



Transportation Improvement Board
March 26-27, 2015 – Pasco, Washington
Location: Holiday Inn Express
4525 Convention Place
Pasco, WA 99301
509-543-7000

March 26, 2015 – 2:00 p.m.
WORK SESSION AGENDA

			Page
	GENERAL MATTERS		
2:00 p.m.	A. Introduction	Vice Chair Olson	
2:05 p.m.	B. Local Presentations	Christa Draggie	
	PROGRAM & PROJECT MATTERS		
2:30 p.m.	C. Annual Assessment Report	Vaughn Nelson	27
2:45 p.m.	D. Criteria Adoption	Steve Gorcester	
	1. UAP		31
	2. Small City		37
3:45 p.m.	E. Review WAC Drafts	Steve Gorcester	
	1. Small City Program		39
	2. LED Streetlight Program		
	3. Other changes		
4:45 p.m.	F. Adjournment	Vice Chair Olson	

Dinner on your own



Transportation Improvement Board
March 26-27, 2015 – Pasco, Washington
Location: Holiday Inn Express
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March 27, 2015 – 9:00 a.m.
BOARD AGENDA

		Page
9:00 a.m.	1. CALL TO ORDER	Vice Chair Olson
9:05 a.m.	2. GENERAL MATTERS	
	A. Approval of January, 2015 Minutes	Vice Chair Olson 1
	B. Communications	Steve Gorcester
	1. Whatcom council member Sam Crawford to resign...– Bellingham Herald	5
	2. Costco files for Bellingham building permit after...– Bellingham Herald	6
	3. Winlock Seeking \$706,000 for Fir Street Bridge Project– The Chronicle	8
	4. Ceremony signals end of Sultan transportation projects– Monroe Monitor	9
	5. City moves forward with right-of-way acquisition– Monroe Monitor	11
	6. New Sidewalks for Elmer City– The Star	13
	7. Strander Blvd. funding key to finishing Tukwila Sounder...– Tukwila Reporter	14
	8. Keep the Senate’s passed transportation package moving– The Seattle Times	16
	9. Bucklin Hill bridge project gets funded– Kitsap Sun	18
9:15 a.m.	3. NON-ACTION ITEMS	
	A. Vice Chair’s Report to the Board	Vice Chair Olson
	B. Executive Director’s Report	Steve Gorcester
	C. Financial Report	Vaughn Nelson
	D. Project Activity Report (1/1/15 – 2/28/15)	Christa Draggie 20
10:15 a.m.	4. ACTION ITEM	
	A. Criteria Adoption	Steve Gorcester
	1. UAP	31
	2. Small City	37
	B. Review WAC Drafts	Steve Gorcester
	1. Small City Program	39
	2. LED Streetlight Program	
	3. Other changes	
10:45 a.m.	5. FUTURE MEETINGS	Steve Gorcester
	May 28-29 (Bremerton)	
	September 24-25 (Wenatchee)	
	November 19-20 (Tukwila)	
10:50 a.m.	6. ADJOURNMENT	Vice Chair Olson

**Transportation Improvement Board
January 23, 2015
Ramada Olympia
Olympia, Washington**

MINUTES

TIB BOARD MEMBERS PRESENT

Councilmember Sam Crawford, Chair
Councilmember Bob Olson, Vice Chair
Mr. Jim Albert
Mr. Pasco Bakotich
Mr. Gary Ekstedt
Mayor Jim Irish
Mr. John Klekotka
Commissioner Bob Koch
Ms. Colleen Kuhn
Mayor Patty Lent

Mr. Mick Matheson
Ms. E. Susan Meyer
Mr. David Ramsay
Ms. Laura Philpot
Ms. Amy Scarton
Ms. Heidi Stamm
Commissioner Richard Stevens
Mr. John Vodopich
Mr. Jay Weber
Mr. Clay White

TIB STAFF

Steve Gorcester
Chris Workman
Vaughn Nelson
Kelsey Davis/recorder

TIB BOARD MEMBERS NOT PRESENT

Ms. Wendy Clark-Getzin

1. CALL TO ORDER

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

Item 4. B. Taken out of order. Plaque Presentation to Kathleen Davis.

2. GENERAL MATTERS

A. Approval of November 21, 2014 Minutes

MOTION: It was moved by Mr. Klekotka with a second from Mayor Irish to approve the minutes of the November 21, 2014 board meeting with two corrections; in ACTION ITEMS B. update fourth sentence to read, "The revised project will grind and overlay 2,000 feet of Lincoln Street between North F Street and North L Street and upgrade 12 existing ADA ramps to current standards," and in ACTION ITEMS C. update the motion to read, "It was moved by Commissioner Stevens with a second by Commissioner Koch to elect Kennewick Councilmember Bob Olson as Vice Chair effective immediately until the conclusion of the 2015 Fiscal Year." Motion carried unanimously.

B. Communications

Steve Gorcester referred the board to the articles in the board packet. He specifically pointed out an article from the Whitman County Gazette, "Results show promise of LED lights in Palouse," saying that there was some good discussion between us and Avista to hopefully cooperate on a future LED conversion.

There was a discussion started by Mr. Ramsay regarding other types of media where TIB may be interested in publishing press releases such as social media, online newspapers, or community blogs. Mr. Gorcester commented that the issue with social media so far is, having limited staff and the necessity of that type of media to be maintained frequently; we may not have the capacity to produce it effectively. He also stated that he was unsure about community blogs but that TIB staff does reach out to online newspapers. Ms. Stamm suggested TIB staff reach out to WSDOT in regards to their media distribution perhaps to share their media list.

3. LOCAL PRESENTATIONS

Presentations from local agencies that receive TIB grants were made. Presenters included Lon Wyrick from Thurston Regional Planning Council-Transportation Policy Board www.sustainablethurston.org, Roger Schoessel from City of Lacey, and Theresa Parsons from Thurston County Public Works.

There was a discussing following the presentation from Ms. Parsons regarding the Pocket Gopher habitat and how this will affect projects. Mr. Gorcester stated that TIB is willing to work with them through this important process and are glad to see they are approaching it as a county wide effort with a holistic view. Mayor Irish also said he applauded Thurston County and the City of Lacey working together.

4. NON-ACTION ITEMS

A. Chair's Report to the Board

Taken out of order, agenda item to be discussed at the end of the meeting.

B. Plaque Presentation to Kathleen Davis.

Taken out of order, agenda item discussed at the beginning of the meeting.

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

FMSIB relocation update: The Freight Mobility Strategic Investment Board staff will co-locate with TIB staff in 2015.

This co-location arrangement will help us with surplus space, we can also share resources to save tax payer dollars and we are hoping to share as much as we can effectively accommodate.

Governor's budget: The biggest risk we were tracking was the repurposing of the highway safety account as this is in our current budget. The governor's budget sustained this money and new proposals allocated more money, whether they get approved or not it is a good sign of support.

East Wenatchee/Douglas County Baker Corridor: The city and the county are working to bid and build the two segments together.

There are problems, potentially significant, and we have yet to determine if they can be solved.

- One project is federalized while the other is not; The money cannot be moved to another project. If this cannot be de-federalized it would federalize the other project which is not the direction we want to go.
- The schedules are also not lining up and we are unsure if it is worth delaying the project that is more ready to wait for the other which may have additional delays.

We still like the idea of them being produced jointly but don't want to push the point if it is too difficult to resolve.

Mr. Ekstedt asked if there is a requirement for the two agencies to come address the board if the decision is made that doing the project jointly will not work. Mr. Gorcester said that a staff review should be sufficient but we are still working on it and will let them know more at the March meeting.

Upcoming Ribbon cuttings: Sultan, 4th St. & High Avenue, January 30th 2015

C. Financial Report – Vaughn Nelson reported on the following

- TIA fund balance \$35 million, gradually dropping in the fall which is typical during high construction months. Not too low and not too high.
- Small city account in the yellow at 600 thousand, we do plan for this number to fall close to zero at the end of the biennium, this is a planned drop and not of concern.

- Planned commitment is high at 300 million but this is a healthy amount, each November we expect a spike as new projects are adopted.
- TIB financial statement, we spent a lot of money in December, \$5.5 million more than received, this is due to seasonality of payments and is expected.

D. Project Activity Report – Chris Workman reported on the following

- In November 2014 through December 2014 there was a \$1.5 million decrease.
- As of end of December one third of the FY 2016 projects were approved, now more like 50% approved from November.
- 5 of 7 projects had a TIB surplus
- 51 projects completed and 3 projects withdrawn and were all merged with an existing projects.

