



Transportation Improvement Board  
January 22-23, 2015 – Olympia, Washington  
Location: Ramada  
4520 Martin Way E  
Olympia, WA 98516  
360-459-8866

January 22, 2015 – 1:00 p.m.  
WORK SESSION AGENDA

|                                      |    |  | Page               |
|--------------------------------------|----|--|--------------------|
| <b>GENERAL MATTERS</b>               |    |  |                    |
| 1:00 p.m.                            | A. | Introduction and welcome new board members   | Chair Crawford     |
| <b>PROGRAM &amp; PROJECT MATTERS</b> |    |  |                    |
| 1:05 p.m.                            | B. | Citizen Request to Terminate Grant: Ellensburg – Third Avenue<br>Guest Citizen, Stan Blazynski | Chris Workman 45   |
| 1:50 p.m.                            | C. | Grant Termination: Zillah – Vintage Valley Parkway   | Chris Workman 51   |
| 2:05 p.m.                            | D. | Criteria Updates 2015  | Steve Gorcester 52 |
| 2:20 p.m.                            | E. | Small City Re-Engineering Update   | Steve Gorcester 53 |
| 2:45 p.m.                            | F. | LED Program Update   | Steve Gorcester 54 |
| 3:00 p.m.                            | G. | Adjournment  | Chair Crawford     |

*Dinner on your own*



Transportation Improvement Board  
January 22-23, 2015 – Olympia, Washington  
Location: Ramada  
4520 Martin Way E  
Olympia, WA 98516  
360-459-8866

January 23, 2015 – 9:00 a.m.  
BOARD AGENDA

|            |  | Page             |
|------------|--|------------------|
| 9:00 a.m.  | 1. CALL TO ORDER   | Chair Crawford   |
| 9:05 a.m.  | 2. GENERAL MATTERS   |                  |
|            | A. Approval of November 21, 2014 Minutes   | Chair Crawford 1 |
|            | B. Communications  | Steve Gorcester  |
|            | 1. Results show promise of LED lights in Palouse – Whitman Co. Gazette               | 5                |
|            | 2. Sizable grant will fix ugly junction with roundabouts – Lewiston Tribune          | 7                |
|            | 3. Battle Ground receives funding for South Parkway – The Reflector                  | 9                |
|            | 4. Next up? Town casts road improvement eye... – Journal of San Juan Islands         | 11               |
|            | 5. Town to celebrate Blair Avenue project... – Journal of San Juan Islands           | 12               |
|            | 6. James Street roundabout, Blaine intersection projects... – The News Tribune       | 13               |
|            | 7. Port of Tacoma Road rebuild to begin in spring – The News Tribune                 | 15               |
|            | 8. Blaine gets grant money for Hughes Avenue... – The Northern Light                 | 16               |
|            | 9. Seattle Hill Road Improvement Project receives TIB grant – News of Mill Creek     | 18               |
|            | 10. Sections of Market Street to be upgraded – The Spokesman Review                  | 19               |
|            | 11. Kenmore to receive \$12 million for W Sammamish... – Bothel/Kenmore Reporter     | 20               |
|            | 12. Bainbridge project earns \$2.5 million state grant – Kitsap Sun                  | 23               |
|            | 13. Street Improvement Projects On Roberts Drive – Voice of the Valley               | 24               |
|            | 14. Grants meant to ease congestion, improve safety on Seattle Hill Road – HeraldNet | 25               |
|            | 15. Pavement and sidewalk help for local cities – HeraldNet                          | 27               |
|            | 16. Zillah gets funding for road repair – Kima TV                                    | 29               |
|            | 17. State awards \$4 million to Federal Way for South 352nd... – Federal Way Mirror  | 30               |
|            | 18. Black Diamond council accepts grant to repair Roberts Drive – Reporter           | 31               |
|            | 19. More lights and more savings in Palouse – Moscow-Pullman Daily News              | 32               |
| 9:15 a.m.  | 3. LOCAL PRESENTATIONS   |                  |
| 10:05 a.m. | 4. NON-ACTION ITEMS  |                  |
|            | A. Chair’s Report to the Board   | Chair Crawford   |
|            | B. Plaque Presentation to Kathleen Davis   |                  |
|            | C. Executive Director’s Report   | Steve Gorcester  |
|            | D. Financial Report  | Vaughn Nelson 34 |
|            | E. Project Activity Report (11/1/14-12/31/14)  | Chris Workman 38 |
| 10:55 a.m. | 5. ACTION ITEM   |                  |
|            | A. Citizen Request to Terminate Grant: Ellensburg – Third Avenue                     | 45               |
|            | B. Grant Termination: Zillah – Vintage Valley Parkway                                | 51               |
| 11:25 a.m. | 6. FUTURE MEETINGS   | Steve Gorcester  |
|            | March 26-27 (Pasco)  |                  |
|            | May 28-29 (Bremerton)  |                  |
|            | September 24-25 (Wenatchee)  |                  |
|            | November 19-20 (Tukwila)   |                  |
| 11:30 a.m. | 7. ADJOURNMENT   | Chair Crawford   |

Transportation Improvement Board  
November 21, 2014  
Hilton Garden Inn  
Mukilteo, WA 98275

MINUTES

**TIB Board Members Present**

Councilmember Sam Crawford, Chair  
Mr. Pasco Bakotich  
Ms. Wendy Clark-Getzin  
Mr. Gary Ekstedt  
Mayor Jim Irish  
Mr. John Klekotka  
Councilmember Bob Koch  
Ms. Colleen Kuhn  
Mr. Mick Matheson

Councilmember Bob Olson  
Mr. David Ramsay  
Ms. Laura Philpot  
Ms. Amy Scarton  
Ms. Heidi Stamm  
Commissioner Richard Stevens  
Mr. John Vodopich  
Mr. Clay White

**TIB Staff**

Steve Gorcester  
Alicia Seegers Martinelli  
Greg Armstrong  
Gloria Bennett  
Chris Workman  
Vaughn Nelson  
Kelsey Davis/recorder

**TIB Board Members Not Present**

Mr. Jim Albert  
Mayor Patty Lent  
Ms. E. Susan Meyer  
Mr. Jay Weber

**CALL TO ORDER**

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

**GENERAL MATTERS**

**A. Approval of September 26, 2014 Minutes**

**MOTION:** It was moved by Mayor Irish with a second from Commissioner Stevens to approve the minutes of the September 26, 2014 board meeting as presented. Motion carried unanimously.

**B. Communications**

Steve Gorcester referred the board to the articles in the board packet. He specifically noted the letter to Governor Inslee from the City of Bothell. He commented that while the letter was appreciated there has not been a proposal from the governor regarding a cut in Transportation Improvement Board funding so he asks that board members do not suggest others follow suit at this time.

Mayor Irish commented regarding the ribbon cutting event for the Elizabeth Avenue project in Ilwaco on September 23, 2014. Mayor Irish said if someone wants to see the impact of what the Transportation Improvement Board does they should go to a small city ribbon cutting like this. There were about 50 people in attendance from Rotary, chamber, community, etc. who were all celebrating the completion of the project.

Ms. Colleen Kuhn asked how board member would find out about such events and Steve Gorcester stated the TIB staff notifies board members of upcoming events.

Mr. Gary Ekstedt explained that the symposium in Yakima started as a meeting with two local transportation advocacy groups where they discussed transportation issues in the Yakima area. He reported that the larger symposium style meeting they did this year was well attended but they don't know if they will do it again.

## NON-ACTION ITEMS

### A. Chair's Report to Board

Chair Crawford noted the Transportation Improvement Board, which has not had a full complement for some time, now has 21 members and introduced new members in attendance.

He thanked the board members in attendance for completing the Open Public Records and Open Public Meeting trainings.

### B. Executive Director's Report

Steve Gorcester reported on the following:

- Congratulations to the City of Spangle for receiving the Infrastructure Assistance Coordinating Council's Award for Outstanding Achievement in Infrastructure, a great recognition for the small city.
- The relocation of the Freight Mobility Strategic Investment Board (FMSIB) staff to the TIB office location. This move will help FMSIB move to a new permanent location as theirs is scheduled for demolition next year, it will address space standards set up by the state for TIB as the office was designed when there more full time employees on staff. Both groups will share some space and office resources such as meeting rooms, copy machines, etc.
- TIB staff is working on an update the Small City Program with the goal of producing streets with good surfaces, a stable base, built on top of good utilities, contributing to a complete sidewalk network, at a reduced unit cost. Changes under consideration include; combining the three existing programs into one, updating TIB arterial classification to increase eligible roads, increase the role of utilities, reduce reconstruction and explore other treatment options, and consider a multi-year cycle enabling larger projects. Mayor Irish asked if a multi-year cycle was in place, would many projects be funded one year but none the next. Steve clarified that this may be true of larger projects but not all projects. There will be more to discuss regarding this change at the January meeting.
- Delayed Projects have a tendency to fail to reach construction so it is important for TIB to monitor and help reduce the number of these projects. He went over the TIB process for monitoring delayed projects and presented each delayed project currently in the inventory and where they are in the process.

### C. Financial Report

Alicia Seegers Martinelli reported the following:

- The current combined fund balance of \$36.7 million and SCPSA fund balance of \$1.5 million fits with the funding model
- The remaining TIB commitment, currently at \$217.8 million, falls throughout the year and rises again when the board approves the year's projects in November.
- Steve Gorcester commented if there are many delayed projects it disrupts planned cash flow. Stable cash flow is an important strategy to keep the finances predictable and in check.
- Review of self-performance audit, including items such as miles of bike lanes and sidewalks funded used to monitor annual trends.
- Steve Gorcester pointed out the metric of projects not billing stating it would show us if this is an area we need to watch.

### D. Project Activity Report

Greg Armstrong reported that there was a decrease in the number of commitments by surpluses of \$400,000 since the last reporting period. There were two withdrawn projects; Harrah sidewalk withdrew construction funding and College Place combined two projects into one, which can be bid together and will result in a savings.

## ACTION ITEMS

- A. **2014 Project Selection** - The preliminary target size for project selection approved at the March 2014

board meeting was \$95 million. In June, TIB staff trained more than 250 individuals on agency funding programs and criteria.

Project applications were due August 22, 2014. TIB received 255 applications requesting approximately \$294 million, with details of specific program request shown in the table below.

**SUMMARY OF APPLICATIONS RECEIVED**

| <b>Program</b>              | <b>Applications</b> | <b>Funds Requested</b> |
|-----------------------------|---------------------|------------------------|
| Urban Arterial Program      | 102                 | \$234,940,469          |
| Urban Sidewalk Program      | 46                  | \$16,537,418           |
| Small City Arterial Program | 58                  | \$30,022,553           |
| Small City Sidewalk Program | 49                  | \$12,661,781           |
| <b>TOTAL</b>                | <b>255</b>          | <b>\$294,162,221</b>   |

During the months of September and October, TIB engineers made site visits to all projects in order to review the submitted data and validate the desk ratings applied to the applications. At the end of October, the engineers met with the Executive Director to discuss the criteria ratings and propose a preliminary list of projects for approval at the November board meeting. In addition to using program criteria, a set of jury questions was considered. Jury questions included project scope, schedule, funding package, and any additional knowledge about the project or agency that would affect project completion. Some projects that ranked highly based solely on the application and criteria may not be recommended for funding based on these factors.

The table below delineates the target funding level approved by the board, the recommended program funding levels based on the proposed Priority Array, and total project cost in each program.

**SUMMARY OF RECOMMENDED FUNDING**

| <b>Program</b>              | <b># of Recommended Projects</b> | <b>Target Funding Level</b> | <b>Recommended TIB Funds</b> | <b>Total Project Cost</b> |
|-----------------------------|----------------------------------|-----------------------------|------------------------------|---------------------------|
| Urban Arterial Program      | 27                               | \$75,000,000                | \$75,605,883                 | \$172,485,723             |
| Urban Sidewalk Program      | 15                               | \$5,000,000                 | \$4,168,867                  | \$7,448,791               |
| Small City Arterial Program | 18                               | \$12,000,000                | \$12,408,059                 | \$14,674,699              |
| Small City Sidewalk Program | 13                               | \$3,000,000                 | \$3,005,206                  | \$4,159,932               |
| <b>TOTAL</b>                | <b>73</b>                        | <b>\$95,000,000</b>         | <b>\$95,188,015</b>          | <b>\$198,769,145</b>      |

**MOTION:** It was moved by Mayor Irish with a second from Commissioner Stevens to adopt the FY 2016 Priority Array as presented.

**AMENDED MOTION:** It was moved by Mr. White with a second from Mr. Vodopich to adopt the FY 2016 Priority Array as presented with East Wenatchee and Douglas County projects combined together or seek board approval to construct separately.

Amended motion passed with fifteen Yeas and two Nays.

**B. Proposed Scope Change for City of Toppenish**

The City of Toppenish FY 2015 Arterial Preservation Project was funded out of the Arterial Preservation Program (APP) in the FY 2015 priority array. The project is currently in design phase.

The original project scope proposed to grind and overlay 3,850 feet of Lincoln Street, Dayton Avenue and Beech Street and the upgrade of 20 existing ADA ramps.

The revised project will grind and overlay 2,000 feet of Lincoln Street between N F Street and N Street and upgrade 12 existing ADA ramps to current standards.

During design it was determined Dayton Avenue and Beech Street needed reconstruction rather than a grind and overlay. The city planned to use \$300,000 in federal STP funds as match to complete the project but federal funds will not be available in 2015. The city has prioritized the segments and proposed to complete the grind and overlay on Lincoln Street with the TIB APP funds providing the match from their local street fund. Dayton Avenue and Beech Street will be delayed until reconstruction funding is available. Approval of this scope change will allow the preservation work on Lincoln Street to be completed in 2015.

