementation:

Idea	Discussion
Fund small city projects on a two-year cycle	This change would enable greater efficiency by funding larger-scoped projects and reducing mobilization costs. Efficiency would also be gained in the application process since small cities will be able to stage multiple projects.
Customers apply for grant funding with one application (not three)	Currently TIB programs are split along funding source lines. A single project may be eligible for different programs, which requires a city to apply for the same project multiple times. This change would allow an agency to apply for single project with one application. If the project is selected, the funding source would be determined by TIB staff based on eligibility.

Idea	Discussion
Reconsider TIB arterial classifications	According to RCW, TIA money can only be spent on roads classified as an arterial per rules established by the Board. The current definition of arterial is narrow allowing only a few small city streets to be identified as such. In reality, most small city streets are homogenous providing the same utility. This change would allow more roads to be considered eligible for TIA funding (currently funding 87% of the small city program).
Increase the roll of utility condition	Cities do not always know the condition of their utility system beneath the road until construction begins. This change would ensure that agencies know the condition of their utilities prior to applying to TIB for funds. It would also require that agencies spend more time developing a holistic construction plan that incorporates utility upgrades.
Reduce the number of miles using reconstruction	Reconstruction is the most expensive form of treatment. Other lower-cost treatments exist, but are not readily used. This change would encourage the use of lower-cost treatment types when appropriate, based on the condition of the pavement and the project being constructed.
Do assessments in selected towns	Currently inefficiencies exist in funding small projects. Taking a holistic look at certain cities' transportation system could achieve more comprehensive work that aligns with TIB goals. This change would institute assessments for either very small towns and/or towns with very large needs.
Enable larger-fix projects	This change would use assessments and a two-year funding cycle to fund larger projects that increase economies of scale, avoid unnecessary project staging, and reduce administrative costs.

RECOMMENDATION

For discussion only; no action needed.



Low-Energy Streetlight Retrofit Demonstration Project

Final report

September 25, 2014

BACKGROUND

TIB's solid state streetlight feasibility study evaluated the cost, complications, and benefits of replacing outdated streetlights in small cities with low-energy lights. Because small cities lack the capital budget to replace aging infrastructure, the project's goal was to create savings by reducing electrical usage and streetlight maintenance and directing the savings to street preservation.

In March 2012, the Transportation Improvement Board started Phase I of the feasibility study. This phase examined costs, regulatory requirements, and identification of small city demonstration site candidates. That fall, the TIB voted to fund Phase II, design and implementation. The TIB has worked with DKS Associates to manage both phases of the Low Energy Streetlight Retrofit Demonstration Project.

Six demonstration sites were selected based on the following criteria: location, size, and streetlight service provider (private utilities, municipally-owned utilities, or PUDs). These criteria provided a diverse representation across the state. Demonstration sites included:

- Benton City
- Blaine
- Buckley
- Coulee Dam
- Palouse
- Ridgefield

STATUS

To date, six pilot cities have nearly all streetlights retrofitted to newer, more efficient LED technologies. More than 1,900 high pressure sodium lights have been replaced.

City	Lights Replaced	Project Cost	Utility Provider	Achievements
Benton City	203	\$56,000	Benton PUD	City and utility-owned lights replaced.
Blaine	632	\$251,000	City	City cobrahead and shoe box fixtures replaced.
Buckley	289	\$337,000	Puget Sound Energy	Utility-owned streetlights and city-owned lights in portion of downtown business district replaced. Project completion expected Nov. 2014.
Coulee Dam	291	\$138,000	City	Nearly all city-owned streetlights replaced.
Palouse	156	\$173,000	Avista	City-owned and Avista-owned lights replaced.
Ridgefield	351	\$140,000	Clark Public Utilities	Over one-third of city streetlight system replaced.
Total	1,922	\$1,095,000		

Return on investment

DKS Associates subcontracted with HDR to conduct a Sustainable Return on Investment (SROI) analysis of the demonstration project. SROI is an enhanced form of a cost-benefit analysis—a systematic process for calculating and comparing benefits and costs for a project or policy, and is generally conducted to justify an investment or compare projects. HDR’s preliminary results show the project pay-back period is five years, which includes total cost and all benefits (both financial and environmental). For every \$1 spent, the investment is expected to return \$2.34 over a 15-year analysis period.

Next steps

Over the last year, TIB staff met with staff from the Department of Commerce, Seattle CityLight, various utilities, and other partners, to discuss the implementation of this project on a larger scale.