5. ACTION ITEMS

A. Citizen Request to Terminate Grant: Ellensburg – Third Avenue

Presentations were made during the Thursday Work Session by Stan Blazynski, a citizen of Ellensburg, and by Ryan Lyynski and Derek Mayo from the City of Ellensburg regarding the Ellensburg 3rd Avenue Extension project. Mr. Blazynski presented an argument against the construction of the project and petitioned the board to revoke the funds to the project. Mr. Lyynski and Mr. Mayo presented on the benefits of the project and requested the board not revoke the funds. Mayor Lent, Councilmember Olson, Mr. Klekotka, Mr. Webber, Councilmember Crawford, and Mayor Irish all stated their view that having read the information presented by Mr. Blazynski they recommended continuing with funding the project as previously approved.

The opportunity was formally presented for any member of the board to make a motion regarding funding for the project. No motions were presented effectively upholding the grant.

B. Grant Termination: Zillah – Vantage Valley Parkway

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.

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.

MOTION: It was moved by Chair Crawford with a second by Mayor Irish to terminate construction phase funding of \$925,394 for the Vantage Valley Parkway project in Zillah. If any surplus funds are realized due to reduced design costs, Zillah will return the funds to TIB funds.

It was confirmed that this action will not preclude them from reapplying.

Motion carried unanimously.

6. FUTURE MEETINGS

The next meeting is scheduled for March 26-27, 2014 in Tri Cities where a fair amount of business will be transacted. Meeting notices will go out on March 6, 2013.

7. ADJOURNMENT

Item 4. A. Taken out of order. Chair's Report – Mr. Crawford expressed his pleasure of serving the board as a board member and as Chair but noted that the job of being a councilmember is a part time job and his private sector employer has made an offer which he has accepted. He is resigning from council as of March 1st and this is also his last TIB meeting. He thinks TIB is a model for state agencies and hopes we continue to be a lean, mean, and efficient group.

The meeting adjourned at 10:46 a.m.

Whatcom council member Sam Crawford to resign after 15 years

January 27, 2015

By Ralph Schwartz



BELLINGHAM — Sam Crawford announced Tuesday, Jan. 27, at the end of the Whatcom County Council meeting, that he will resign from the council effective March 1.

In a letter to County Executive Jack Louws, dated Jan. 27, Crawford said he resigned “with great reluctance” after he was asked to take on more responsibilities at his workplace, Westside Building Supply in Lynden.

The county charter says the a majority of the council, or four of the remaining six members, will appoint Crawford’s replacement. Crawford’s term ends this year, and anyone seeking his seat beyond 2015 must run for election in November.

Crawford, 55, who lives northeast of Bellingham, has served on the council for 15 years. After the most recent council elections in 2013, the conservative council member went from being in the majority to perhaps the only reliable conservative vote on the council.

In his most recent election campaign in 2011, Crawford touted his consistent record of not voting for property tax increases. He has supported the interests of property owners in deliberations over limiting rural development, and of making homeowners around Lake Whatcom pay for part of the cost to keep pollution out of the lake.

Crawford also has conscientiously looked out for the county’s broader interests. He was willing to hold up a grant-and-loan package for a stormwater treatment system Bellingham intended to build near the site of a new Costco because he was concerned about increased traffic.

In his letter, Crawford said he was leaving the county in a good position.

“Our county is financially strong, well managed and efficient in service delivery,” he wrote. “I will always remain very proud to tell people, ‘I’m from Whatcom County’ because I believe most people find it to be one of the most desirable places to live, work and recreate in the country.”

Costco files for Bellingham building permit after Fred Meyer drops appeal

February 9, 2015

By Samantha Wohlfeil



Shoppers enter the Bellingham Costco store Jan. 8, 2013. City officials are continuing to work on projects designed to clear the way for development of a West Bakerview Road site that could accommodate a new Costco store. THE BELLINGHAM HERALD

BELLINGHAM — The city will literally help pave the way for Costco to build a new store off West Bakerview Road that would open no sooner than August 2016.

Costco filed for a city building permit Monday, Feb. 9, on the heels of months-long negotiations between the city and Fred Meyer Stores.

Last May, Fred Meyer and Lummi Nation appealed the city's preliminary approval of wetlands, stormwater and street modifications along West Bakerview to accommodate a new 160,000-square-foot Costco on 20 acres on the north side of the road near Pacific Highway. Lummi Nation dropped its appeal of the environmental review in July.

During its regular meeting Monday night, City Council approved a settlement with Fred Meyer, which agreed to drop its appeal after the city and Costco said they would build new roads and make improvements in the area to address traffic concerns.

As part of the settlement, Costco agreed to build two eastbound left-turn lanes on West Bakerview Road near the proposed entrance, across from the existing Fred Meyer store. Bakerview is currently two lanes in each direction with a center turn lane.

Costco also agreed to build a westbound right-turn lane in that area, and extend a westbound left-turn lane that allows drivers to enter the Fred Meyer parking lot.

For its part, the city will build a road called Mahogany Avenue, connecting Pacific Highway, which parallels Interstate 5, and Northwest Avenue. The road, which is part of the city's six-year Transportation Improvement Program, is supposed to be built by November 2016 and will be funded in part with \$3.5 million in federal and state money.

Costco also will build a five-lane north-south entrance road called Arctic Avenue to get customers to its warehouse, across from the Fred Meyer parking lot entrance. Costco would connect Arctic Avenue with Mahogany Avenue.

In the settlement, the city agreed to "use its best, good faith, efforts" to finish the piece of Mahogany that would connect Arctic Avenue to Pacific Highway within a year of Costco opening, or Nov. 1, 2017, whichever is later.

Costco officials have said they would not comment on the new Bellingham project until the company was ready to file a building permit for the store, expected to be about 162,000 square feet, with 800 parking spaces and 24 fuel pumps. The existing Meridian Street store is 133,000 square feet.

A Costco official did not return a media call seeking comment Tuesday, Feb. 10.

Costco also has agreed to cover a small chunk of the cost of eventual improvements planned for the Slater Road interchange on Interstate 5, about three miles north, outside city limits.

As part of the settlement with Fred Meyer, Costco agreed to prepare a traffic simulation analysis along the Bakerview-Airport corridor, between Northwest Avenue and Bennett Drive before starting construction. Costco also agreed to do a second analysis within a year of opening the new store, to include traffic generated by the new Costco and other development expected along the corridor.

At times, the city tried to include other proposed developments in the settlement negotiations, including 60,000- and 142,000-square-foot developments planned for either side of the Costco site, "but that got too complex," said Alan Marriner, assistant city attorney.

"This settlement agreement settles Fred Meyer's appeal of the Costco project," Marriner said.

The city is currently assessing whether Costco's building permit application is complete, said Steve Sundin, city planner. For a project of this size, that could take several days, he said. Once the city has determined it has a complete application, staff will start its review.

At Monday's meeting, City Council also approved selling Costco two parcels off Northwest Avenue, across from Cornwall Church, to be used to mitigate wetland impacts from building the new store.

Costco agreed to pay nearly \$500,000 for the parcels to reimburse the city for all its costs in acquiring the two pieces of land. The city will still own the parcels, Marriner said, but Costco will be responsible for maintaining the wetlands.

Costco also will need permits from the U.S. Army Corps of Engineers and the state Department of Ecology related to wetlands impacts.

The Chronicle

SERVING THE GREATER LEWIS COUNTY, WASH., AREA SINCE 1889

Winlock Seeking \$706,000 for Fir Street Bridge Project

January 13, 2015

By The Chronicle

The city of Winlock continues to search for a revenue source for about \$706,000 it needs to match more than \$3.5 million in federal funding to replace the Fir Street Bridge and perform scour repair at the Walnut Street Bridge.

Winlock Mayor Lonnie Dowell told county commissioners and fellow mayors from around Lewis County at Friday morning's monthly mayors' meeting that the city was seeking the funding primarily through the state Transportation Improvement Board, or TIB, which could cover "about half of it," Dowell said.

During a discussion on distressed county funds, otherwise known as .09 funds, Dowell asked county leaders if the city could possibly submit a grant request for the bridge as repairing it could be termed as an economic development project — the types of projects .09 funds are used for. Commissioner Bill Schulte, in discussing Dowell's question, used the recently approved Arkansas Way extension project in Chehalis as an example of how the fund could work as a half-grant, half-loan paid back by the city.