This request from the city of Toppenish would reduce the project scope and TIB funds from the original cost estimate. A funding summary is listed below:

| <b>Project Cost History</b> | <b>TIB Funds</b> | <b>Local Funds</b> | <b>Total Project Cost</b> |
|-----------------------------|------------------|--------------------|---------------------------|
| Application                 | \$343,800        | \$300,000          | \$643,800                 |
| Current Estimate & Request  | \$181,512        | \$158,388          | \$339,900                 |

**MOTION:** It was moved by Commissioner Stevens with a second from Councilmember Olson to approve the scope change and revision of TIB funds to \$181,512 for the Toppenish FY 2015 Arterial Preservation Project.

Motion carried unanimously.

- C. Special Election of Vice Chair** – The TIB Chair and Vice Chair are typically elected every two years by the members of the Board. Both are selected from among the six elected officials serving on the Board (TIB Bylaws, Article II, Sections 1(a) and 1(b)). One is to be a county official and one a city official (TIB Bylaws, Article II, Section 1(c)). The Chair traditionally alternates between a county and city representative.

The Vice Chair position previously held by Councilmember Jeanne Burbidge was left vacant at the end of the 2014 Fiscal Year.

**MOTION:** It was moved by Commissioner Stevens with a second by Councilmember Koch to elect Kennewick Councilmember Bob Olson as Vice Chair effective immediately until the conclusion of the 2015 Fiscal Year. Motion carried unanimously.

#### **FUTURE MEETINGS**

The next meeting is scheduled for January 22-23, 2015 in Olympia. Meeting notices will go out on January 2, 2015.

#### **ADJOURNMENT**

The meeting adjourned at 10:26 a.m.

# WHITMAN COUNTY GAZETTE

Local News Since 1877

## Results show promise of LED lights in Palouse

*November 20, 2014*

By Garth Meyer, Gazette Reporter

Early results of the Palouse LED lights experiment show savings on both sets of the town's streetlights. Palouse was one of six cities selected by the state's Transportation Improvement Board (T.I.B.) to participate in the project which involved the city working with Avista Utilities to convert existing street and area lighting to the new LED (light emitting diode) technology.

A total of 54 lights were replaced on Whitman and Main streets.

The experiment's first month in effect was November 2013. That was the first month Palouse turned on all of the city's lights after operating only half of the Main Street lights because of city budget constraints.

The town's Avista electric bill for October 2013 with the old lights and half of the Main Street lights turned off was \$291. A year later, in October of 2014, with all of the lights running on new LED bulbs the cost was \$190.

For Whitman Street, the October 2013 cost was \$95 while the October 2014 bill was \$53.53. "That's very good," said Mayor Michael Echanove. "You times that by 20 years and you really start to see the value of projects like this. It's quite a technology."

Palouse owns the Main Street lights and the operation cost comes out of the street fund. Previously, Palouse budgeted \$18,000 per year for streetlights. This cost is a target of the T.I.B. lights experiment.

"If they can get the city to spend less on lights, there's more for streets," Echanove said. "So you see it's going to work... I think T.I.B. can take good data back to the legislature. Now you can reduce your power bill and put it back in your streets."

The city rents its overhead lights on Whitman Street from Avista.

With the test underway in six towns across the state, the T.I.B. completed a post-implementation study six months ago.

"The results were excellent," said Steve Gorcester, executive director of T.I.B. "We found out that we can actually prove the point we were trying to prove."

The T.I.B. has determined that it takes approximately five years for return on investment for LED lights. "Which is very fast for a capital expense," Gorcester said. "Everything thereafter is benefit. For all of the costs of installing you get back 1.25 that amount in value. It's a 125 percent multiplier in benefit."

In April, Washington Governor Jay Inslee issued Executive Order 1404, an effort to reduce carbon emissions, which included streetlight replacement for the estimated 200,000 lights in Washington cities and towns. The T.I.B. had included this in their current budget request.

As for the T.I.B.'s six-town LED project, Palouse was chosen as a representative of communities served by a private utility.

Previous T.I.B. studies were conducted to determine the feasibility and economic benefits of converting existing street and area lighting systems to the LED systems.

The studies focused on the evaluation of potential demonstration sites, including Palouse; research and evaluation of regulatory requirements and tariffs; opportunities and barriers to LED deployment; performance of LED street and area lighting technology; and deployment in selected communities. Other towns chosen to take part in the program included Benton City, Blaine, Buckley, Coulee Dam and Ridgefield.

"Greg Partch was instrumental in getting this started when he was in office," Echanove said of the former Whitman County commissioner, who also served on the state T.I.B. board.

## **Sizable grant will fix ugly junction with roundabouts**

**Work planned for Clarkston end of Southway Bridge in 2016**

November 22, 2014 12:00

By CHELSEA EMBREE of the Tribune

Asotin County has received a significant grant that will help replace Fleshman Way's troubled intersection with State Route 129.

The \$3.2 million grant from Washington's Transportation Improvement Board will cover the majority of the cost to construct two roundabouts that officials hope will soon make it easier and safer to get on and off the Southway Bridge and State Route 129 at Fleshman Way, according to Asotin County Public Works Director Jim Bridges.

"This is really good news for not only Asotin County but for the valley," Asotin County Commissioner Jim Jeffords said. "That Southway Bridge, there is a tremendous amount of traffic that crosses that every day."

But he said the interchange isn't necessarily user-friendly, and Asotin County officials have long been looking for a fix.

"People who have been around for a long time probably understand how it works, but it is confusing. I've almost been hit three different times on that," Jeffords said. "It's a real safety issue, and it has been for years."

Now that the county has received the grant, the next step in the process will be for the county to negotiate with the landowners of five nearby properties and make right of way purchases, Bridges said.

The Washington Department of Transportation will then have to verify that the county acquired the land legally. It's unknown how long that certification process will take, but construction can begin soon after it is complete.

Bridges said a conservative estimate for the beginning of construction would be in the spring of 2016.

The total cost of the project will be between \$4 million and \$5 million. Bridges said the rest of the money for the project will come from federal and Asotin County funds.

Washington grants \$400,000 in transportation project funds to Asotin County yearly, and the state will allow the county to borrow ahead for four years to complete the project, Bridges said. The county will also match every \$1 million spent on the project with \$135,000.

Bridges said the interest in addressing the Fleshman Way intersection first came up in the late 1990s. Last year, the Transportation Improvement Board turned down the county's request for \$8 million in grant money for a similar project. The total project cost would have been around \$12 million.

County engineers went back to the drawing board and found a years-old proposal that they then tweaked, bringing the total cost of the project down significantly.

"That engineering redesign made the cost come way down and apparently made it a little more attractive to the state," Jeffords said.

Asotin County Commissioner Jim Fuller said there's been widespread public support for the project.

"It's been positive because the people are seeing the results of the Lewiston roundabout," Fuller said. "These will be a little different, but I think just as easy, if not easier."

# The Reflector

*"The Newspaper With Integrity"*

## **Battle Ground receives funding for South Parkway**

**City to receive \$3.94 million; will need to come up with \$695,000 more**

November 24, 2014

Ken Vance/ Editor

The city of Battle Ground announced Monday the notification of an award for partial funding of South Parkway from the Washington State Transportation Improvement Board (TIB).

The total estimated project cost to reconstruct the stretch of South Parkway from SE Rasmussen Blvd. to SE Eaton Blvd. is \$4,644,493. Battle Ground will receive TIB funding up to \$3,938,469, or 85 percent of the project.

The city will continue to work identifying funding sources for the remaining \$695,024 so that construction could start in 2016. Planning for the project will begin in 2015, according to Battle Ground City Manager John Williams.



**Photo by Mike Schultz**

### **South Parkway**

**THIS PHOTO FROM 2012 shows some of the poor road conditions on South Parkway Avenue in Battle Ground.**

"We've been after this project for years and we were finally successful," Williams said. "This was our 12th application since 2003 for various grants, state and federal, for this project. It has been one of our priorities every year."

The South Parkway project would be completed with curb, gutter, stormwater collection, sidewalks and bike lanes on both sides of the street. The work will also improve the quality of the street and provide safety by eliminating dark areas with the addition of street lights. This phase of the project will not address the stretch between Main St. and SE Rasmussen Blvd.

Possible funding sources for Battle Ground's portion of the project include a Transportation Benefit District (TBD), which members of the city council created on Oct. 24. A funding mechanism for the TBD has not been approved by council members. The options include vehicle license fees or two-tenths of a percent sales and use tax.

Williams said the notification of the TIB award has prompted the city to schedule meeting of the TBD board on Dec. 8 to discuss funding options.

"We're going to go to work on it and we're going to find those funds," Williams said.

Williams indicated the city staff has worked diligently on potential funding sources for the South Parkway project through numerous agencies and it has also been promoted on both the state and federal legislative agendas.

“The mayor, city council, city manager, staff, and both our state and federal lobbyists have met with numerous agencies including TIB, Governor’s transportation staff, Regional Transportation Council (RTC) and state and federal elected officials to seek funding for this project,” read a release from the city.

Williams said he and Battle Ground Mayor Shane Bowman discussed changes to the scoring criteria for the funding with TIB officials earlier this year. In prior applications for funding, Williams said the South Parkway project didn’t score high enough for reasons including the fact that there weren’t a high number of accidents on the stretch of road and no schools were nearby, among other things.

“My guess is that there were changes to the scoring criteria,” Williams said. “I’m ecstatic. We’ve put a lot of time in on it. We’ve talked to anyone who would listen to us about this project.”

## **Next up? Town casts road improvement eye on Tucker Avenue**

Nov 26, 2014 at 7:00AM

The Town of Friday Harbor will be the recipient of \$800,000 of a state transportation improvement grant for the reconstruction of the first phase of Tucker Avenue.

A major arterial at the north side of town, Tucker Avenue is one the highest-ranked road projects on the town six-year transportation improvement plan.

Awarded to the town last week by the state Transportation Improvement Board, the grant will pay for nearly 80 percent of the road improvement project's first phase, and it marks the third time in the past three years Friday Harbor is the recipient of state road improvement funds.

"This is very exciting news" Mayor Carrie Lacher said. "To receive such a significant grant three years in a row is a wonderful vote of confidence from the TIB. I really appreciate the hard work of our staff and engineers in making this happen."

The town previously was awarded grants in 2012 and 2013 that funded more than 80 percent of the Blair Avenue project and the Mullis sidewalk project.

Phase I of the project calls for a series of improvements beginning at the intersection of Guard Street and ending by Harbor Avenue, just past the town wastewater treatment plant, at a cost of \$1.1 million, \$800,000 of which would come from the state grant.

The town anticipates paying the balance from revenue generated by the .02 percent increase in the town sales tax approved by voters Nov. 4, which is expected to generate about \$240,000 a year and is dedicated exclusively for road improvement projects.

## Town to celebrate Blair Avenue project with ribbon-cutting ceremony

Dec 14, 2014

The Town of Friday Harbor will conduct a ribbon-cutting ceremony to celebrate the completion of the Blair Avenue improvement project Wednesday, Dec. 17.

The ceremony gets under way at 11:30 a.m.

The town council, Mayor Carrie Lacher and town staff will be joined at the event by Project Engineer Greg Armstrong of the state Transportation Improvement Board, who assisted the town in acquiring state transportation improvement grants that paid for nearly 90 percent of the \$1 million-plus reconstruction project.



The 'last lift,' a final coat of pavement goes down on the north end of Blair Avenue in mid-November.

— image credit: Journal file photo

“We appreciate the community’s patience throughout this project,” town Administrator Duncan Wilson said in a press release. “While it was at times inconvenient, the final product was certainly worth the wait.”

In addition to replacement of the deteriorated street surface, the project included the addition of new sidewalks, street trees and artistic tree grates, and the installation of new LED light poles with a historic appearance.

## **James Street roundabout, Blaine intersection projects get funding**

November 30, 2014

By Ralph Schwartz, The Bellingham Herald

Bellingham and some of Whatcom County's smaller cities have been awarded millions of dollars in grants to make road improvements.

The state Transportation Improvement Board announced \$95 million in grants statewide on Nov. 21, including \$3.1 million for Bellingham, Blaine, Everson and Ferndale.

The biggest local project to receive funding is a roundabout for the intersection of James Street Road and East Bakerview Road, in Bellingham. The board awarded \$1.4 million to build the \$3.8 million project. The city should learn by the end of December whether it will receive another \$1.9 million from a federal safety grant, city transportation planner Chris Comeau said.

The project could be fully funded by mid-2015, with construction scheduled in 2017, Comeau said. More traffic is expected at the intersection, which for now is controlled by a traffic light. On average, more than 12,000 vehicles a day drive on Bakerview there.

"Both James and Bakerview already carry a lot of traffic," Comeau said. "The King Mountain neighborhood (at the north end of James) has tremendous potential for additional development." Bellingham also received \$60,000 from the board to replace a sidewalk on the east side of Yew Street, between Alabama and Texas streets.

Blaine anticipates a major intersection reconstruction in 2017, funded in part by a \$750,000 Transportation Improvement Board grant. Most of the rest of the money for the \$1.36 million Hughes Avenue improvement will come from a federal grant, said Bill Bullock, Blaine's assistant public works director.

The project calls for widening Hughes Avenue and adding a sidewalk from Interstate 5 to the intersection with Peace Portal Drive. The intersection will be realigned to make it easier for trucks to turn. Peace Portal Drive crosses Hughes at a 45-degree angle.

"We can't afford a project of this size without outside help," Bullock said. "We were pretty excited when we learned about the award."

Rounding out the list of local award recipients: Everson received \$649,138 to improve Kirsh Drive between Main and Lincoln streets. Ferndale received \$280,000 to rebuild Washington Street between Vista Drive and Third Avenue.