In April 2014, Governor Jay Inslee issued Executive Order 14-04, which directs the Department of Commerce to work with other state agencies to develop and implement a statewide program to improve energy performance of public and private buildings, including the upgrade of all streetlights within the state to energy-efficient technologies.

In the 2015-17 biennial budget submittal, TIB requested the continuation of funds from the Highway Safety Account to extend this program to additional cities and meet energy efficiency goals outlined in Executive Order 14-04. In the event the Legislature approves funds for this program, the Board of Directors will be asked to review and approve WAC rules to fully implement the program in winter/spring of 2015.

RECOMMENDATION

For information only; no action needed.



2015 Legislative Agenda

September 25, 2014

BACKGROUND

The 2015 Legislative session is a “long” 105-day regular session. During odd-numbered years, the Legislature adopts the state’s biennial budget and typically passes the majority of policy bills. In preparation for the new biennium, the Board adopts a legislative agenda when necessary.

STATUS

Although the economy is in recovery and overall state revenues are improving, the Legislature is facing significant budget pressures. TIB is funded from the transportation budget, so the Supreme Court’s 2012 ruling that the state is underfunding K-12 education does not directly impact TIB. However, there are significant transportation budget pressures that could directly impact TIB’s funds such as: unrealized fuel tax revenue; project budget overruns; and a court ruling that state agencies must accelerate the rate at which they replace fish barrier culverts.

In light of transportation budget pressures, TIB funds may be at risk. This higher risk level is reflected in the agency’s 2015 legislative agenda.

Legislative Agenda	Explanation	Action Needed
Maintain current base revenues	Under current law, fuel tax revenues are deposited into the Transportation Improvement Account and the Small City Pavement and Sidewalk Account to support ongoing programs.	Continued appropriation of TIA and SCPSA funds.
Continued appropriation from the Highway Safety Account	Since 2012, TIB has received an appropriation from the Highway Safety Account (\$10 million in the 2013-15 biennium). The HSA funded the Arterial Preservation Program, a portion of the Small City Preservation Program, and the LED Streetlight Demonstration Project.	Continued appropriation of HSA funds to fund the Arterial Preservation Program, a portion of the Small City Preservation Program, and the LED Streetlight Program. If there is a new revenue package, these funds should be codified.

Legislative Agenda	Explanation	Action Needed
Additional funding for TIB in new revenue proposal	Over the past few years, transportation committee chairs in the House and Senate have been working towards agreement on a new revenue proposal. Several drafts have been made public, with various amounts going to TIB.	In the event of a new revenue proposal, funds should be included for TIB to assist local government with transportation needs.
Local government assistance for fish passage barrier correction	In the 2014 legislative session HB 2251 passed, which established a coordinated approach to address fish passage barrier removals in all areas of the state. Although state agencies and local governments are required to retrofit culverts to enhance fish passage, no funding exists for these efforts. If funding is received, TIB is in current law to administer grants to local governments.	Work with legislators to ensure fish barrier is recognized as a multi-jurisdictional issue.

RECOMMENDATION

After discussion and changes, if necessary, TIB staff recommends the Board approve the 2015 proposed legislative agenda.



2014 Open Government Trainings Act September 25, 2014

BACKGROUND

The Open Government Trainings Act, Chapter 66, 2014 Laws (ESB 5964) was enacted by the 2014 Washington State Legislature, effective July 1, 2014. The Act is designed to foster open government by making open government education a recognized obligation of public service. The Act is also designed to reduce liability by educating agency officials and staff on the laws that govern them, in order to achieve greater compliance with those laws. In effect, the Act is a risk management requirement for public agencies.

The Act requires basic open government training for local and statewide officials and records officers. Training covers two subjects: public records and records retention, and open public meetings.

STATUS

Members of a governing body of a public agency subject to the Open Public Meetings Act (OPMA) (RCW 42.30) must receive open public meetings training. They include members of city councils, boards of county commissioners, school boards, fire district boards, state boards and commissions, and other public agency boards, councils and commissions subject to the OPMA.

Every local elected official, and every statewide elected official, must receive records training regarding the Public Records Act (PRA) (RCW 42.56) plus records retention training concerning RCW 40.14. (For records retention information, go to www.sos.wa.gov/archives/RecordsManagement.)

Although training is not required for the full board regarding the PRA, it is encouraged that the full board be trained in it to reduce risk and establish a culture of compliance. One unintentional mistake can amount to a violation of the PRA or OPMA.

RECOMMENDATION TO MEET THE TRAINING REQUIREMENT

Video training on the OPMA and PRA during the September 25, 2014 work session.