Winlock faces a September 2018 deadline to start construction on the new bridge spanning Olequa Creek on Fir Street, and the city will now need to get preliminary plans for the project figured out.

Dowell said he would also like to see the Walnut Street Bridge replaced in addition to the Fir Street Bridge, which was deemed structurally unsound. "The scour project on Walnut — we're likely going to try to turn that around to where that's a replacement as well," Dowell said.

THE MONROE MONITOR & VALLEY NEWS

Ceremony signals end of Sultan transportation projects

February 3, 2015

By Chris Hendrickson



Left to right: Ole Carlson (holding ribbon), Sultan City Councilmember Rocky Walker, Councilmember John Seehuus, City Administrator Ken Walker, TIB Executive Director Steve Gorcester, Sultan Mayor Carolyn Eslick, SRV Construction President Steve Verbarendse, Sultan School District Superintendent Dan Chaplik, Blueline Group Principal Ken Lauzen, Joe Downs from Sen. Maria Cantwell's office and Marlene Carlson. Photo by Chris Hendrickson

The City of Sultan held a ribbon-cutting ceremony last week, to celebrate the completion of two major transportation improvement projects.

The event took place on Friday, Jan 30, in front of the Sultan School District Administration building (514 Fourth St.). The event was meant to commemorate the Fourth Street overlay project and the High Avenue reconstruction project, both of which were made possible via grant funding from the Washington State Transportation Improvement Board (TIB).

Sultan Mayor Carolyn Eslick thanked TIB Executive Director Steve Gorcester for being at the ceremony, and for being an integral part of improving the roadways in Sultan.

"Without funding from the Transportation Improvement Board, these projects simply would not have been possible," Eslick said.

Other attendees included Joe Downs from U.S. Sen. Maria Cantwell's office, Sultan City Councilmembers Rocky Walker and John Seehuus, Sultan Public Works Director and Transportation Improvement Board Member Mick Matheson, Sultan City Administrator Ken Walker, Grants and Economic Development Coordinator Donna Murphy and SRV Construction President Steve Verbarendse.

The TIB is a state-funded agency that provides grant opportunities to communities to improve their roadways. TIB revenue is generated from the state gasoline tax, and roadways must meet specific criteria to be eligible for TIB funding.

The agency awards approximately \$100 million each year for transportation projects all across the state of Washington. TIB grant opportunities are a valuable resource for smaller communities that have limited resources when it comes to funding roadway improvements. The City of Sultan gets approximately \$12,000 per year to use for road preservation and maintenance, which is typically used for a chip-seal project.

In 2012, the City of Sultan received a \$354,900 grant to grind and overlay Fourth Street from Alder to Fir avenues, along with a separate grant for \$527,280 to reconstruct High Avenue from First to Fourth streets.



Sultan Mayor Carolyn Eslick.
Photo by Chris Hendrickson

The improvements on Fourth Street included grinding and overlaying the street, updating the handicap ramps to comply with ADA requirements and storm-drain improvements in certain areas. The water main was replaced, the existing sewer main was lined and new side sewers were added. A city match of \$17,745 was also required.

The water improvements on Fourth cost approximately \$329,000, and the sewer improvements cost approximately \$294,000 – both of which were funded through a water and sewer bond obtained by the city, since TIB funds can only be applied toward improvements directly related to transportation.

High Avenue was too deteriorated for an overlay, so the road had to be completely reconstructed. New sidewalks, curbs and gutters were constructed in certain areas, along with stormwater improvements and updated handicap ramps.

Water and sewer replacements on High Avenue cost approximately \$318,000: \$224,000 for the water and \$94,000 for the sewer.

Gorcester presented Eslick and Matheson with a project completion plaque to commemorate the occasion. He said that the 3 cents of the state gas tax that funds the TIB has a tremendous amount of pressure on it, and he thanked Washington State Sen. Kirk Pearson for supporting the TIB's mission of enhancing transportation throughout the state of Washington.

"He's been extremely supportive of the TIB program," Gorcester said. "We really appreciate that." He also thanked Reps. Dan Kristiansen and Elizabeth Scott for being strong supporters of the TIB.

The TIB is a 21-member board that is organized per Washington state RCW. Matheson, a recent appointee, is serving a four-year term.

"He's personally helping right now to make the small city programs even better," Gorcester said. "We're really excited about some of the improvements that are coming to the programs next year."

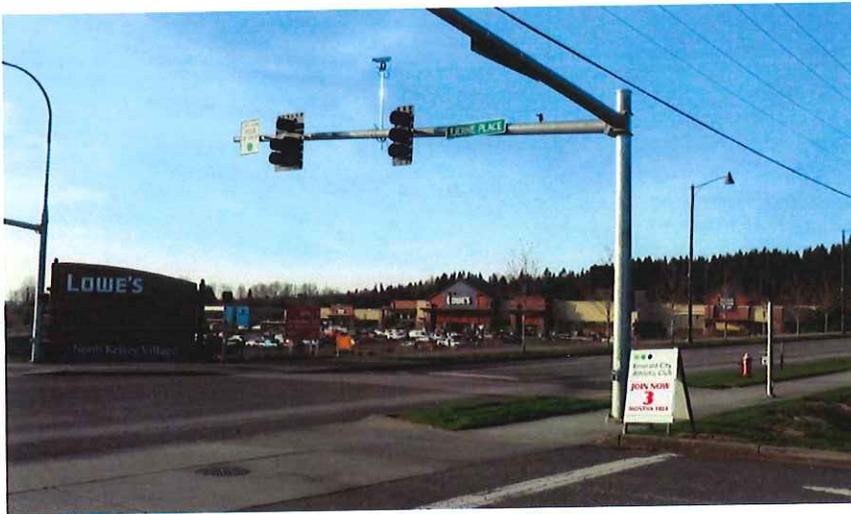
The City of Sultan has a tradition of obtaining grant funding from the TIB, as well as other agencies, for transportation projects, tourism enhancement, land acquisition and more.

THE MONROE MONITOR & VALLEY NEWS

City moves forward with right-of-way acquisition

March 10, 2015

By Chris Hendrickson



Negotiations to acquire the necessary right-of-way for the construction of the Tjerne Place extension project are currently underway, following the Monroe City Council direction to city staff to proceed with the project.

Photo by Chris Hendrickson

Safeway, Chain Lake Retail LLC, Oak Street Development, Beta-Monroe Plaza LLC, Emerald City Properties Monroe LLC and ABS WA-O LLC.

Property acquisition must be secured before construction can begin.

The Tjerne Place extension is being funded by the Washington State Transportation Improvement Board (TIB), a state-funded agency that provides grant opportunities to various communities statewide to improve their network of roadways. TIB revenue is generated from the state gasoline tax, which is then funneled back to municipalities via various TIB programs, including the Urban Arterial Program, the Urban Sidewalk Program and the Arterial Preservation Program.

The agency awards approximately \$100 million each year for transportation projects across Washington state.

Funding for Tjerne Place was awarded through the TIB's Urban Arterial Program, which provides funding for urban arterial projects that score highly on various criteria such as safety, growth and development, physical condition and mobility. The Tjerne Place project was targeted as a means for improving east-west traffic flow and alleviating congestion on U.S. 2.

The project will construct a new segment of roadway that extends Tjerne Place from Chain Lake Road to Woods Creek Road. The new thoroughfare will begin southeast of the Emerald City Athletic Club (14925 Chain Lake Rd.), traverse behind Ben Franklin Crafts and Frame Shop (19505 U.S. 2) and Safeway (19651 U.S. 2), and connect with Woods Creek Road west of Oaks Street.

Authorization was granted during the regular business meeting of the Monroe City Council on Tuesday, March 3, in an amount not to exceed \$247,900.

"As you are aware, we have been working on the design of the Tjerne extension from Chain Lake Road to Woods Creek Road," said Monroe Public Works Director Brad Feilberg. "The plans are pretty much wrapped up and we've been negotiating with the adjacent property owners for the necessary right-of-way."

The projected right-of-way costs for the project were included in the city's approved 2015 budget. The city will work to negotiate right-of-way costs with

Currently, Tjerne Place, which is located north of U.S. 2, begins at Fred Meyer and travels in an east-west direction until it comes to an end directly east of Chain Lake Road.

Funding secured through the TIB includes the design, a portion of the right-of-way acquisition costs and project construction. The city's total estimated cost for right-of-way acquisition is \$247,900, 85 percent of which will be reimbursed by the TIB.