In the past few years, the state's smaller cities have been applying more aggressively for Transportation Improvement Board grants, said Steve Gorcester, the board's executive director.

"Before 2011, (there were) no applications at all from Sumas or Everson. After 2011, 15 applications between them," Gorcester said. "Blaine, four applications before 2011 and 16 after."

The board has been giving more money to smaller and medium-sized cities for repaving, which largely explains the increased success Whatcom County cities have had applying for grants, Gorcester said. As a result, Whatcom County jurisdictions have been getting a bigger slice of the pie: 1.6 percent of all statewide grants before 2011, and 2.6 percent after.

Whatcom County Council member Sam Crawford has been a board member for six years and the board's chairman for 1 1/2 years, but individual members don't sway board decisions that decisively, Crawford said.

"The board role is something more like oversight that the process is fair (and) well distributed, and that the expense of administering and distributing these tax dollars is done fairly," Crawford wrote in an email to The Bellingham Herald. "But individual board members' personal expertise, as well as awareness of needs in a given local area, certainly play into the board's discussion."

## Port of Tacoma Road rebuild to begin in spring

December 9, 2014

By John Gillie

A new flood of container traffic at the Port of Tacoma has made the port's major arterial, Port of Tacoma Road, into an artery that more resembles a wagon road than a heavy-duty highway.

Now, with news of a nearly \$6 million grant from the state's Transportation Improvement Board, that road's sorry condition is about to change for the better.

The port and the City of Tacoma said the road's reconstruction from East 11th Street to Marshall Avenue now has a green light for construction beginning next spring.

The total cost of the repaving is expected to be \$9.16 million, said the city. In addition to the \$5.94 million grant from the Transportation Improvement Board, the funding package will include some \$865,000 from the port, \$871,000 from the city, \$52,000 from Tacoma Rail, \$1 million from the Freight Mobility Strategic Investment Board and \$429,000 from the Puget Sound Regional Council.

The Transportation Improvement Board's grants are funded by a 3-cent-per-gallon state fuel tax.

The road's asphalt surface will be replaced with heavier duty concrete. Increased truck traffic brought on by the move of the Grand Alliance shipping consortium two years ago to Tacoma from Seattle has left the road pockmarked with potholes and wavy pavement.

The project will be done in a way that will allow continued access to port terminals during the construction. Design of the project began in 2013 and is expected to be complete by this winter. The construction project is expected to be completed by the end of next year.

In addition to the new roadway, the project will include new sidewalks built to Americans with Disabilities Act standards. The project will include a new traffic signal at the entrance to Washington United Terminal and at Lincoln Avenue. A temporary signal now controls traffic at the WUT entrance.

# The Northern Light

Blaine and Birch Bay's Community Newspaper

## Blaine gets grant money for Hughes Avenue improvements

December 3, 2014

By Steve Guntli

Blaine is set to receive an influx of cash from the Washington Transportation Improvement Board (TIB).

On November 21, the board announced the recipients of more than \$95 million in grants throughout the state. Of that, \$3.1 million will go to Whatcom County.

Blaine will receive \$750,000 to go towards an intersection reconstruction project at Hughes Avenue. The rest of the money for the project, estimated to cost around \$1.4 million, will come from federal grants.

Bill Bullock, Blaine's assistant director of public works, was thrilled to hear that the city had gotten the grant.

"We were all pretty excited when we heard," he said. "We applied for a number of federal and TIB grants so we could get this project done, and now we can finally do it."



The project will widen Hughes Avenue and realign the intersection with Peace Portal Drive. Hughes and Peace Portal intersect at a 45-degree angle, which can be a difficult turn for northbound cargo trucks. The new project will move the intersection farther north and give the turn a 75-degree turning radius. The street will also be widened from 20 feet to 30 feet, with 5 feet of paved shoulder on either side.

The city will install 2200 feet of new sidewalk from the Interstate 5 exit to Peace Portal Drive. They will also add some bus stops, which would allow WTA buses to provide transit for the neighborhood.

Bullock estimates that the project will go into the design phase next summer. Once construction begins, the improvements will take approximately four months to complete. Bullock anticipates the project will be complete by June 2017.

The remaining grant money from the TIB will go towards improvements in Bellingham, Everson and Ferndale. Bellingham will receive the largest grant, \$1.4 million to complete the roundabout at James Street and Bakerview Road.

Blaine and several other small cities have recently been aggressive about applying for TIB grants. Before 2011, Blaine had only submitted four applications, but have since submitted 16. Other small cities, like Sumas and Everson, have followed a similar pattern. Whatcom County has received larger grants as a result, going from only 1.6 percent of total statewide grants before 2011 to 2.6 percent after.

For more information, visit the TIB's website at [tib.wa.gov](http://tib.wa.gov).

## Seattle Hill Road Improvement Project receives Transportation Improvement Board grant

12/04/2014

Submitted by Richard Van Winkle

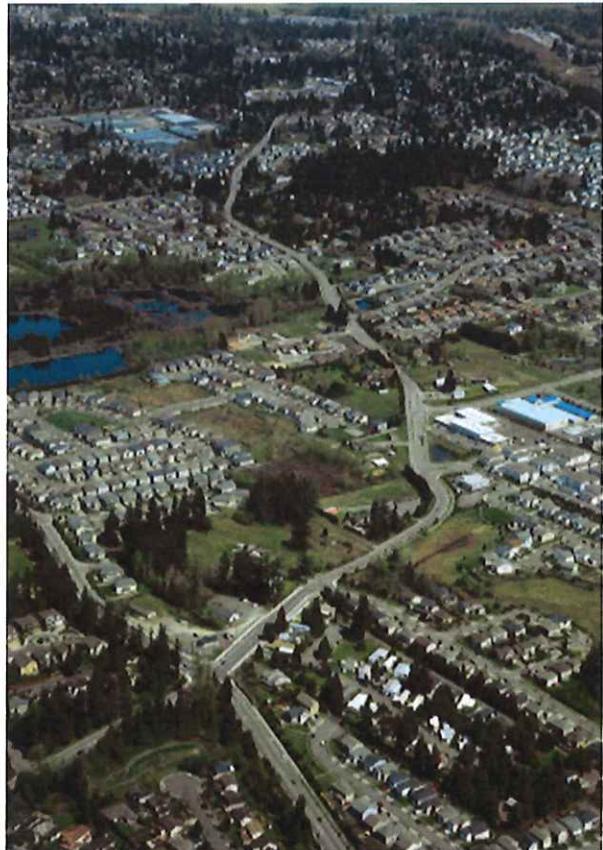
*From Snohomish County Councilmember Terry Ryan's newsletter.*

I am pleased to announce the Seattle Hill Road Improvement project is now fully funded thanks to great work by Snohomish County Public Works Engineers and their grant writers.

The County was just notified it had been awarded \$4,000,000 from the Transportation Improvement Board.

With the \$4,000,000 in Federal dollars previously awarded by Surface Transportation Program from the Puget Sound Regional Council, \$3,000,000 - \$4,000,000 in development fees, and \$200,000 from the City of Mill Creek the project can now move forward with the purchase of right-of-way where needed.

Snohomish County plans to improve Seattle Hill Road between 132nd Street SE and 35th Avenue SE. The preliminary plan is to widen the roadway to three lanes and add a center turn lane. Bike lanes, curbs, and sidewalks are also planned along the road.



**Aerial view of Seattle Hill Road looking north.  
Photo courtesy of Snohomish County.**

The corridor is an important commuter route for Snohomish County residents, and has received intermittent improvements in the past as nearby residential developments have been built.

# THE SPOKESMAN-REVIEW

## Sections of Market Street to be upgraded

December 11, 2014

by Kip Hill

The state will kick in another \$1.3 million to add sidewalks and sewer to the Market Street corridor, a project that county officials hope to complete by November 2016.

Washington's Transportation Improvement Board approved the grant last month, the second such earmark for improvements to the arterial running parallel to the proposed North Spokane Corridor. The money will also help repave a portion of Market Street between Houston Avenue and Lincoln Road, county engineer Bob Brueggeman said.

"It will pick up where the state has completed the reconstruction of Francis and Market intersection," he said.

Improvements to the stretch of road just north of the Hillyard neighborhood will begin in 2016, Brueggeman said. This summer, county road crews will turn their attention to the section of Market Street that runs through Mead farther north. Residents there have been clamoring for sidewalks to increase foot traffic at local businesses, said Carla Morris, who established the neighborhood revival group Friends of the Old Mead Township.

"We want to put something nice in Mead, where people would stop on their way to Green Bluff or Mount Spokane," Morris said.

Sidewalks and bike lanes will complement the Boys and Girls Club of Spokane building in the old Mead High School, Brueggeman said. Residents will be able to walk there from a cluster of restaurants, convenience shops and a post office to the south.

Morris said the sidewalks are a start, but she'd like county and state funds to be used on beautification projects as well that would attract motorists to storefronts in the area.

"At this point, they said there's no funding," Morris said.

The county will pay about 40 percent of the costs for the improvements, translating to roughly \$1.7 million to improve both sections of the road. The improvement board has committed a total of nearly \$2.8 million for the construction.

Brueggeman said county road crews will seek to minimize the impact of construction on surrounding businesses. Local traffic will be able to reach addresses along Market Street during the work next year and in 2016, but through traffic will be blocked, he said.

"We're just adding improvements that are consistent with urban, commercial development adjoining residences," he said.

## Kenmore to receive \$12 million for west Sammamish River Bridge replacement

Dec 12, 2014

by MATT PHELPS, Bothell Reporter Regional Editor



**The city of Kenmore will receive \$12 million from the Washington State Department of Transportation to replace the west side of the Sammamish River Bridge.**

— image credit: Reporter file photo

Kenmore city officials have worked hard during the past few years to make SR 522 a safer place for motorists and pedestrians, including using its own money to pay for upgrades to the state route. And while the project was deemed to be one of the most pressing by city officials, the financing to replace the nearly 80-year-old west half of the Sammamish River Bridge has been in question.

But the Washington State Department of Transportation (WSDOT) is now returning the favor in the form of \$12 million in federal highway funds for the aging bridge. The money is part of \$70 million being given to various agencies in the state to help fix 32 bridges, according to a WSDOT release on Dec. 12.

The release to the media is the first information city officials received about the highway funds.

"We had an idea we would get it but this is the first official confirmation," Kenmore Mayor David Baker said. "It means that we can now move forward with planning for the new bridge." Baker and city of Kenmore Director of Engineering and Environmental Services Kris Overleese said that the city still needs between \$6-8 million to complete the project.

"We do need it fully funded before we start construction," the mayor said.

Baker is confident the city can find the remaining funds for the project. He said that the city was denied a grant by the Transportation Improvement Board last year but has reapplied. Baker believes the city was denied the funds because the project was scheduled too far into the future.

But for now, the city can begin the long process thanks to the WSDOT.

"We will be able to get the design done, the right-of-way acquisitions, permitting and begin construction," Overleese said. "The city has about \$2 million in money for this project already. We have what we need to get going."

The east span of the bridge was built in the 1970s and is still in good shape but officials have been monitoring cracking and other issues in the west span for about a year. Overleese called the monitoring "robust." Baker said that the Washington State Patrol is vigorously enforcing the weight restrictions put on the span in order to prolong its life.

"Using that bridge is not an issue," Baker said. "It is completely safe."

Each span has carries an estimated 13,000 vehicle trips per day. In a city of just 21,000 residents, that means that the bridges are of regional importance.

Officials said that construction of the new bridge is projected to begin in 2017 or 2018 and the city will be able to build the bridge in addition to the current spans, meaning that traffic flow will not be impacted during the construction work.

"We may have to close the bike and pedestrian areas," Overleese said.

Construction will take approximately two years to complete.

"We have to monitor the fish windows since we have in-water construction work to complete," Overleese said about the long duration.

Building the new bridge, in addition to the current spans, will mean changing the corridor between Northeast 170th St. and Northeast 175th St.

"The right-of-way acquisition is minor and will not be significant from a land perspective," Overleese said.

WSDOT's bridge replacement advisory committee received and reviewed 73 applications requesting approximately \$180 million. The committee evaluated each bridge application based on the bridge's condition and sufficiency rating.

"Approximately half of these bridges are beyond the point of repair and need to be replaced," said Kathleen Davis, WSDOT Local Programs director. "And by repairing and preserving the other half, we are adding many years of operation to their lifespans."

The committee is composed of bridge and engineering professionals representing Washington cities and counties that provide perspectives from urban and rural communities.

The local bridge program's primary objective is to enhance safety for all travelers through replacement and rehabilitation of old, deteriorating bridges owned by city and county governments.

The Sammamish River Bridge was one of just two projects to receive the maximum \$12 million. The other is the West Cashmere Bridge in Chelan County. Most of the other projects received between \$1-3 million.

## Bainbridge project earns \$2.5 million state grant

Dec 16, 2014

By Ed Friedrich

BAINBRIDGE ISLAND — The state will contribute \$2.5 million to Bainbridge Island's reconstruction of Wyatt Way.