The new section of roadway will include two travel lanes, curbs and gutters, with either a two-way left turn lane or a landscaped median with turn pockets. Additionally, a seven-foot landscaped strip and sidewalk will be constructed, along with a new storm drainage system and LED lighting.

Total funding provided by the TIB amounts to \$3,151,000. Total project costs are being estimated at \$4,847,700, leaving the city with an obligation of approximately \$1,696,700. The project is expected to go out for bid in mid-March, with a tentative completion date of fall 2015.

The Monroe City Council voted unanimously to authorize the city to proceed on obtaining the right-of-way.



New sidewalks for Elmer City

February 18, 2015

Council members in Elmer City got a glance of what the sidewalk project that will be funded by a Transportation Improvement Board grant will look like at its meeting last Thursday night.

The town was awarded the \$225,375 grant by the Washington State Department of Transportation's TIB.

The grant will provide sidewalks on Front Street and Williams Street, along with safety improvements, a bus stop and signalized crossing across Highway 155.

The project will also connect residents to the post office, town hall, park and local business locations.

The project funding was announced last year, with Belsby Engineering from Spokane assisting with the application.

Belsby Engineering representatives were at Thursday's meeting to walk council members through the project detail.

Bids for the project will be ready to go out this spring with construction due in 2016.

tukwila

reporter

Strander Blvd. funding key to finishing Tukwila Sounder Station access

February 19, 2015

by Dean Radford



The City of Renton completed two lanes of a five-lane extension of Southwest 27th Street/Strander Boulevard, with an overpass for the Burlington Northern Santa Fe railroad tracks that carry the Sounder trains. When it finds the money, Tukwila will extend Strander to West Valley Highway.

— image credit: Dean A. Radford/Tukwila Reporter

One key City of Tukwila project that isn't funded is the extension eastward of Strander Boulevard, which, when done, will improve traffic flow in and out of the Tukwila Sounder Station.

Strander Boulevard dead ends on the east side of West Valley Highway at the Interurban Trail and the Union Pacific railroad tracks.

That means it falls about a quarter-mile short of connecting to a new street in Renton, Southwest 27th Street, which provides access off Oakesdale Avenue next to the Federal Reserve Bank to the Sounder station from the Renton Transit Center.

"That's a critical stretch of road," said Mayor Jim Haggerton.

Construction of the extension would cost about \$20 million, about a third of which would go toward carrying traffic under the Union Pacific tracks, according to Bob Giberson, Tukwila's public works director. Additional money is needed for project engineering and buying right of way.

Like Renton, Tukwila is considering building two lanes of a five-lane road initially but have room under the bridge and right of way for the additional three lanes.

Tukwila was turned down for a federal transportation grant; the competition for the \$600 million available nationwide was stiff, Giberson said, and typically went to large state agencies, counties and ports.

The City of Tukwila has a pledge of \$5 million from the state Freight Mobility Strategic Investment Board, but the question is whether that's for a five-lane section or a two-lane section, Giberson said. He's guessing the city would get partial funding, which is what happened in Renton's similar situation.

Extending Strander Boulevard is one of the board's "high-priority projects," Giberson said.

To the north the two tracks use the same overpass on South 180th Street/Southwest 43rd Street, just east of West Valley Highway.

Haggerton said the city was told that a project's first application for the federal TIGER (Transportation Investment Generating Economic Recovery) grant is often turned down and cities must reapply. The city will continue to seek the money, because of "good support" from U.S. Sens. Patty Murray and Maria Cantwell and U.S. Congressman Adam Smith.

In order to apply for the grant, the city will need to design the project, which will require obtaining other grants for that work, according to Giberson. The process could take two to five years; the project needs to be "shovel-ready" to apply for the TIGER grant, he said.

The Seattle Times

Keep the Senate's passed transportation package moving

The Washington state House and the governor must keep the Senate's transportation package moving.

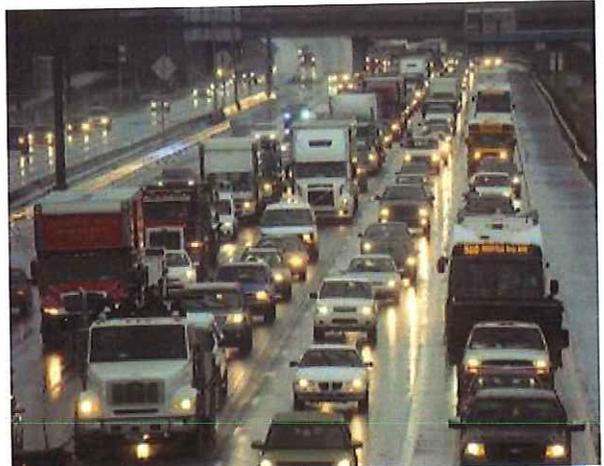
March 7, 2015 at 4:04 PM

By Seattle Times Editorial board

THE state Senate, after two years of frustrated effort, has passed a \$15 billion transportation package. Its 11 measures — a mix of reforms and revenue — are key to relieving traffic congestion with investments in transit and roads and maintaining the state's existing highways and bridges.

A bipartisan group of senators exercised some imagination to negotiate and shepherd this compromise, which includes an 11.7-cent-per-gallon increase in the gas tax, through their chamber. The deal could create an estimated 200,000 jobs over the next 16 years.

State House leaders must keep the momentum going. Having passed a package two years ago, they have been challenging their counterparts in the Senate to deliver. Now that a plan is before them, there is no reason to delay.



Traffic on Interstate 5
Mike Siegel / The Seattle Times

House Transportation Committee chairwoman Judy Clibborn, D-Mercer Island, expects to hold a hearing as early as the week of March 23 on the Senate bills in her committee, and has signaled she is ready to resume negotiations with all sides.

But House leadership has made a strategic decision to yoke transportation package negotiations to those for an education-focused operations budget, using the catchy but misguided phrase "kids before concrete." This is a mistake because it endangers a critically needed transportation package.

And, it falsely implies that passing a transportation package somehow hurts children when, clearly, no lawmakers will be leaving Olympia until they satisfy the state Supreme Court's order to put more money into public K-12 education.

Education and transportation are two separate issues, both important. Reasonable lawmakers are capable of dealing with them simultaneously.

Compromise is possible. For instance, last year, many Republicans refused to invest more state money into rural transit, bike paths, pedestrian walkways and vanpools. The Senate's package includes money for those various modes of transportation, as well as authority for Pierce, King and Snohomish counties to ask voters to approve up to an \$11 billion tax increase to expand light rail.

Among the sticking points is a provision that would divert funding from these multi-modal projects if Gov. Jay Inslee decides to enact low-carbon fuel standards. Last year, the threat of the governor unilaterally imposing a standard that would raise gas prices caused some Republican senators to balk at the prospect of also increasing the gas tax.

Many Democrats and environmentalists are objected to the current proposal, but without it Republican support for the package might well wane, jeopardizing the entire effort.

Inslee should put his dealmaker hat on and help lawmakers see this package through. He has said there are many ways for the state to reduce carbon emissions and meet its reduction goals.

One of the Republican-led measures that needs improvement was an amendment by state Sen. Doug Ericksen, R-Ferndale, that would remove the sales tax on highway construction projects.

This also would eliminate funding to local cities and districts, which collect a portion of the tax. Lawmakers must fix this. State Sen. Steve Hobbs, D-Lake Stevens, has wisely proposed exempting the sales tax only on new projects.

Hobbs and fellow Democratic Sen. Marko Lias of Mukilteo, and their Republican counterparts Curtis King of Yakima and Joe Fain of Auburn should be commended for doing the heavylifting in negotiating this much-needed transportation package.

Now, the House and the governor must keep the transportation package moving.

Editorial board members are editorial page editor Kate Riley, Frank A. Blethen, Ryan Blethen, Mark Higgins, Jonathan Martin, Thanh Tan, Blanca Torres, William K. Blethen (emeritus) and Robert C. Blethen (emeritus).

Bucklin Hill bridge project gets funded

March 10, 2015

By Steven Gardner



Brandon Mills flags traffic Tuesday as utility work closes a lane of Bucklin Hill Road at Clear Creek in Silverdale.
MEEGAN M. REID / KITSAP SUN

SILVERDALE — The Bucklin Hill bridge project will make a significant portion of Silverdale impassable for more than a year, but when the work is done just passing through will be easier for fish and humans.