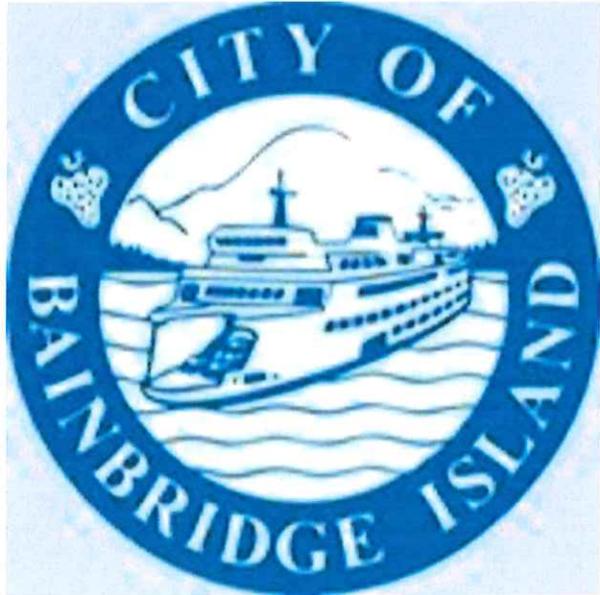
The \$3.7 million project was among 73 chosen to receive \$95.2 million in grant funding from the Washington State Transportation Improvement Board. It's the only one in Kitsap County.

Improvements will be made to Wyatt Way from Madison Avenue to Lovell Avenue. The all-way stop at Madison will be upgraded to a traffic signal or roundabout. That hasn't been determined, said Public Works director Barry Loveless. Bike lanes and sidewalks will be built on both sides of the street.

The next steps are to wrap up the design, determine the needed right of way, and buy it. Construction would begin in April 2018 and be completed by the end of the year.

Several factors played into the project being awarded the funds, Loveless said. It's a heavily traveled road and the main route around Eagle Harbor to and from the south end of the island. Pedestrian and bicycle access isn't adequate and creates a gap between other non-motorized facilities. Growth is also expected in the area.

The independent Transportation Investment Board was created by the Legislature to distribute and manage state investment in local transportation projects. It receives three cents of the state gas tax. Projects compete for funding based on a rating criteria.





## Street Improvement Projects On Roberts Drive

December 22, 2014

On December 18 Black Diamond City Council accepted a grant from the State Transportation Improvement Board which brings \$792,000 to the City for a street upgrade to Roberts Drive from Sunny Lane to Lynch Lane. This project will be combined with the current Roberts Drive Reconstruction project at Rock Creek where the Transportation Improvement Board has already committed a grant of \$474,300. This brings the total TIB funds awarded to the City in the last two years to \$1.25 million for a total combined project budget of approximately \$1.4 million.

The Public Works Committee (Mayor Carol Benson and Councilmember Ron Taylor) have prioritized the improvements to Roberts Drive and worked with staff on funding strategies. The first phase of the Roberts Drive Improvements put the City in a good position for success in the current grant award. Mayor Benson has directed the staff to expedite this project, stating,

300x250 voice ad rail-top-1 bird

“We would like to move this newly funded project forward as quickly as possible so that we can combine the engineering, bid and construction effort with the Roberts Drive Reconstruction project at Rock Creek for more efficient use of funds. Completing the two projects together will save administration and engineering costs and be more attractive to bidders.”

These projects will improve the Rock Creek Bridge, create a pedestrian walkway across the south side of the bridge, install a sidewalk on the south side of Roberts Drive from the bridge to Lynch Lane, install pedestrian lighting, overlay the existing roadway, install stormwater improvements and provide shoulder improvements.

## Grants meant to ease congestion, improve safety on Seattle Hill Road

December 24, 2014

By Noah Haglund, Herald Writer

MILL CREEK — From wagon track, to rural crossroads, to full-fledged suburbia, the area once known as Osborn's Corner only promises to get busier.

Morning and afternoon commutes along Seattle Hill Road have slowed, even as buildings sprout on all sides. An \$8 million grant infusion aims to help Snohomish County ease traffic problems through this corridor on the eastern edge of Mill Creek. The state and federal money materialized this fall.

If the county succeeds in buying rights of way, work to widen the two-lane arterial could get going in 2017, county engineer Owen Carter said.

"You have traffic congestion. You also have safety problems for both bicycles and pedestrians," Carter said. "Until these grants came through, we would not have been able to follow through with construction."

The work is planned for 1.6 miles of Seattle Hill Road, from 132nd Street SE to 35th Avenue SE. The improvements would add a continuous center lane as well as bike lanes, curbs and sidewalks on both sides of the road.

Work is expected to take place over two summers, Carter said.

State traffic data for 2013 show an average of 27,000 daily car trips through the area.

Seattle Hill Road is important to Mill Creek because it skirts the city's East Gateway Urban Village, south of 132nd Street. New apartments and townhomes there now cover the former Henry's Plant Farm. A recently built medical office building stands nearby.

The city's vision for the area was to encourage development along the lines of Mill Creek Town Center, but with more homes mixed in with stores and office space.

For city leaders, the work on Seattle Hill Road should make the area more pleasant to travel by foot or bike, as well as by car.

"We're a real walkable community and that is one place where we don't have continuous sidewalks," City Councilman Mike Todd said. "The thing that sold me on it was fixing the missing sidewalk."

Mill Creek is contributing \$200,000 to the project, city public works director Tom Gathmann said.

The total project cost exceeds \$12 million. The new grants include \$4 million from the state Transportation Improvement Board awarded in November. Another \$4 million came through the Puget Sound Regional Council's Transportation Improvement Program, and was announced in late October.

The work also aims to improve drainage. Porous sidewalk pavement would allow rainwater to seep through, rather than stream into gutters.

Right-of-way negotiations involve more than 50 parcels of land.

Other aspects of the project aim to improve sight lines and smooth out curves. No new traffic signals are proposed.

## Pavement and sidewalk help for local cities

December 30, 2014

By Melissa Slager

The **Washington State Transportation Improvement Board** awarded 73 street and sidewalk improvement grants to local agencies totaling \$95.2 million at its Nov. 21 meeting in Everett. The grant funding comes from the revenue generated by 3 cents of the statewide gas tax dedicated by the Legislature for local agency grants.

Locally, Snohomish County and eight cities received grants.

The biggest grant is for \$4 million toward a \$12.9 million project by **Snohomish County** to widen Seattle Hill Road, which reporter Noah Haglund recently told you about.

**Mukilteo** will receive a grant to cover 60 percent of the costs of its \$1.6 million project to expand Harbour Pointe Boulevard, from Highway 525 to Cyrus Way. The project widens Harbour Pointe Boulevard to include four travel lanes, a two-way left turn lane, curb, gutter and sidewalk. Energy efficient street lights and rain gardens also are part of the mix.

The rest were smaller projects, but it's never a small thing to have your street's pothole filled. So let's take a closer look:

**Granite Falls** was awarded \$449,540 for a \$473,200 project to make its final upgrades to South Granite Avenue, from Galena Street to Stanley Street. The cracked roadway will be resurfaced, new curb gutters and 10-foot sidewalks will be added, and LED street lights will be installed.

**Sultan** was awarded \$244,530 for a \$271,700 project to make improvements to Date Avenue, from Fourth Street to just east of Fifth Place, by Sultan Elementary School. The city will rebuild the pavement and replace curbs, gutters and five feet of sidewalk. Energy efficient street lights will be added, too.

**Darrington** was awarded \$637,450 for a \$671,000 project to grind and overlay Darrington Street and replace the existing seven-foot sidewalk. In addition, the project adds LED streetlights and improves the drainage system.

**Gold Bar** was awarded \$212,387 for a \$235,986 project to construct curb, gutter, a bio-swale and a five-foot sidewalk along the west side of Fifth Street between Highway 2 and Lewis Avenue.

**Lake Stevens** was awarded \$310,000 for a \$413,446 project to construct curb, gutter and a seven-foot sidewalk along both sides of North Davies Road between Vernon Road and the roundabout, which is 500 feet to the east. New street lights and an improved stormwater system also are planned. You can read Kari Bray's story about how this fits in with the city's larger plans for expanding its network of sidewalks.

**Marysville** was awarded \$136,749 for a \$182,332 project to construct six-foot sidewalks along both

sides of Grove Street between Cedar Avenue and State Street. In addition, the Burlington Northern Sante Fe railroad crossing will be improved and street lights will be replaced with more energy efficient fixtures.

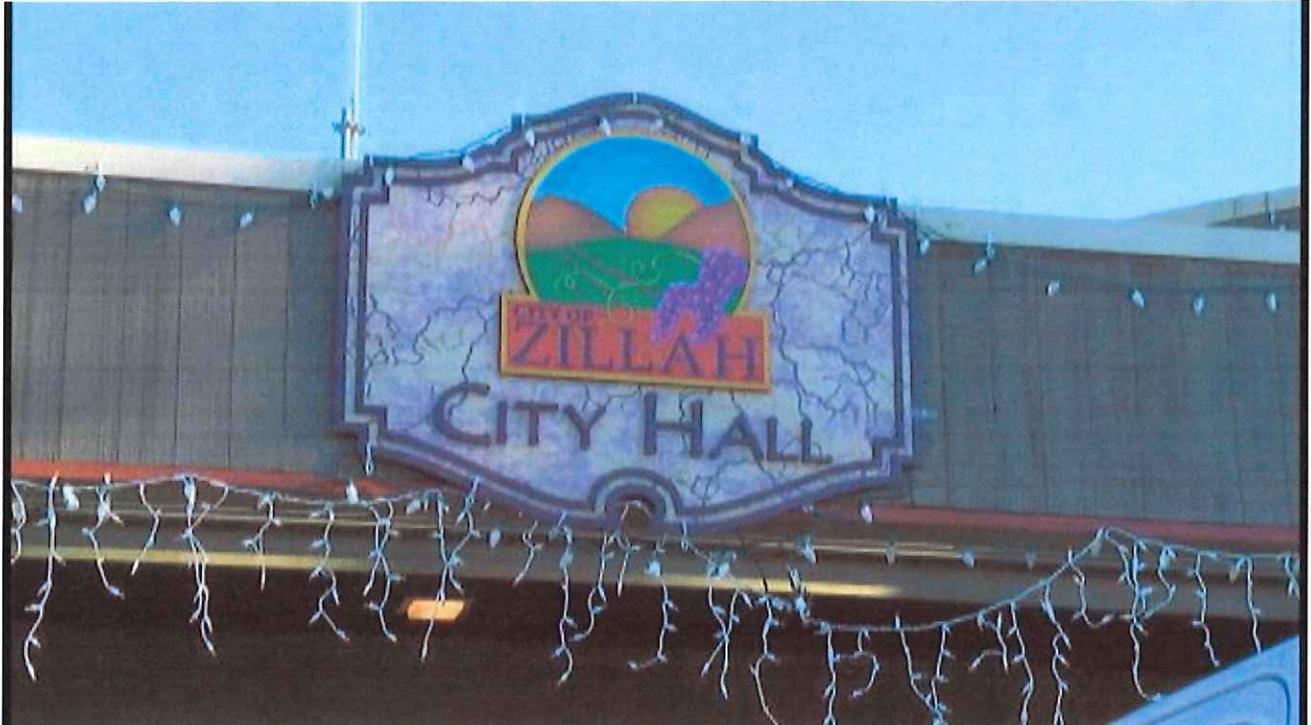
**Monroe** was awarded \$368,638 for a \$495,140 project to construct 1,170 feet of curb, gutter and eight-foot sidewalk filling four gaps along Main Street from the roundabout at Tester Road to just east of 174th Drive SE.

See project photos and other details at [www.tib.wa.gov](http://www.tib.wa.gov).

## Zillah gets funding for road repair

December 31, 2014

By Jackie DelPilar



Watch Video at:

<http://www.kimatv.com/home/video/Zillah-gets-funding-for-road-repair-287260651.html?tab=video&c=y>

ZILLA, Wash.-- Streets in Zillah will see some repairs with help from a state grant.

The Transportation Improvement Board gave the city more than \$1 million to fix Second Avenue.

The money will be used to restructure First Avenue to Second Avenue and Second Street to Fifth Street.

You can expect to see pavement repairs and safety improvements in 2015.

## State awards \$4 million to Federal Way for South 352nd Street extension

January 1, 2015

The Washington state Transportation Improvement Board recently awarded 73 street and sidewalk improvement grants to local agencies totaling \$95.2 million.

This includes \$4 million that was awarded to Federal Way for the South 352nd Street extension project, from Enchanted Parkway to Pacific Highway South.

When completed, the \$5.6 million South 352nd Street project will connect two main thoroughfares in Federal Way. It is expected to include a three-lane road with a two-way left-turn lane and bike lanes. A traffic signal is planned at the South 352nd Street and Pacific Highway intersection.

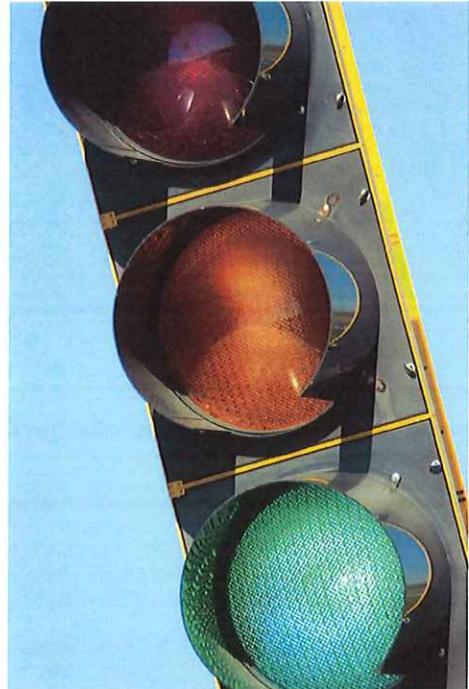
The intersection at South 352nd Street and Enchanted Parkway South will be widened to accommodate a right-hand turn lane. Curbing, gutters, sidewalks and planter strips will be added. Utilities will be adjusted and relocated.

The grant funding comes from the revenue generated by three cents of the statewide gas tax dedicated by the Legislature for local agency grants. The Transportation Improvement Board funds street and sidewalk construction and preservation in all 281 incorporated cities and those counties with arterial roads inside the federal urban boundary.

Urban projects support state transportation policy priorities of safety, sustaining growth and development, mobility and physical condition. Small city projects restore the condition of streets and seek to extend ADA accessible sidewalks throughout the central business district and out to generators of pedestrian travel. The board has a total of 344 active grant projects statewide and more than 150 currently under construction.

The Legislature created the board to make and manage state investment in quality local transportation projects. Project funding is awarded on a competitive basis.

For more information, visit [www.tib.wa.gov](http://www.tib.wa.gov).



**When completed, the South 352nd Street extension project will connect two main thoroughfares in Federal Way. It will include a three-lane road with a two-way left-turn lane and bike lanes, and a traffic signal is planned at the South 352nd Street and Pacific Highway intersection.**

# REPORTER

COVINGTON | MAPLE VALLEY | BLACK DIAMOND

## **Black Diamond council accepts grant to repair Roberts Drive**

January 2, 2015

Reconstruction of Roberts Drive will begin soon, after the Black Diamond City Council accepted a \$792,000 grant on Dec. 18 from the State Transportation Improvement Board to put toward the project.

The street upgrade and transformation will be from Sunny Lane to Lynch Lane. This project is being combined with the current Roberts Drive Reconstruction project at Rock Creek, where the Transportation Improvement Board had already committed a \$474,300 grant. That brings the total TIB funds awarded to the city over the past two years to more than \$1.26 million. The total combined project budget is more than \$1.45 million, with a local much of \$141,000 from real estate excise tax and \$46,000 from developer YarrowBay.

The city of Black Diamond will contribute \$6,700 of match for the first grant and \$88,000 of match for the second, for a total city cash contribution of \$94,700, according to Seth Boettcher, Black Diamond Public Works Director. These funds will come from REET, which can be spent of capital improvement projects. Boettcher said the city added a contingency to the first project of \$47,000 of additional REET funds, meaning the city could spend as much as \$141,700.

City staff say these projects will improve the Rock Creek Bridge, create a pedestrian walkway across the south side of the bridge, install a sidewalk on the south side of Roberts Drive from the bridge to Lynch Lane, install pedestrian lighting, overlay the existing roadway, install stormwater improvements and provide shoulder improvements.

Various forms of this project have been in the works for at least six years, according to Boettcher. He said the shoulders of the road are continual maintenance problems and that adding curbs and sidewalks provide better pedestrian safety.

"We're trying to get it up to a more urban standard than a rural road," he said.

Mayor Carol Benson, who is also part of the city's Public Works Committee, has directed staff to expedite this project.

"We would like to move this newly funded project forward as quickly as possible so that we can combine the engineering, bid and construction effort with the Roberts Drive Reconstruction project at Rock Creek for more efficient use of funds," Benson said in a press release. "Completing the two projects together will save administration and engineering costs and be more attractive to bidders."

## **More lights and more savings in Palouse**

January 10, 2015

By Anthony Kuipers

For the last several years, the city of Palouse cut off half of its streetlights to save money on a tight budget.

This year, they turned on all of their lights, and the result was still a lower electricity bill. Thanks to last summer's project with Avista to replace nearly 150 of the city's street lights with new energy-efficient LED bulbs, the city has seen a significant drop in energy costs.

Avista crews replaced all of the city-owned decorative lights downtown as well as the streetlights it rents to Palouse.

Mayor Michael Echanove said Palouse's bill in October, when all of the city-owned lights on Main Street were turned on, totaled \$190. That's \$100 less than the bill in October 2013, when only half the old lights were turned on, he said.

This past December, the bill jumped to \$274 after the city turned on its Christmas decorative lights. That December cost was still about \$100 less than the year before.

Echanove is looking forward to these numbers adding up to greater long-term savings.

"(Multiply) that by 12 times a year and times that by 20 to 30 years and you see quite a sum of money," he said.

That money the city saves will be added to Palouse's street maintenance fund so the city can have more money to spend on projects like removing snow and patching potholes.

"We want to put it right back into our streets," he said.

Palouse is one of six pilot cities in Washington chosen by the state Transportation Improvement Board to test the new lights and the only one in southeastern 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 economic benefits of such lighting systems. It cost TIB and Avista more than \$250,000, but is free to the city. 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.

The new lights are supposed to be brighter, last three times longer and are 45 percent more energy efficient than the current lights. Echanove said the lights are supposed to last about 20 years before they need to be replaced.

He said the lights have generated positive feedback from the community, and he's impressed by how they have cut down on light pollution.

"Really the skies are darker, and the lights are more focused coming down," Echanove said.

He said he's already has seen plenty of evidence to call it a "very successful program."

In July, Avista's regional business manager Paul Kimmell, told the Daily News they will evaluate the lights during the next several years, as well as take public comment.



## Annual Assessment January 23, 2015

### BACKGROUND

In 2013, the board adopted TIB's ten-year strategic plan. The plan aligns program and administrative goals with the agency's charter outlined in RCW 47.26.084. It also reflects TIB's mission and core values, as well as the State Transportation Policy Goals. When the plan was adopted, it was determined that a performance assessment would be brought before the board on an annual basis. This is done through two documents:

- The *annual assessment scorecard* is incorporated into the TIB dashboard and displays measures charting ongoing progress toward strategic plan targets.
- The *annual assessment report* is a document presented to the board that analyzes progress towards measures and agency accomplishments and issues.

### STATUS

Annual assessment scorecard measures were updated based on:

- November 2014 project selection;
- Fund balance as of December 1, 2014;
- Active projects during 2014; and
- Performance metrics for the 2014 calendar year.

The report outlines that overall, TIB's financials and program performance is strong. The scorecard can be accessed at [www.tib.wa.gov/TIBDashboard/](http://www.tib.wa.gov/TIBDashboard/) and the annual assessment report can be found on pages 34-36.

### RECOMMENDATION

For information only, with no action required.



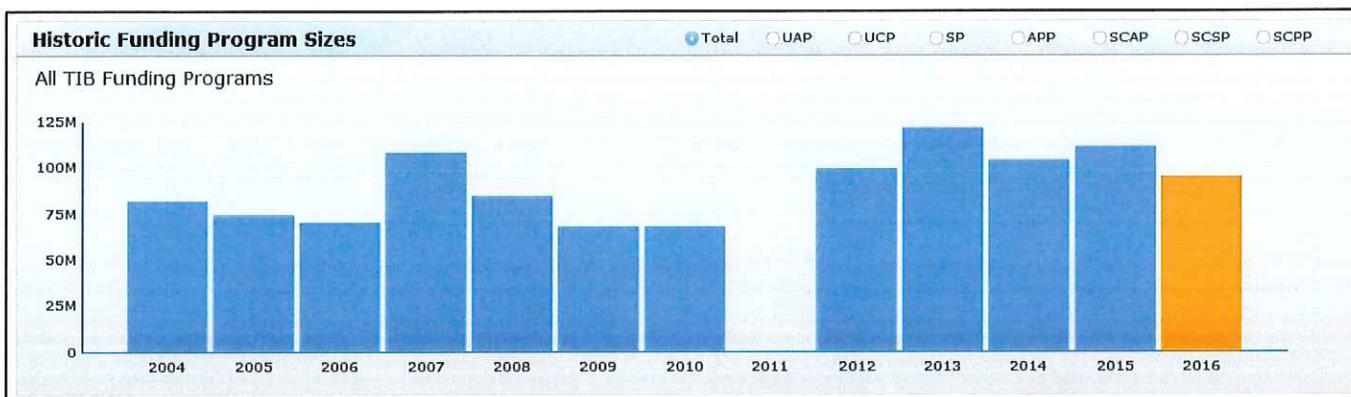
## Annual Assessment

January 23, 2015

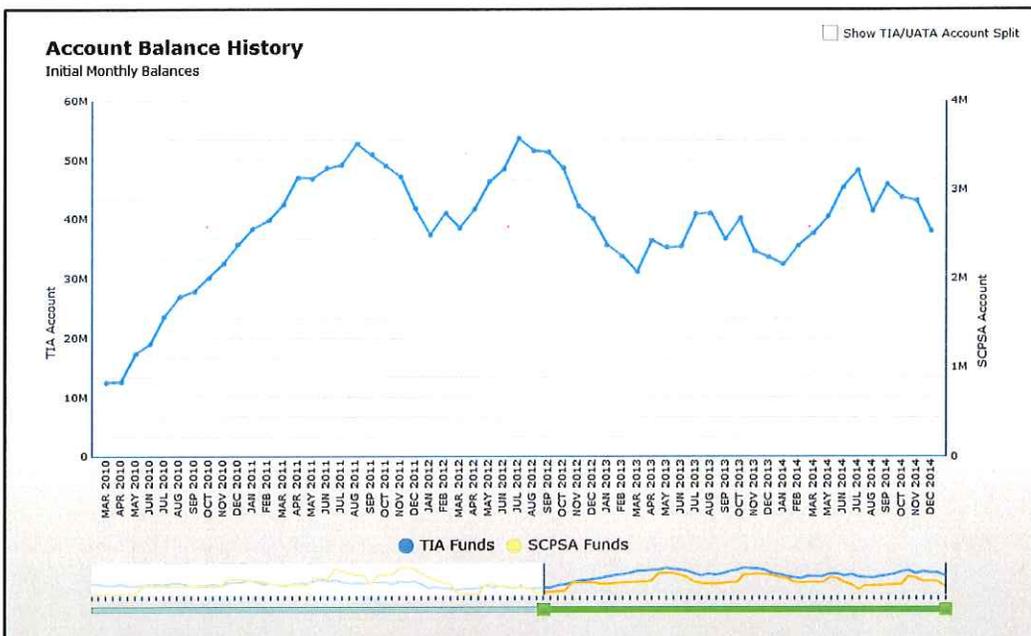
### FINANCIAL HEALTH

TIB's financial health remains stable. In November 2014, TIB granted \$95.2 million to local agencies through the following programs:

- Urban Arterial Program (UAP)
- Urban Sidewalk Program (SP)
- Small City Arterial Program (SCAP)
- Small City Sidewalk Program (SCSP)



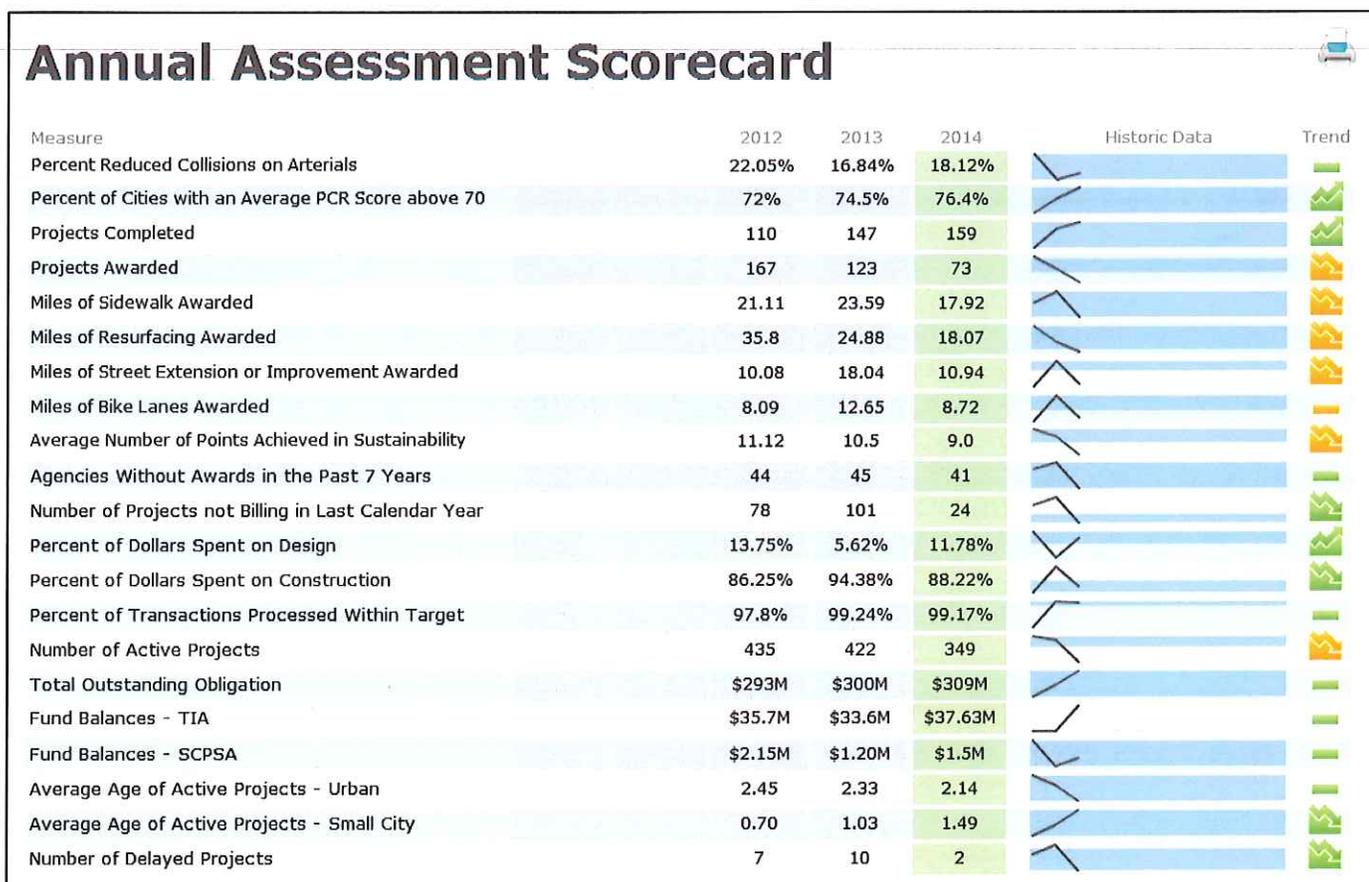
Preservation programs were not offered for the 2014 award cycle (FY 2016 in graph above). The Arterial Preservation Program is primarily funded by appropriations from the Highway Safety Account (HSA) and the Small City Preservation Program is supplemented by the HSA. Due to statewide transportation budget pressures, these funds were deemed to be at risk for the 2015-2017 biennium.