On Monday, the Kitsap County commissioners approved a \$12.3 million construction contract for the work that will expand Bucklin Hill from two lanes to four between Blaine Avenue NW and Mickelberry Road NW. The work also will create bike lanes and sidewalks and improve the fish passage under the road.

Puget Sound Energy will be installing power poles until midMay, and Bucklin Hill will begin an extended closure in July, lasting through fall 2016.

“This is going to further protect the environment and the critters in that area and create better traffic for bikers and pedestrians,” County Commissioner Ed Wolfe said.

The work under the bridge will include removing two 72inch culverts and creating a more natural transition between Clear Creek and Dyes Inlet, improving the habitat for salmon.

The addition of two travel lanes will be a boost for drivers, too, said Tina Nelson, senior program manager in the Kitsap County Public Works roads division. Because the road now narrows at the bridge, it creates a choke point before a natural thinning would occur by people turning left on Mickelberry. That choke point should be dramatically reduced with the widening.

Drivers will pay a price for that improvement beginning in July when the road closes.

“I’m comfortable that we’re going in the right direction,” Wolfe said. “We’ll see what happens with the traffic flow over the next year. We know we all have to live with it.”

Nelson said the county will be doing extensive outreach through July to get residents ready for the construction. The county will send mailers and a postcard to every resident. County employees also will walk into businesses and provide brochures and other information inviting Silverdale regulars to “scout your route,” a mantra aimed at getting people to prepare to take alternative paths around town.

"If you own a business in Silverdale you can certainly have concerns. A very important message we tried to convey is there are many ways to get in and out of Silverdale," Nelson said.

The overall project cost is \$19.35 million. An earlier estimate of about \$16.2 million did not include utility company work that will happen as part of the project and a near doubling of projected right of way costs.

The higher price tag also includes about \$1.3 million more than Granite Construction estimated it would take to complete the project. While the bid was higher, Granite made the lowest of the five bids offered on the roadwork. Nelson said county staff reviewed their own specifications before agreeing that Granite's estimate was fair. Two that bid higher than Granite were within 2 percent of Granite's bid, which Nelson said is a good sign the contractors were estimating on the same project.

Funding for the work is coming from a combination of sources. The county received \$6.8 million in federal highway grant money in a competitive grant process overseen by the Puget Sound Regional Council. A state Transportation Improvement Board grant provided \$4 million. Another \$6.2 million came from the county's road fund, which comes from gas taxes.

Utility companies will pay the rest. The Silverdale Water District will spend \$1.4 million to replace a water main and to install a pipe for reclaimed water used for things like irrigation. Wave Cable and CenturyLink also will be hanging conduit under the bridge.

The next Silverdale widening project, Nelson said, is one that will add lanes on Silverdale Way between Anderson Hill Road and Byron Street, the entrance into Old Town Silverdale. That project is budgeted to begin sometime in 2017.

As far as widening Bucklin Hill beyond Mickelberry, Nelson said that's in the future. "It's not in our budget, but it's on our radar screen," she said.



Utility work Tuesday above the Bucklin Hill bridge closed a lane of traffic. MEEGAN M. REID / KITSAP SUN



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 01/01/2015 to 02/28/2015

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
APP Program							
3-P-124(003)-1	ENUMCLAW	FY 2015 Arterial Preservation Project	Construction	CN	2,910	0	Director
3-W-985(002)-1	FERNDAL	FY 2015 Arterial Preservation Project	Audit	CC FV AD	340,771	-39,507	Director
3-P-822(002)-1	MONROE	FY 2015 Arterial Preservation Project	Audit	CC FV AD	226,833	-14,202	Director
3-P-112(002)-1	NORMANDY PARK	FY 2015 Arterial Preservation Project	Audit	FV AD	71,659	0	Director
3-P-117(002)-1	PACIFIC	FY 2015 Arterial Preservation Project	Audit	CC FV AD	240,633	-32,736	Director
3-P-142(001)-1	SNOHOMISH	FY 2015 Arterial Preservation Project	Audit	CC FV AD	209,014	-34,190	Director
3-P-133(003)-1	STEILACOOM	FY 2015 Arterial Preservation Project	Bid Award	CN	375,853	0	Director
3-E-176(002)-1	WALLA WALLA	FY 2015 Arterial Preservation Project	Construction	CN	52,500	0	Director
Total APP Change						-120,635	
LED Program							
S-P-808(001)-1	BUCKLEY	FY 2014 Streetlight Project	Audit	CC	362,406	25,746	Director
Total LED Change						25,746	
SCAP Program							
6-E-847(007)-1	CASHMERE	Mission Avenue	Audit	CC FV AD	541,359	0	Director
6-E-847(106)-1	CASHMERE	Tigner Road	Audit	FV AD	27,270	0	Director
6-W-952(004)-1	CASTLE ROCK	Front Avenue NW	Audit	CC	368,840	17,840	Director



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
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Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
6-E-901(005)-1	CHEWELAH	E Main Avenue	Audit	CC	1,082,541	-13,668	Director
6-E-901(006)-1	CHEWELAH	Ehorn Lane & Lincoln Avenue	Design	DE	114,769	0	Director
6-E-856(001)-1	COULLEE CITY	W Douglas Street	Bid Award	CN	221,111	0	Director
6-P-818(006)-1	DARRINGTON	Darrington Street	Design	DE	97,850	0	Director
6-P-811(009)-1	EATONVILLE	SR 161/WA ABE N Corridor Streetscape & Design Project	Withdrawn	WD	25,029	-10,867	Director
6-W-953(008)-1	KALAMA	China Garden Road	Design	DE	75,832	0	Director
6-E-850(010)-1	LEAVENWORTH	Commercial Street	Construction	CN	0	0	Director
6-E-881(008)-1	OKANOGAN	5th Avenue S	Design	DE	86,213	0	Director
6-E-882(007)-1	OROVILLE	Central and Cherry Streets	Bid Award	BA	70,608	2,341	Director
6-E-866(002)-1	WARDEN	Industrial Way	Design	DE	0	0	Director
6-E-887(005)-1	WINTHROP	Upper Bluff Street	Bid Award	CN BA	133,439	118	Director
SCPP Program					Total SCAP Change		-4,236
2-W-952(003)-1	CASTLE ROCK	FY 2014 Overlay Project	Audit	FV AD	102,034	0	Director
2-E-901(001)-1	CHEWELAH	FY 2015 Overlay Project	Audit	CC	120,648	7,889	Director
2-E-930(002)-1	CLE ELUM	FY 2015 Overlay Project	Audit	CC FV AD	248,202	-18,525	Director
2-E-869(001)-1	CRESTON	FY 2014 Seal Coat Project	Audit	CC	6,672	-25,664	Director



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
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Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-P-819(003)-1	GOLD BAR	FY 2015 Overlay Project	Audit	CC	115,598	-11,474	Director
2-P-820(001)-1	GRANITE FALLS	FY 2015 Overlay Project	Audit	CC FV AD	129,378	-27,525	Director
2-E-903(002)-1	KETTLE FALLS	Evergreen Drive	Audit	CC FV AD	71,005	-1,917	Director
2-E-931(006)-1	KITTITAS	FY 2015 Overlay Project	Audit	CC FV AD	59,918	-12,887	Director
2-E-931(007)-1	KITTITAS	FY 2016 Overlay Project	Design	DE	10,750	0	Director
2-E-862(006)-1	MATTAWA	FY 2015 Overlay Project	Bid Award	CN	198,900	0	Director
2-E-897(002)-1	MEDICAL LAKE	2013 WSDOT Chip Seal Project	Audit	CC FV AD	197,458	-11,180	Director
2-E-881(004)-1	OKANOGAN	FY 2014 Overlay Project	Audit	CC FV AD	102,244	20,759	Director
2-E-987(001)-1	OMAK	FY 2014 Seal Coat Project	Audit	CC FV AD	64,887	-1,687	Director
2-E-886(003)-1	TWISP	FY 2015 Overlay Project	Audit	CC FV AD	105,586	-481	Director
2-E-854(003)-1	WATERVILLE	FY 2013 Overlay Project	Audit	CC AD	117,439	-11,770	Director
Total SCPP Change						-94,462	
SP Program							
P-W-156(P06)-1	BELLINGHAM	Yew Street	Design	DE	0	0	Director
P-E-848(P05)-1	CHELAN	E Woodin Avenue (SR 97A/SR 150)	Design	DE	35,714	0	Director
P-E-004(P02)-1	CHELAN COUNTY	South Wenatchee Pedestrian - Phase II	Design	DE	53,846	0	Director
P-W-006(P07)-1	CLARK COUNTY	Highway 99	Design	DE	30,000	0	Director



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 01/01/2015 to 02/28/2015

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
P-E-177(P02)-1	COLLEGE PLACE	SE Ash Avenue	Design	DE	0	0	Director
P-W-832(P02)-1	CONCRETE	Superior Avenue	Bid Award	BA	215,644	50,000	Director
P-W-825(P04)-1	FORKS	Maple Avenue	Audit	CC FV AD	252,014	-14,950	Director
P-P-127(P04)-1	GIG HARBOR	Harborview Drive	Design	DE	27,500	0	Director
P-W-190(P01)-1	HOQUIAM	W Emerson Avenue (SR 109)	Construction	CN	10,000	0	Director
P-P-206(P03)-1	KENMORE	NE 181st Street	Design	DE	21,899	0	Director
P-E-173(P05)-1	KENNEWICK	S Gum Street	Audit	CC	229,178	0	Director
P-P-146(P02)-1	LAKE STEVENS	N Davies	Design	DE	51,667	0	Director
P-P-143(P02)-1	MARYSVILLE	Grove Street	Design	DE	13,675	0	Director
P-E-166(P02)-1	MILLWOOD	Buckeye Avenue	Audit	FV AD	250,608	0	Director
P-P-822(P01)-1	MONROE	Main Street	Design	DE	22,708	0	Director
P-P-112(P01)-1	NORMANDY PARK	SW Normandy Road	Design	DE	0	0	Director
P-E-873(P02)-1	REARDAN	US 2	Withdrawn	DE WD	0	0	Director
P-W-972(P02)-1	SOUTH BEND	Cedar Street;Cowitz Street	Design	DE	18,582	0	Director
P-E-032(P07)-1	SPOKANE COUNTY	Wellesley Avenue	Construction	CN	17,905	0	Director
P-E-886(P01)-1	TWISP	Twisp Avenue/Lincoln Street	Audit	CC FV AD	194,694	3,012	Director
P-W-186(P01)-1	WASHOUGAL	SE Evergreen Way	Design	DE	11,243	0	Director

Total SP Change 38,062



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
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Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
UAP Program							
8-1-105(033)-1	AUBURN	Auburn Way S (SR 164)	Construction	CN	508,176	0	Director
8-2-830(007)-1	BAINBRIDGE ISLAND	Wyatt Way	Design	DE	1,088,000	0	Director
8-2-156(041)-1	BELLINGHAM	James/Bakerview	Design	DE	0	0	Director
8-5-006(040)-1	CLARK COUNTY	NE 99th Street and SR 503 Intersection	Design	DE	720,000	0	Director
8-1-110(007)-1	DES MOINES	S 216th Street (segment 1-A)	Design	DE	0	0	Director
8-3-009(010)-1	DOUGLAS COUNTY	N Baker Avenue	Design	DE	317,311	0	Director
8-1-802(004)-1	DUVALL	SR 203	Design	DE	143,487	0	Director
8-1-201(002)-1	EDGEWOOD	Jovita Blvd/Emerald St/28th Ave	Audit	CC FV AD	4,489,586	0	Director
8-1-139(002)-1	EDMONDS	228th Street SW/SR 99	Construction	CN	0	0	Director
8-1-113(010)-1	FEDERAL WAY	S 352nd Street extension	Design	DE	666,667	0	Director
8-1-108(011)-1	ISSAQUAH	SE 62nd Street and extension	Design	DE	3,835,287	0	Director
8-2-018(007)-1	KITSAP COUNTY	NW Bucklin Hill Road	Bid Award	BA	4,000,000	0	Director
8-1-118(002)-1	LAKE FOREST PARK	NE 178th Street	Construction	CN	165,512	0	Director
8-3-988(002)-1	LIBERTY LAKE	Liberty Lake Drive	Design	DE	149,381	0	Director
8-1-205(003)-1	MAPLE VALLEY	Witte Road SE	Bid Award	BA	1,284,687	-395,201	Director
8-1-143(008)-1	MARYSVILLE	State Avenue	Construction	CN	578,347	0	Director
8-3-167(017)-1	PULLMAN	Bishop Boulevard	Bid Award	BA	611,141	79,714	Director



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 01/01/2015 to 02/28/2015

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-1-102(034)-1	RENTON	S 7th Street	Construction	CN	216,483	0	Director
8-1-102(035)-1	RENTON	Logan Avenue N	Construction	CN	0	0	Director
8-1-102(036)-1	RENTON	Main Avenue S	Design	DE	0	0	Director
8-1-101(157)-1	SEATTLE	23rd Avenue	Bid Award	BA	2,900,000	0	Director
8-1-031(012)-1	SNOHOMISH COUNTY	Seattle Hill Road	Design	DE	0	0	Director
8-1-133(003)-1	STELLACOOM	Sequalish Street	Audit	CC	1,984,198	37,034	Director
8-1-128(093)-1	TACOMA	Port of Tacoma Road	Construction	CN	0	0	Director
8-5-186(008)-1	WASHOUGAL	32nd Avenue/Evergreen Boulevard	Design	DE	0	0	Director
8-3-160(028)-1	WENATCHEE	McKittrick Street	Design	DE	375,275	0	Director
8-1-198(004)-1	WOODINVILLE	NE 171st Street	Design	DE	523,000	0	Director
Total UAP Change						-278,453	
UCP Program							
9-P-206(004)-1	KENMORE	NE Bothell Way (SR 522)	Bid Award	BA	5,701,840	500,000	Director
9-P-107(011)-1	REDMOND	NE Union Hill Road	Bid Award	BA	3,183,000	0	Director
9-P-806(004)-1	SNOQUALMIE	Railroad Avenue (SR 202)	Construction	CN	0	0	Director
9-E-165(016)-1	SPOKANE	Havana Street	Audit	CC	1,975,000	0	Director
9-W-196(006)-1	TUMWATER	Trosper Road	Withdrawn	WD	1,364	-744,111	Director



Washington State Transportation Improvement Board
Project Activity Report

Reporting Period
 From 01/01/2015 to 02/28/2015

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval	
Total UCP Change							-244,111	
Total Change							-678,090	

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



Annual Assessment

March 26, 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/ and the annual assessment report can be found on pages 34-36.

RECOMMENDATION

For information only, with no action required.