Since 2010 (FY 2012), more funds were allocated to grant programs to counteract a rising fund balance for the Transportation Improvement Account (TIA). At the end of 2014, TIA fund balance was \$37.63 million; much lower than the highest account balance of \$53 million in August 2011. Staff continues to monitor the TIA fund balance to ensure it remains between a target level of \$20 to \$40 million.

## KEY PROCESS INDICATORS

For the 2014 annual assessment, the TIB Dashboard was augmented with a scorecard to help evaluate agency performance on an annual basis. This dashboard page displays approximately 20 metrics that derive from strategic plan goals and objectives. Measures for the past three years are now visible and as more annual data are collected, the scorecard is updated.



**Green indicators:** Many scorecard measures are within target. Measures worth highlighting are below.

- *Percent of cities with an average PCR score above 70.* The percent of small cities with a PCR above 70 continues to climb, reaching 76% in 2014.
- *Number of delayed projects.* There are only two delayed projects in TIB’s inventory, down from 10 one year ago.

**Yellow indicators:** Seven of the 21 targets are yellow, which indicates that monitoring may be necessary. Many of these measures are yellow because preservation programs (the Small City Preservation Program and Arterial Preservation Program) were not included in the 2014 call for projects due to revenue uncertainty.

- *Projects awarded.* This number is lower than previous years because preservation programs were not included in the most recent call for projects.
- *Miles of sidewalk awarded.* This measure only includes streets that did not previously have sidewalk; in some cases TIB awarded grants to projects that will rebuild sidewalk. During the 2014 awards, several agencies requested a sidewalk deviation. TIB encourages agencies to ask for a deviation where it makes sense.
- *Miles of resurfacing awarded.* This number is lower than previous years because preservation programs were not included in the most recent call for projects.
- *Miles of street extension or improvement awarded.* The 2014 measure appears to be normal variation. Staff will continue to monitor future measures to assure there is no unintended policy decision that is driving the trend line down overtime.

- *Miles of bike lane awarded.* This measure only includes streets that did not previously have bike lane; in some cases TIB awarded grants to projects that will rebuild bike lane. The 2014 measure appears to be normal variation, but staff will continue to monitor to make sure there is no unintended policy direction that is driving the trend line down over time.
- *Average number of points achieved in sustainability.* TIB sustainability criteria evaluate if agencies are using sustainable design and well-tested, reliable techniques that have a strong track record. Because sustainability construction methods are constantly evolving, this category requires continual evaluation. As new practices become standard, it's expected that the average number of points achieved in this category will increase. Once criteria are updated, it's expected that the average number of points will fall. Because criteria were updated in 2014, the trend we see displayed is this measure is performing as expected.
- *Number of active projects.* This number is lower than previous years because preservation programs were not included in the most recent call for projects.

TIB continues to refine measures and targets for growth and development.

### KEY ACCOMPLISHMENTS

TIB recent achievements include:

- **Completed small city streetlight retrofit demonstration project.** More than 1,900 high pressure sodium lights were replaced with new LED technology in six small cities throughout the state. 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.
- **Updated Sustainability criteria implemented for the Urban Arterial Program.** Sustainability criteria was initially introduced in 2007 in order to incentivize agencies to think about incorporating modal options and more environmentally-friendly design elements into projects. Criteria were updated in 2014 in order to incentivize projects that support sustainable design and construction, driven by up-to-date sustainability criteria.
- **Small city program continuous improvement.** In September 2013 the board endorsed the goal of establishing and maintaining the integrity of small city street infrastructure in a cost-effective manner by evaluating the funding and selection methodology used for small city programs. In 2014, several criteria changes were made that result in more cost-effective treatment in small cities. Additional work is being conducted to make further program enhancements in 2015.

### FUTURE ISSUES

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

In addition to fuel tax revenues, the Legislature has appropriated \$10 million from the Highway Safety Account to TIB primarily for preservation programs and the LED streetlight program. Continuation of this funding is critical in order to continue funding the Arterial Preservation Program, supplementing the Small City Preservation Program, and formalizing a LED streetlight program.



# Washington State Transportation Improvement Board Project Activity Report

Reporting Period  
From 11/01/2014 to 12/31/2014

| Project ID              | Agency           | Project Description                         | Current Phase       | Phases   | Total TIB Funds | Change in TIB Funds | Approval |
|-------------------------|------------------|---|---------------------|----------|-----------------|---------------------|----------|
| <b>APP Program</b>      |                  |   |                     |          |                 |                     |          |
| 3-P-136(001)-1          | BONNEY LAKE      | FY 2014 Arterial Preservation Project       | Audit               | CC FV AD | 401,703         | 24,388              | Director |
| 3-P-144(001)-1          | BRIER            | FY 2014 Arterial Preservation Project       | Audit               | CC FV AD | 296,395         | -102,848            | Director |
| 3-P-204(001)-1          | COVINGTON        | FY 2014 Arterial Preservation Project       | Audit               | CC FV AD | 416,988         | -18,589             | Director |
| 3-P-201(001)-1          | EDGEWOOD         | FY 2014 Arterial Preservation Project       | Audit               | FV AD    | 257,889         | 0                   | Director |
| 3-W-188(001)-1          | KELSO            | FY 2014 Arterial Preservation Project       | Audit               | CC FV AD | 471,221         | 7,242               | Director |
| 3-P-118(001)-1          | LAKE FOREST PARK | FY 2015 Arterial Preservation Project       | Audit               | CC FV AD | 290,197         | 0                   | Director |
| 3-P-112(002)-1          | NORMANDY PARK    | FY 2015 Arterial Preservation Project       | Contract Completion | CC       | 71,659          | -24,161             | Director |
| 3-W-826(002)-1          | SEQUIM           | FY 2015 Arterial Preservation Project       | Audit               | CC FV AD | 69,784          | 3,779               | Director |
| <b>Total APP Change</b> |                  |   |                     |          |                 | <b>-110,189</b>     |          |
| <b>RTP Program</b>      |                  |   |                     |          |                 |                     |          |
| 7-5-188(011)-1          | KELSO            | Holcomb Road                                | Audit               | CC FV AD | 111,589         | -17,698             | Director |
| 7-5-188(012)-1          | KELSO            | Kinnear Street and Clearview Drive          | Audit               | CC FV AD | 18,243          | -2,119              | Director |
| <b>Total RTP Change</b> |                  |   |                     |          |                 | <b>-19,817</b>      |          |
| <b>SCAP Program</b>     |                  |   |                     |          |                 |                     |          |
| 6-P-800(003)-1          | BLACK DIAMOND    | Roberts Drive                               | Withdrawn           | WD       | 0               | 0                   | Director |
| 6-W-837(013)-1          | BLAINE           | Hughes Avenue and Peace Portal Intersection | Design              | DE       | 132,692         | 0                   | Director |



# Washington State Transportation Improvement Board Project Activity Report

Reporting Period  
From 11/01/2014 to 12/31/2014

| Project ID     | Agency        | Project Description                    | Current Phase       | Phases   | Total TIB Funds | Change in TIB Funds | Approval |
|----------------|---------------|--|---------------------|----------|-----------------|---------------------|----------|
| 6-E-847(008)-1 | CASHMERE      | Aplets Way                             | Design              | DE       | 54,100          | 0                   | Director |
| 6-E-847(106)-1 | CASHMERE      | Tigner Road                            | Contract Completion | CC       | 27,270          | 0                   | Director |
| 6-W-952(003)-1 | CASTLE ROCK   | Front Avenue NW                        | Audit               | CC FV AD | 395,801         | 18,926              | Director |
| 6-W-952(004)-1 | CASTLE ROCK   | Front Avenue NW                        | Audit               | CC FV AD | 351,000         | 0                   | Director |
| 6-E-878(105)-1 | COULEE DAM    | Lower Crest Drive                      | Audit               | CC FV AD | 35,539          | -4,625              | Director |
| 6-P-818(005)-1 | DARRINGTON    | Fir Street                             | Audit               | CC FV AD | 669,083         | -4,402              | Director |
| 6-E-894(112)-1 | DEER PARK     | N Main Street                          | Bid Award           | BA       | 38,322          | 0                   | Director |
| 6-E-849(104)-1 | ENTIAT        | Entiat Pedestrian & Bicycle Facilities | Design              | DE       | 9,191           | 0                   | Director |
| 6-W-838(006)-1 | EVERSON       | Kirsch Drive                           | Design              | DE       | 74,700          | 0                   | Director |
| 6-W-838(107)-1 | EVERSON       | Lincoln Street Improvements, Phase 2   | Design              | DE       | 17,909          | 0                   | Director |
| 6-W-831(004)-1 | FRIDAY HARBOR | Tucker Avenue                          | Design              | DE       | 92,308          | 0                   | Director |
| 6-P-820(007)-1 | GRANITE FALLS | S Granite Avenue                       | Design              | DE       | 51,870          | 0                   | Director |
| 6-W-969(003)-1 | ILWACO        | Elizabeth Avenue                       | Audit               | CC FV AD | 548,589         | 1,268               | Director |
| 6-E-889(001)-1 | IONE          | Houghton Street                        | Audit               | CC FV AD | 578,068         | 127,269             | Director |
| 6-E-903(102)-1 | KETTLE FALLS  | Meyers Street                          | Audit               | CC FV AD | 56,097          | 0                   | Director |
| 6-W-828(006)-1 | LANGLEY       | 2nd Street                             | Audit               | FV AD    | 750,000         | 0                   | Director |
| 6-E-942(003)-1 | MABTON        | B Street                               | Design              | DE       | 140,400         | 0                   | Director |
| 6-E-915(B04)-1 | OAKESDALE     | Steptoe Street Bridge                  | Audit               | CC FV AD | 148,780         | -12,462             | Director |



# Washington State Transportation Improvement Board Project Activity Report

Reporting Period  
From 11/01/2014 to 12/31/2014

| Project ID               | Agency     | Project Description                                   | Current Phase | Phases   | Total TIB Funds | Change in TIB Funds | Approval |
|--------------------------|------------|---|---------------|----------|-----------------|---------------------|----------|
| 6-E-872(107)-1           | ODESSA     | 5th Avenue  | Bid Award     | BA       | 44,298          | -229                | Director |
| 6-W-971(008)-1           | RAYMOND    | Commercial Street                                     | Withdrawn     | WD       | 0               | 0                   | Director |
| 6-E-873(006)-1           | REARDAN    | Aspen Street  | Design        | DE       | 51,395          | 0                   | Director |
| 6-E-845(004)-1           | RITZVILLE  | Division/Bauman/Smitty's Intersection & Smitty's Blvd | Audit         | CC FV AD | 605,540         | 19,973              | Director |
| 6-E-845(005)-1           | RITZVILLE  | First Avenue (Phase II)                               | Audit         | CC FV AD | 756,978         | -11,265             | Director |
| 6-W-972(007)-1           | SOUTH BEND | Cedar Street  | Audit         | CC FV AD | 749,531         | -15,026             | Director |
| 6-E-874(005)-1           | SPRAGUE    | First Street  | Bid Award     | BA       | 323,141         | -16,059             | Director |
| 6-E-918(005)-1           | ST. JOHN   | Park Avenue Phase II                                  | Design        | DE       | 60,000          | 0                   | Director |
| 6-P-824(011)-1           | SULTAN     | Date Avenue   | Design        | DE       | 28,215          | 0                   | Director |
| 6-E-919(005)-1           | TEKOA      | Warren Street   | Audit         | FV AD    | 718,000         | 0                   | Director |
| 6-E-945(003)-1           | TIETON     | Summitview Road                                       | Design        | DE       | 0               | 0                   | Director |
| 6-E-947(012)-1           | ZILLAHA    | Second Avenue & 5th Street                            | Design        | DE       | 102,354         | 0                   | Director |
| <b>Total SCAP Change</b> |            |   |               |          | <b>103,368</b>  |                     |          |
| <b>SCPP Program</b>      |            |   |               |          |                 |                     |          |
| 2-E-909(002)-1           | ENDICOTT   | FY 2015 Seal Coat Project                             | Audit         | CC FV AD | 12,109          | -12,560             | Director |
| 2-W-969(001)-1           | ILWACO     | FY 2012 Overlay Project                               | Audit         | CC FV AD | 131,610         | -19,082             | Director |
| 2-W-969(002)-1           | ILWACO     | FY 2013 Sidewalk Maintenance Project                  | Audit         | CC FV AD | 107,902         | 5,003               | Director |