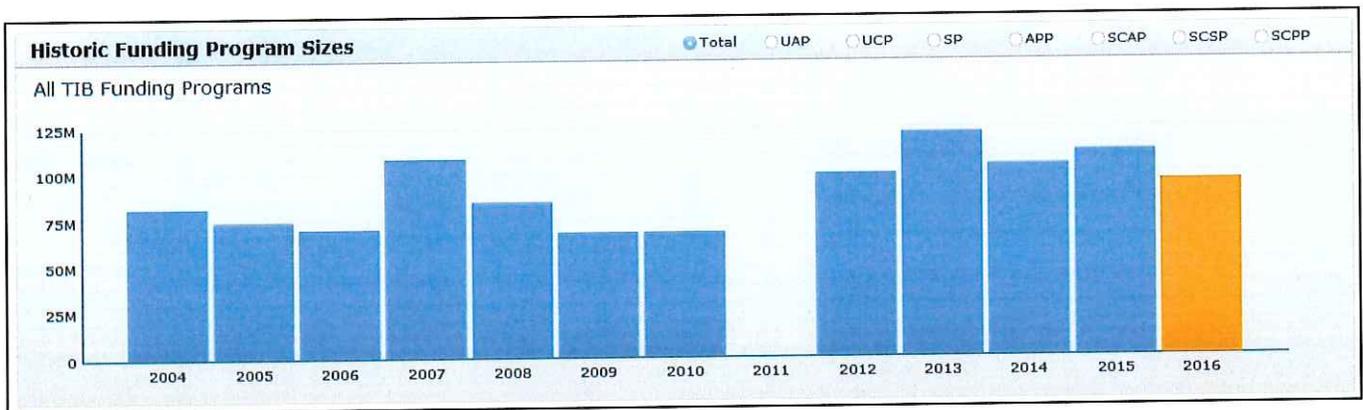


Annual Assessment March 26, 2015

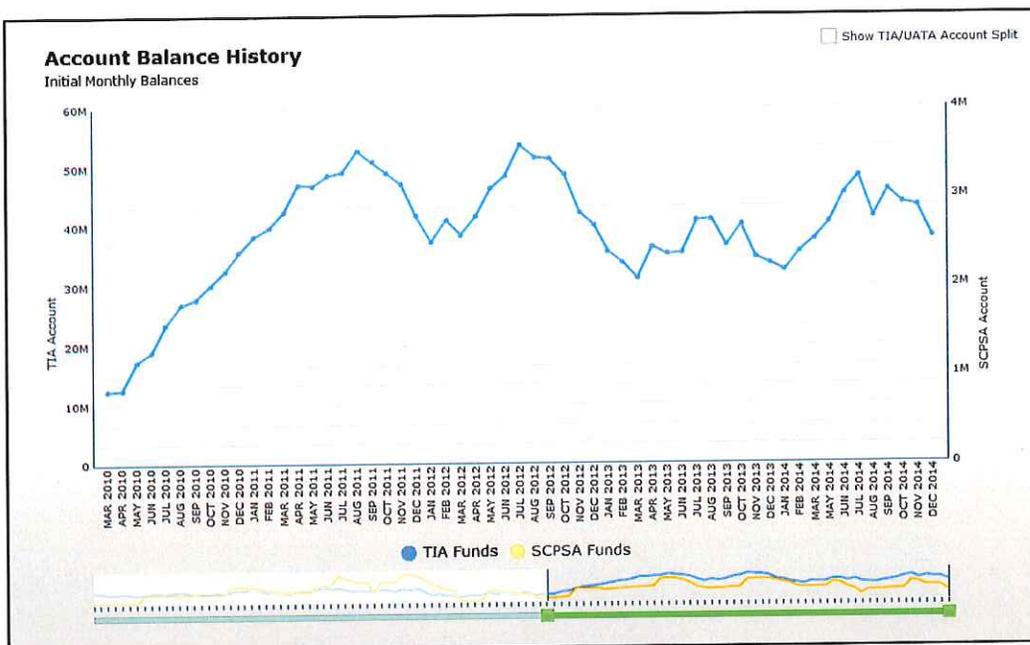
FINANCIAL HEALTH

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)



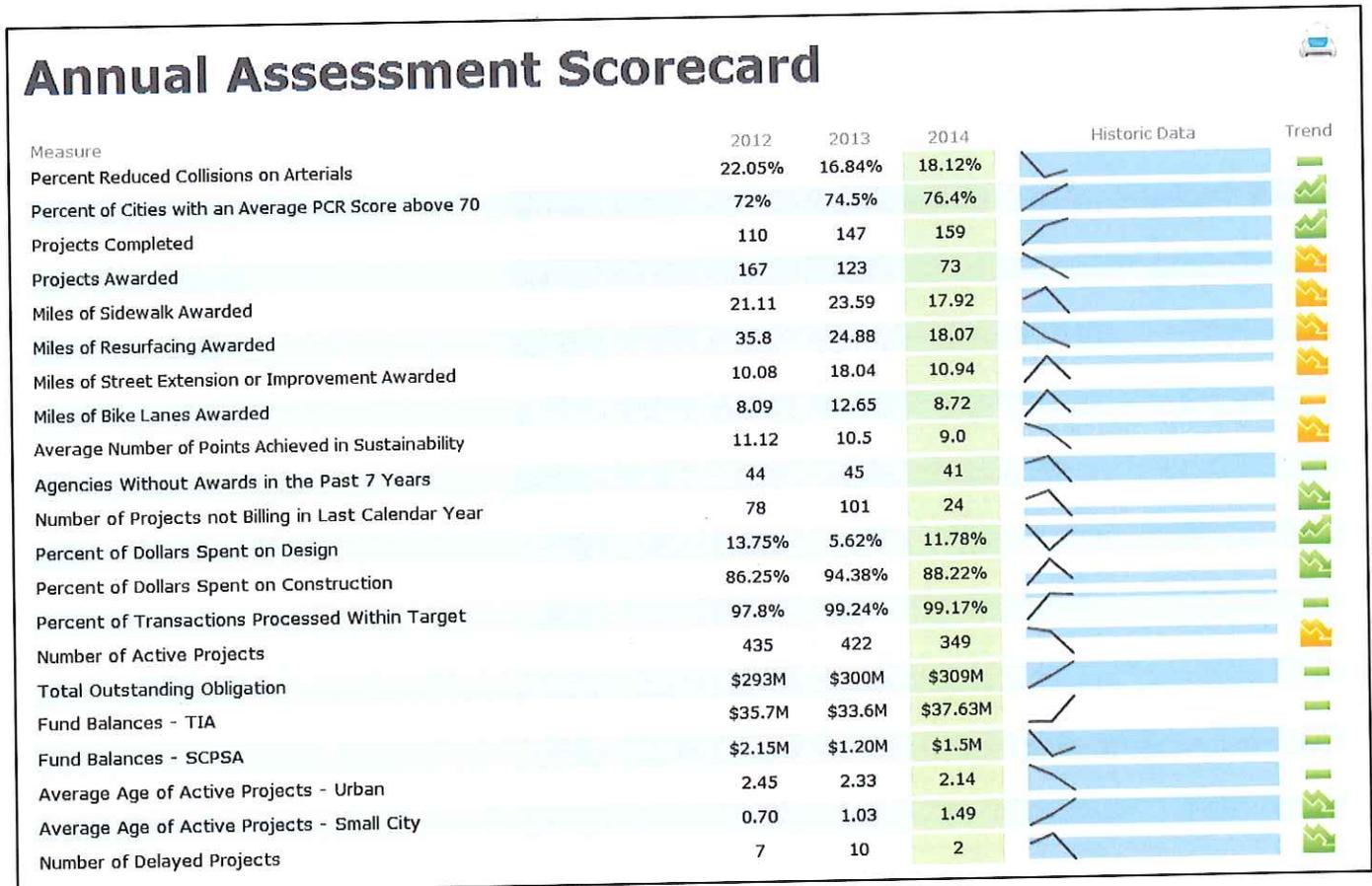
Preservation programs were not offered for the 2014 award cycle (FY 2016 in graph above). The Arterial Preservation Program is primarily funded by appropriations from the Highway Safety Account (HSA) and the Small City Preservation Program is supplemented by the HSA. Due to statewide transportation budget 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.



**Criteria Updates – Urban Arterial Program
 March 27, 2015**

BACKGROUND

The Urban Arterial Program (UAP) provides grants to cities with population above 5,000 and to counties within urban areas. The method evaluates projects based on rank in four criteria “bands” (safety, growth & development, physical condition and mobility), as well as sustainability and constructability.

Each year program criteria are reviewed and, if needed, proposed changes are brought before the board for consideration. At the January 2015 board meeting in Olympia the board was briefed on several updates to the UAP criteria and was notified that some changes would be recommended in March.

STATUS

Staff is proposing a few updates to the UAP criteria for the 2015 call for projects. A detailed list of the entire criteria set follows on pages 32-36, with proposed changes noted. A description of recommended updates is below.

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 or structural retrofit.

RECOMMENDATION

Staff recommends adopting the updates to the Urban Arterial Program for the November 2015 project selection.

URBAN ARTERIAL PROGRAM

Criteria Rating Guidelines

SAFETY (65 pt max)

Corrects unsafe conditions, prevents human injury and property damage.

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

SAFETY EVALUATION TOOL (50 pt max)

- Potential crash reduction 0-15
- Predicted crash frequency 0-10
- Modeled crash modification factors 0-25

COUNTERMEASURES NOT MODELED IN SAFETY TOOL (15 pt max)

- Grade separation 0-4
- Adds pedestrian facility 0-3
- Increases sight distance 0-6
- Corrects offset/skewed intersection 0-4

GROWTH & DEVELOPMENT (65 pt max)

Maximizes development potential and appropriate project locations.

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

PUBLIC SUPPORT (20 pt max)

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

PRIVATE SUPPORT (20 pt max)

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

PERMITTED DEVELOPMENT ACTIVITY (15 pt max)

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

URBAN ARTERIAL PROGRAM

Criteria Rating Guidelines

LOCATION (10 pt max)

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

PHYSICAL CONDITION (65 pt max)

Corrects physical and structural deficiencies and prevents failure.