# Washington State Transportation Improvement Board Project Activity Report

Reporting Period  
From 11/01/2014 to 12/31/2014

| Project ID                | Agency        | Project Description                              | Current Phase       | Phases   | Total TIB Funds | Change in TIB Funds | Approval |
|---------------------------|---------------|--|---------------------|----------|-----------------|---------------------|----------|
| 2-E-897(002)-1            | MEDICAL LAKE  | 2013 WSDOT Chip Seal Project                     | Contract Completion | CC       | 197,458         | -11,180             | Director |
| 2-E-929(001)-1            | POMEROY       | FY 2015 Overlay Project                          | Audit               | CC FV AD | 116,779         | -20,863             | Director |
| 2-E-906(002)-1            | SPRINGDALE    | FY 2012 Overlay Project                          | Audit               | CC FV AD | 215,476         | 0                   | Director |
| 2-E-906(003)-1            | SPRINGDALE    | FY 2014 Red Town Project                         | Audit               | CC FV AD | 300,000         | 0                   | Director |
| 2-E-886(001)-1            | TWISP         | FY 2014 Overlay Project                          | Audit               | CC FV AD | 53,153          | -4,879              | Director |
| 2-E-886(002)-1            | TWISP         | FY 2014 Red Town Project                         | Audit               | CC FV AD | 319,959         | -8,667              | Director |
| <b>Total SCLPP Change</b> |               |  |                     |          | <b>-72,228</b>  |                     |          |
| <b>SP Program</b>         |               |  |                     |          |                 |                     |          |
| P-E-868(P01)-1            | ALMIRA        | Main Street                                      | Design              | DE       | 7,018           | 0                   | Director |
| P-P-800(P05)-1            | BLACK DIAMOND | Lawson Street                                    | Audit               | CC FV AD | 269,199         | 12,851              | Director |
| P-W-837(P08)-1            | BLAINE        | H Street   | Audit               | FV AD    | 87,430          | 0                   | Director |
| P-P-136(P03)-1            | BONNEY LAKE   | SR 410   | Bid Award           | BA       | 665,000         | 0                   | Director |
| P-E-004(P01)-1            | CHELAN COUNTY | Penny Road                                       | Audit               | FV AD    | 335,580         | 0                   | Director |
| P-E-901(P01)-1            | CHEWELAH      | E Lincoln Avenue                                 | Audit               | CC FV AD | 142,582         | 7,683               | Director |
| P-P-802(P02)-1            | DUVALL        | NE Cherry Valley Road & Main Street NE (SR 203)  | Audit               | FV AD    | 400,000         | 0                   | Director |
| P-E-879(P01)-1            | ELMER CITY    | Front Street, Williams Street, and Seaton Avenue | Design              | DE       | 26,000          | 0                   | Director |
| P-E-858(P01)-1            | GEORGE        | W Montmrency Boulevard                           | Audit               | CC FV AD | 111,340         | -789                | Director |



# Washington State Transportation Improvement Board Project Activity Report

Reporting Period  
From 11/01/2014 to 12/31/2014

| Project ID             | Agency        | Project Description  | Current Phase       | Phases   | Total TIB Funds | Change in TIB Funds | Approval |
|------------------------|---------------|--|---------------------|----------|-----------------|---------------------|----------|
| P-P-819(P03)-1         | GOLD BAR      | 5th Street   | Design              | DE       | 24,506          | 0                   | Director |
| P-P-820(P02)-1         | GRANITE FALLS | N Alder Avenue   | Audit               | CC FV AD | 142,997         | -5,538              | Director |
| P-W-953(P07)-1         | KALAMA        | Elm Street   | Audit               | FV AD    | 81,722          | 0                   | Director |
| P-E-931(P03)-1         | KITTITAS      | Patrick Avenue   | Design              | DE       | 29,115          | 0                   | Director |
| P-W-834(P01)-1         | LA CONNER     | N 3rd Street   | Design              | DE       | 0               | 0                   | Director |
| P-E-166(P02)-1         | MILLWOOD      | Buckeye Avenue   | Contract Completion | CC       | 250,608         | 10,406              | Director |
| P-E-162(P02)-1         | MOSES LAKE    | Stratford Road   | Design              | DE       | 20,217          | 0                   | Director |
| P-E-987(P03)-1         | OMAK          | 1st Avenue W; Cedar Street S; Central Avenue W; Omak Avenue (SR 155) | Design              | DE       | 38,790          | 0                   | Director |
| P-P-027(P05)-1         | PIERCE COUNTY | Park Avenue S  | Design              | DE       | 59,465          | 0                   | Director |
| P-W-971(P01)-1         | RAYMOND       | US 101 and Fowler Street   | Withdrawn           | WD       | 0               | 0                   | Director |
| P-E-874(P03)-1         | SPRAGUE       | C Street/D Street  | Audit               | CC FV AD | 112,187         | 1,771               | Director |
| P-E-938(P01)-1         | WAITSBURG     | Main Street  | Audit               | FV AD    | 186,705         | 0                   | Director |
| P-P-816(P01)-1         | WILKESON      | SR 165   | Design              | DE       | 0               | 0                   | Director |
| <b>Total SP Change</b> |               |  |                     |          | <b>26,384</b>   |                     |          |
| <b>UAP Program</b>     |               |  |                     |          |                 |                     |          |
| 8-5-948(005)-1         | BATTLE GROUND | S Parkway Avenue   | Design              | DE       | 0               | 0                   | Director |
| 8-1-125(002)-1         | BURIEN        | 1st Avenue South   | Audit               | CC FV AD | 3,855,627       | -251,601            | Director |



# Washington State Transportation Improvement Board Project Activity Report

Reporting Period  
From 11/01/2014 to 12/31/2014

| Project ID              | Agency             | Project Description                       | Current Phase | Phases   | Total TIB Funds | Change in TIB Funds | Approval |
|-------------------------|--------------------|---|---------------|----------|-----------------|---------------------|----------|
| 8-5-006(037)-1          | CLARK COUNTY       | NE 88th Street                            | Audit         | FV AD    | 3,224,477       | 0                   | Director |
| 8-5-006(038)-1          | CLARK COUNTY       | NE 10th Avenue                            | Audit         | FV AD    | 1,538,247       | 0                   | Director |
| 8-4-177(006)-1          | COLLEGE PLACE      | College Avenue & Rose Street              | Construction  | CN       | 0               | 0                   | Director |
| 8-3-161(008)-1          | EAST WENATCHEE     | Eastmont Avenue                           | Audit         | CC FV AD | 4,097,458       | -342,529            | Director |
| 8-2-985(008)-1          | FERNDALE           | Washington Street                         | Design        | DE       | 31,200          | 0                   | Director |
| 8-2-018(007)-1          | KITSAP COUNTY      | NW Bucklin Hill Road                      | Construction  | CN       | 0               | 0                   | Director |
| 8-3-988(001)-1          | LIBERTY LAKE       | Appleway Avenue                           | Bid Award     | CN BA    | 989,264         | -332,478            | Director |
| 8-1-205(003)-1          | MAPLE VALLEY       | Witte Road SE                             | Construction  | DE CN    | 0               | 0                   | Director |
| 8-3-863(004)-1          | QUINCY             | Division Street E                         | Audit         | CC FV AD | 905,282         | 2,793               | Director |
| 8-1-101(157)-1          | SEATTLE            | 23rd Avenue                               | Construction  | CN       | 390,239         | 0                   | Director |
| 8-3-032(067)-1          | SPOKANE COUNTY     | Market Street                             | Design        | DE       | 267,985         | 0                   | Director |
| 8-1-128(093)-1          | TACOMA             | Port of Tacoma Road                       | Design        | DE       | 0               | 0                   | Director |
| 8-5-184(037)-1          | VANCOUVER          | Columbia Way; Esther Street; Grant Street | Bid Award     | BA       | 2,261,994       | -430,006            | Director |
| 8-4-176(021)-1          | WALLA WALLA        | Myra Road                                 | Audit         | FV AD    | 1,969,092       | 0                   | Director |
| 8-4-036(017)-1          | WALLA WALLA COUNTY | Taumanson Road                            | Bid Award     | BA       | 2,448,565       | -113,191            | Director |
| 8-4-946(002)-1          | WAPATO             | Trader Street                             | Design        | DE       | 50,760          | 0                   | Director |
| <b>Total UAP Change</b> |                    |   |               |          |                 | <b>-1,467,012</b>   |          |



# Washington State Transportation Improvement Board Project Activity Report

Reporting Period  
From 11/01/2014 to 12/31/2014

| Project ID              | Agency        | Project Description   | Current Phase | Phases | Total TIB Funds   | Change in TIB Funds | Approval |
|-------------------------|---------------|-----------------------|---------------|--------|-------------------|---------------------|----------|
| <b>UCP Program</b>      |               |                       |               |        |                   |                     |          |
| 9-P-027(013)-1          | PIERCE COUNTY | Stewart Road (Summer) | Audit         | FV AD  | 4,085,813         | 0                   | Director |
| 9-P-107(011)-1          | REDMOND       | NE Union Hill Road    | Construction  | CN     | 871,881           | 0                   | Director |
| 9-P-128(018)-1          | TACOMA        | South Tacoma Way      | Construction  | CN     | 196,500           | 0                   | Director |
| <b>Total UCP Change</b> |               |                       |               |        | <b>0</b>          |                     |          |
| <b>Total Change</b>     |               |                       |               |        | <b>-1,539,493</b> |                     |          |

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



**Citizen Request**  
**City of Ellensburg – Third Avenue**  
January 23, 2015

**BACKGROUND**

The City of Ellensburg's Third Avenue project was funded out of the Urban Arterial Program (UAP) in the FY 2015 priority array as a Mobility project. The project is currently in design phase with plans to go to construction in the summer of 2015.

The proposed project will extend 3<sup>rd</sup> Avenue approximately 1000' further east to Pfenning Road, which is a north-south county collector roadway. The roadway extension would be constructed within the existing 80' road right-of-way. The project will also rehabilitate and widen the existing east 700' of 3rd Avenue (immediately adjacent to the Ellensburg School District Bus Barn).

Ellensburg School District will donate additional easement to allow for the construction of a 14' wide multi-use pathway offset from the roadway for increased safety and functionality.

The typical road section will consist of a 6' sidewalk on the north, a 44' road section, and a 14' multi-use pathway on the south. The roadway will include on street parking strips as well as left-turn pockets. The overall project will also include street illumination, a stormwater system, and pedestrian crossing treatments.

A traffic analysis report completed while school was in session and dated July 31<sup>st</sup>, 2014 estimates the traffic volume on Third Avenue increasing from 700 ADT for westbound traffic to 825 ADT and from 625 ADT for eastbound traffic to 875 ADT.

The City of Ellensburg held an Open House for the project on November 6, 2014 (see attached for Q&A sheet from the meeting).

**STATUS**

We have a citizen of the city that would like to request the board to terminate the grant for the project.





# CITY OF ELLENSBURG

Engineering Dept.  
501 N. Anderson St., Ellensburg, WA 98926  
(509) 962-7230

## Question and Answer

### From the 3<sup>rd</sup> Avenue Extension Open House - November 6, 2014

Q1: Why is this project moving forward now? Is it because of the previous plan to construct a new middle school?

A1: The 3<sup>rd</sup> Avenue Extension Project has been in planning for many years. Following is a summary of activity relating to project development that began in 1975 and has continued to current time. Receipt of Transportation Improvement Board Funding has allowed the project to move to construction.

- The project is included on plan titled 'Community Arterial and Street Plan', dated April 24<sup>th</sup>, 1975.
- June 1983, the "Valley View" property was annexed into the City of Ellensburg, and Right of Way for the future 3<sup>rd</sup> Ave. was dedicated at that time.
- The project was included in the City's first Comprehensive plan developed under the Urban Growth Act in 1995, and has been included in subsequent Comprehensive plan updates.
- July of 2013, City of Ellensburg staff met with Greg Armstrong of the Washington State Transportation Improvement Board (TIB) in Ellensburg to look at several potential projects included in the City's plan, including the 3<sup>rd</sup> Ave. Extension, Helena Ave. Improvements, Willow St. Improvements, Capitol Ave. Improvements, and Alder St. Overlay. The 3<sup>rd</sup> Avenue Extension Project was identified by the TIB staff as the project most fundable through their grant program.
- Aug. of 2013, submitted the 3<sup>rd</sup> Ave. Extension project for funding to the TIB.
- Nov. 2013, received notification of receiving grant funds through the TIB.

Q2: Is there planned development within the UGA and proposed annexation east of the existing 3<sup>rd</sup> Ave terminus?

A2: The City has no knowledge of planned developments within the Urban Growth Area (UGA) on the adjacent undeveloped parcels. There have been no discussions or submittals/permit applications for development within the immediate vicinity of this project.

Q3: Why is funding being dedicated to this project?

A3: The project was submitted to the Washington State Transportation Improvement Board (TIB) for grant funding. There are four classes of grant funding offered through the TIB that include: Safety, Mobility, Growth and Development, and Physical Condition. The project was evaluated by the TIB Engineers and awarded funding from the Mobility program, due to the mobility improvements associated with the project that include improved access to Valley View Elementary and Ellensburg High School, and the increased safety associated with the multi-use pathway for the pedestrian and bicycle

modes of traffic. Rating and funding criteria are determined by the TIB. Further questions on this criteria can be forwarded to the Washington State TIB.

Q4: What is the purpose of this project?

A4: The project meets many goals and policies stated in the current Comprehensive Plan that include :

- Maintain interconnectedness and high levels of access to the Central Commercial zones.
- Encourage other transportation modes, such as bicycling and walking.
- Increase pedestrian safety along arterial streets.
  - Improve known accident locations as well as high-risk locations for pedestrians, bicycles, and motorists especially for the young and aging.
  - Help create safe routes for schools.
- Increase separation of pedestrians from traveled ways.
- Link trails with schools.
- Maintain a ¼ mile connection for auto circulation between arterials/collectors.
- Comply with the 'Existing and Future Arterial/Collectors' map which shows the extension of 3<sup>rd</sup> Ave to Pfenning Road.

The project will also:

- Improve emergency response to the area.
- Alleviate heavy pedestrian and vehicle traffic congestion at Valley View Elementary School.
- Increase arterial/collector road network interconnectedness.
- Better distribute existing traffic between 3<sup>rd</sup> Ave and Capitol Ave at peak times, reducing the East/West traffic burden on Capitol Ave.

Q5: The existing 3<sup>rd</sup> Ave west of Chestnut is narrow. Why is the proposed extension wider than the existing road?

A5: Road widths (curb to curb) are as follows:

- 3<sup>rd</sup> Ave extension – proposed at 44'
- 3<sup>rd</sup> Ave existing east of Alder – 35' to 40'
- 3<sup>rd</sup> Ave existing Alder to Anderson – 30'

The City Street Standard for a collector road was 44' wide at the time of grant submittal. The extension has 10' wide parallel parking on both sides of the travel lanes. The existing road has variable parallel parking widths east of Alder and a 6' wide snow removal area from Alder to Anderson. For comparison, road widths for other collector streets are as follows:

- Manitoba – 35'
- Ruby – 42'

The traveled lanes are consistently 12' wide throughout 3<sup>rd</sup> Ave and the extension.

Q6: How are the following safety issues from increased traffic on 3<sup>rd</sup> Ave. addressed?

- High pedestrian use.
- Short sight distance on hill west of Alder.
- Speeding.
- Increased traffic from Chestnut to Valley View Elementary.
- Backing out of angle parking spaces adjacent to school district property.

A6: The focus of the project is to increase safety through pedestrian/vehicle separation and reducing congestion. The City's engineering consultant will be evaluating practical traffic calming methods for the site. The following methods may be employed to increase safety:

- Look into installing rapidly repeating flashing pedestrian crossings (currently used on University Way, near the former bowling alley). Potential locations are being evaluated by the consultant.
- Installing a 14' wide offset multi-use pathway, separated from vehicle traffic with a planting strip. Installing a 6' wide sidewalk, separated from vehicle traffic with a planting strip where space allows.

Q7: This project does not meet the definition of urban collector since it will have too many stop signs and creates bottlenecks at the Pfenning junction and west of the project site as the road width narrows.

A7: City Street Standards state that "collector streets should not generally be encumbered with stop signs." The distance from Pfenning to Chestnut on 3<sup>rd</sup> Ave is 4,700 ft. One or two stop signs on this section of road would not remove it from the collector definition.

The existing 3<sup>rd</sup> Ave meets collector street standards for right-of-way width and average daily traffic. Projected traffic levels post-project will keep the street in the collector classification.

The existing street width of 3<sup>rd</sup> Ave is below the current collector street standard for face of curb to face of curb width of 38' from Alder to Anderson. However, there is adequate width within this roadway section to provide the required 12 foot driving lanes by elimination or restricting parking. Pfenning Rd also has lane widths of 12'. No bottlenecks are anticipated from the proposed project since lane widths are consistent with collector street standards.

Q8: Can't better uses be found for this money?

A8: This project has been in the comprehensive plan for 19 years. City staff was encouraged to apply for TIB funding for this project as indicated in Question 1 because it ranks highly for grant funding. The grant cannot be applied to another project.

Q9: Isn't this project converting a residential street to a highway? This is similar to what was done with Water Street.

A9: No street widening work is proposed west of the bus barns. Water St is classified as minor arterial south of 15<sup>th</sup> and a collector north of 15<sup>th</sup>. The 3<sup>rd</sup> Ave extension will be built to a similar standard with 12' wide lanes and parking (see Question 5). A multi-use pathway will be constructed instead of bike lanes.

Q10: Is any work planned west of the project?

A10: There are no plans to alter 3<sup>rd</sup> Ave. west of the extension project. As part of the effort to mitigate traffic impacts, some traffic calming measures may be employed west of the project (see Question 6).

- Q11: Can the speed limit from Chestnut to Pfenning be reduced to 20 MPH? If not, then University Way should be brought up to 25 MPH so that the 3<sup>rd</sup> Ave extension is not seen as a new urban arterial for downtown access.
- A11: The 20 MPH school zone limits on 3<sup>rd</sup> Ave will remain from Maple to Valley View and will extend to Pfenning. The extension of 3<sup>rd</sup> Ave. to Pfenning Road will likely require the extension of the 20 MPH school zone to the North on Pfenning Road. Currently the school zone ends near 3<sup>rd</sup> Ave. It is anticipated the school zone will be extending north on Pfenning Road to near the John Wayne Trail / canal crossing of Pfenning Road.
- Q12: What is the City doing about the existing sidewalks that are in poor condition?
- A12: The City attempts to address maintenance of residential sidewalks through its residential sidewalk program as funding allows. Sidewalks on commercial lots are maintained by the property owner.
- Q13: Is it safe to place parallel parking on the north side of the 3<sup>rd</sup> Ave extension? It seems that sidewalks are far removed from cross walks and children may be prone to crossing the street to access the fields to the south without checking for traffic. There are already pedestrian safety issues with parking along Pfenning to access the school yard.
- A13: Safety and mobility are the primary goals of this project. This issue will be addressed as detailed in Question 6. The project will include striped and marked crosswalks at Pfenning Road and at the Valley View Entrance. As stated above, the project may include pedestrian push button activated flashing lights.
- Q14: Won't traffic significantly increase along 3<sup>rd</sup> Ave from Chestnut to its existing terminus?
- A14: A traffic study showed that traffic on 3<sup>rd</sup> Ave east of Chestnut may increase by approximately 400 cars per day, from the current estimate of 1325. This additional traffic level is within the allowed traffic for a collector road. It is anticipated that the extension of 3<sup>rd</sup> Ave will create alternate traffic routes during high use periods, primarily school drop-off and pick-up. This will alleviate congestion at the school and along 3<sup>rd</sup> Ave west of the school.
- Q15: Will this project require a SEPA to be submitted?
- A15: Yes, a SEPA will be submitted on December 1st, 2014. The public will have 21 days to review the project following SEPA submission. Comments can be made during this time for the reviewing agency (City of Ellensburg, Community Development Department 509-925-8608).
- Q16: The project will not meet sight distance requirements at the intersection of Pfenning Road.
- A16: The City of Ellensburg has contracted with Erlandsen Engineering for the design of the project. The intersection of 3<sup>rd</sup> Ave. and Pfenning Road will be a stop controlled intersection, with a stop sign for eastbound traffic at Pfenning Road. The engineer will design and certify that all design requirements, including sight distance will meet or exceed applicable standards.



## Termination of Construction Phase Funding City of Zillah – Vintage Valley Parkway

January 23, 2015

### BACKGROUND

The City of Zillah's Vintage Valley Parkway project is a combination of two projects. Project #1, a TIB project, rehabilitates the current commercial district and extends the existing roadway; and project #2 extends the roadway from the first project nearly two miles west to Buena Road.

Project #1 is funded with TIB funds (\$1,046,064), Federal Surface Transportation Program funds (STP) (\$67,756), and local funds (\$48,475). The majority of Project #2 is expected to be funded with STP funding. In March 2013, the city received notification from the Yakima Valley Conference of Governments (YVCOG) that these projects were included on the prioritized list requesting \$5,490,520 in STP funding which they thought was reasonably expected to be available for obligation during the federal fiscal year 2013 (10/1/2012-9/30/2013).

YVCOG anticipated additional STP fund allocation based on a new policy that established obligation target dates and deadlines for each MPO/RTPO and lead county agencies. YVCOG assumed some regions would not meet their target dates and would forfeit their remaining unobligated balance to a statewide pool that could be used for other local projects that are ready to proceed.

Both projects are currently under design.

### STATUS

STP design funds were obligated in 2013 (\$537,944), and the design of both projects was started with anticipation of right of way and construction fund obligations soon after.

YVCOG did not receive the additional STP funding they anticipated through the statewide pool, therefore several priority projects originally projected to get obligated funds in 2013 will not receive funds until future years. Currently these priority projects do not appear on the financially constrained project list and it is estimated the construction STP funds for these two projects will be obligated after 2020. Project #1 will be in Stage 1 delay in 2016.

TIB staff recommended this project for funding based on both projects being completed at the same time. Project #1 would likely not have rated well as a stand-alone project and would not likely have been recommended for funding on its own since it is a dead end street.

The city remains committed to completing the design thus right of way and construction can proceed when funds become available for obligation.

### RECOMMENDATION

Staff recommends terminating the construction phase funding of \$925,394. If any surplus funds are realized due to reduced design costs, Zillah will return the funds to TIB funds. Once the city has obligated construction funds, they may apply for eligible TIB construction funding.



## Criteria Updates

January 22, 2015

### BACKGROUND

Each year, program criteria are reviewed and, if needed, proposed changes are brought before the board for consideration. In March 2013, the board approved a new method of scoring the Urban Arterial Program (UAP) project applications. The UAP provides grants to cities with a population 5,000 and above and counties for projects that enhance arterial safety, support growth and development, and improve mobility and physical condition. Projects are rated on criteria in these four areas as well as sustainability and constructability. While most UAP criteria were updated in 2013, sustainability criteria were updated in 2014.

### STATUS

After 2014 project selections, TIB staff reviewed and analyzed Urban Arterial Program (UAP) criteria. It was determined that some elements of the UAP criteria should be evaluated and updated, if needed. Staff analyzed project application data and recommend minor changes to physical condition, constructability and sustainability criteria.

The following criteria changes that will be brought to the board at the March 2015 meeting:

| Band               | Analysis  | Recommendation  |
|--------------------|---|---|
| Physical condition | Functionally obsolete and structurally deficient bridges do not rate well in physical condition.  | When BRAC funding is secured, provide points for bridges in poor condition based on sufficiency rating.   |
|                    | Completing gaps and extending improvements is a TIB strategic goal, although this is not reflected in the physical condition band criteria.   | Provide points for completing or extending street improvements in the physical condition band.  |
| Constructability   | Most agencies are securing maximum points for having a match above the minimum requirement and for having funding partners in place prior to asking for TIB funding.  | Reduce the maximum points for full funding from 15 to 10, in order for other construction readiness factors (like permits, cultural assessment, right-of-way) to have greater emphasis. |
| Sustainability     | Under the subcategory "recycling measures," points for reuse/recycling of materials (on-site/off-site) are awarded to most projects because it is now industry standard in most cases. Emphasizing in-place pavement recycling will incentivize use of full depth reclamation and hot in-place recycling. | Remove points for reuse/recycling of materials (on-site/off-site) and increase points attributed to in-place pavement reconstruction of structural retrofit.                            |

### RECOMMENDATION

Information only, with no action required. Final action on proposed changes and other minor adjustments will be taken at the March 2015 meeting.



## Small City Programs Re-engineering January 22, 2015

### BACKGROUND

Since 2004, TIB has awarded \$172.7 million in grants to small cities. This figure represents about 16 percent of all TIB grants made over this time period.

Funding for TIB's grant programs is 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.

Since 2013, the board has been briefed on the small city program process improvement initiative. Program enhancements 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.

### STATUS

The small city programs re-engineering initiative is a multi-year project.

Program enhancements approved by the board in 2014 include:

- Revised the number of points allocated to projects depending upon PCR and type of treatment
- Required agencies requesting funds for full reconstruct to justify why it's needed

Formerly, TIB incentivized full reconstruction by awarding the most points to projects with the lowest PCR, typically requiring full reconstruction. Projects with higher PCR, requiring lower-cost treatment, did not rate well. These changes resulted in more grants awarded in 2014 to agencies using full depth reclamation and overlay.

For the 2015 grant cycle, staff recommends the following changes:

- Revise criteria to include several readiness factors, including utility condition and the city's plan to replace utilities, if necessary;
- Evaluate the city's six-year plan to identify additional opportunities for projects that may be incorporated into a larger workplan beyond the project scope;
- Qualify a greater portion of the street system for funding from the Transportation Improvement Account; and
- Use PCR distribution data to identify opportunities for chip seal and larger-scale project.

### RECOMMENDATION

For presentation and discussion only, with no action required.



## LED Streetlight Program

January 22, 2015

### 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, so cities can direct the savings to street preservation.

Throughout 2012-2013, TIB conducted the feasibility study. 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

Project costs for each city ranged between \$56,000 and \$337,000, with a total program budget of \$1.1 million.

| 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 and infrastructure replaced city wide. |
| 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.                                     |
| <b>Total</b> | <b>1,922</b>    | <b>\$1,095,000</b> |                        |   |

A Sustainable Return on Investment (SROI) analysis of the demonstration project was conducted. 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. The 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.

**STATUS**

In the 2015-17 biennial budget submittal, TIB requested the continuation of funds from the Highway Safety Account (HSA) to extend this program to additional cities and meet energy efficiency goals outlined in Executive Order 14-04. The HSA appropriation was included in the Governor’s budget.

In the event the Legislature approves these funds, the board is asked to review and approve WAC rules to fully implement the program. Staff proposes the following program structure:

|                             |  |
|-----------------------------|--|
| <b>Program intent</b>       | The intent of the LED streetlight program is to provide funding for cities to create savings by reducing electrical usage and maintenance costs.   |
| <b>Eligibility agencies</b> | Agencies eligible to receive LED streetlight program funding are:<br>(1) Small cities (incorporated cities with a population less than five thousand); and<br>(2) Cities eligible for the arterial preservation program (incorporated cities with a population of five thousand or more with an assessed property valuation below \$2 billion, or another amount established by the board).  |
| <b>Eligible projects</b>    | Eligible projects include:<br>(1) Replacement of existing luminaires;<br>(2) Replacement of existing streetlight infrastructure; and<br>(3) Placement of new lights if required by standards.  |
| <b>Project selection</b>    | To be considered for a project under the LED streetlight program, a LED streetlight program project may be identified through the following ways:<br>(1) An eligible agency may submit a funding application in response to a TIB call for projects;<br>(2) TIB may select eligible agencies based on opportunities provided by an electrical service provider; or<br>(3) TIB may select eligible agencies based on other board established criteria.<br><br>Awarded projects will be selected by the board. |

**RECOMMENDATION**

For discussion only, with no action required.