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

EXISTING CONDITION

- TIB engineer PCR score rating 0-30
- Or
- Bridge Condition (BRAC Funded Only) 0-30

NON PAVEMENT CONDITION (~~12~~ 10 pt max)

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

EXISTING ATTRIBUTES (~~10~~ 12 pt max)

- Illumination 0-2
- Fixed objects 0-2
- Access control 0-2
- Alignment 0-5
- Channelization 0-2
- Turning radius 0-2
- Sight distance 0-2
- Completes or extends improvements 0-4

LOADING (10 pt max)

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

SIDEWALK CONDITION (5 pt max)

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

URBAN ARTERIAL PROGRAM

Criteria Rating Guidelines

MOBILITY (65 pt max)

Contributes to traffic and modal capacity and network connectivity

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

CONGESTION AND LEVEL OF SERVICE (35 pt max)

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

NETWORK CONNECTIVITY (10 pt max)

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

MODAL ACCESS (10 pt max)

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

FEATURES (10 pt max)

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

SUSTAINABILITY (15 pt max)

Improves project quality through a sustainable design.

This category evaluates the inclusion of sustainable designs and well-tested, reliable techniques to minimize environmental impacts. Projects are scored for enhanced design features that encourage low impact development techniques and design elements that assure environmental longevity and livability enhancements.

ADOPTED GREENHOUSE GAS EMISSIONS POLICY

1

URBAN ARTERIAL PROGRAM

Criteria Rating Guidelines

MODAL MEASURES (8 pt max)

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

ENVIRONMENTAL MEASURES (8 pt max)

- LID or enhanced treatment stormwater controls 2
- Use of non-potable water for irrigation or no permanent irrigation 1
- Hardscaping or native planting 1
- Project must not include permanent irrigation*
- Correction of fish barrier 0-3
- Enhances stream bank condition 1
- Corrects existing sensitive area impacts 2
- Appropriate reduction in existing pavement width while still accommodating all roadway users 0-3

ENERGY MEASURES (4 pt max)

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

~~RECYCLING MEASURES PAVEMENT RECYCLING~~ (4 pt max)

- ~~• Reuse/recycling of materials (on-site or off-site) 2~~
- In-place recycling pavement reconstruction or structural retrofit 2 4

CONSTRUCTABILITY (20 pt max)

Provides a reasonable expectation of completion.

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

FULL FUNDING (~~15~~ 10 pt max)

- Over match (1pt for every 2 4% above minimum) 0-~~10~~ 5
- Full funding in place 5

URBAN ARTERIAL PROGRAM

Criteria Rating Guidelines

CONSTRUCTION READINESS AND EASE OF IMPLEMENTATION (10 pt max)

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



2015 Small City Programs Re-engineering Implementation

March 27, 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.

The board has been briefed regularly since 2013 when the small city re-engineering project began. At the January 2015 board meeting in Olympia the board received the latest staff review that showed what had been done in 2014 and what was planned for 2015, including a revision to the selection criteria, classifying a greater portion of the street system as eligible for Transportation Improvement Account (TIA) funding, and using TIB maintained Pavement Condition Rating (PCR) data to better inform investment decisions.

STATUS

Since the January 2015 board meeting, TIB staff has been working on the needed changes and details for the 2015 small city programs. The changes are described below in the following three sections.

SELECTION CRITERIA

TIB staff will continue to use the same numerical criteria scoring system as in years past, but also proposes to include a test of investment readiness based on several new factors. Projects may or may not be selected based on readiness. After readiness is confirmed, projects will then be ranked based on the existing criteria. This will also provide a test to see how the data will look as readiness becomes a larger factor in selection. New questions on the application will gather data. The table below shows the factors of readiness proposed for review.

Factor	What will be asked?	Why we ask it.
Base condition	The agency will be asked to provide a description of the subsurface condition and existing roadway section.	Poor or unknown base condition needs to be known in order to ensure the right treatment and cost reliability.

Utility condition	The agency will be asked to provide a description of the utility type, condition, material, and age of all utilities affected by the project.	Poor or unknown utility condition adds risk and delay to a project. Making sure the agency is aware of their utility condition will help determine the best investment timing.
Economy of Scale	Are there other projects nearby with which the agency should coordinate?	The TIB should be aware of any opportunities for economy of scale. When possible and cost efficient, projects should be combined and built together.
Fund Leveraging	Does the agency plan on pursuing any other funding sources?	Coordinating funding sources to the fullest extent possible can produce benefits.

ARTERIAL STREET CLASSIFICATION

Eighty percent of the small city program funding comes from the TIA. In order to be eligible for TIA funding a street must be classified as a TIB arterial (RCW 47.26.090). In the past less than 20% of the total miles of small city streets has been classified as a TIB arterial.

TIB staff is proposing a revised classification process in order to qualify more streets for TIA funding. This will require a WAC change. The new WAC wording can be found on page 41. The following list is a summary that describes streets classified as arterials:

- City owned
- Paved and connects to other paved streets
- Does not include alley ways
- Does not include dead ends unless they provide access to significant generators of traffic
- New streets and gravel streets may be classified by the Board if, once paved, they would qualify as an arterial.

USING DATA

TIB engineers rate approximately 1,600 miles of streets in small cities on a four year rotation. This data has been provided to cities in order to assist them in choosing for what projects to apply. TIB staff proposes to use the PCR data more in house to look at the agency's overall need, in terms of condition and construction will be a factor in project selection. TIB staff would utilize this data in order to identify larger one time preservation projects or where opportunities for economy of scale can be achieved.

SCOPE ACCURACY

TIB engineers will look more closely at the scope of each project and work closely with city officials and consulting firms to ensure scope accuracy. The Board may see more scope changes as TIB engineers try to ensure the right scope is being proposed. Scope changes will represent a collaborative effort. In the future, projects may go through a two-step approval process, one to give readiness approval and another to approve the scope.

RECOMMENDATION

Needed WAC changes are discussed on Page 39 and action will be required.



Chapter 479 WAC Revisions

March 27, 2015

BACKGROUND

WAC revisions are needed in several areas.

- TIB has been implementing a pilot LED program. If funded official WACs need to be in place in order for it to be a continued program.
- Changes are being proposed to the small city line of business.
- During a review of all of our WACs a few other editorial changes were identified.

All current TIB WACs can be viewed at: <http://apps.leg.wa.gov/WAC/default.aspx?cite=479>

STATUS

WAC revisions to Chapters 479-05, 479-10, and 479-14 are found on pages 41-46. After review by the board, they will be available to the public for comment via the TIB website. If there are no substantial changes, a public hearing will be held at the May meeting in Bremerton.

LED PROGRAM ADDITION

The LED program WACs are being added to chapter 479-10. These are all new WACs and can be read on pages 41-46.

The proposed LED program will be offered to small cities (population under 5,000.) Urban cities may be included subject to available funding when the board sets a maximum assessed value. The goal of the program is to replace the street lights in small cities, but provide the option to include low tax base urban cities so the program may be expanded in the future.

SMALL CITY PROGRAM CHANGES

The table below provides a summary of all the WAC changes necessary to implement the proposed small city re-engineering project.

WAC	Description	Difference	Summary
479-14-221	Small city arterial classification	Changed	Broadens the definition of a TIB arterial to allow funding to be spent on a larger portion of the system.
479-14-223	What is eligible on state highways	New	Clarifies what is eligible for funding on state highways through the small city arterial program.
479-14-231	Award Criteria	Changed	Adds new investment readiness factors.
479-14-261	Match Requirement	Changed	Changes the SCAP match requirement to be the same as the SCPP match requirement.

OTHER CHANGES

The table below provides a summary of all other WAC changes found during a holistic review of the TIB WACs.

WAC	Description	Difference	Summary
479-05-020	Six-year transportation plans	Change	Deletes the words "Small City" whereas not to limit the WAC only to small cities. APP projects will now fall under the same rule.
479-05-035	Small city projects administered by another agency	Change	Minor wording changes to clarify.
479-10-005	Purpose, authority, and funding	Removed	This is all in RCW and does not need to be repeated in WAC.
479-10-310	Who is eligible for APP	Change	Correction of an error. APP should include those of population exactly 5,000.
479-14-151	Urban program funding distribution formula	Change	Clarification of the methodology for adjusting regional allocation.
479-14-200	Sidewalk deviation authorities	Change	Clarify that sidewalk deviation authorities extend to small city arterial program.
479-14-251	Small city arterial program funding distribution formula	Change	Clarification of the methodology for adjusting regional allocation.
479-14-451	Sidewalk program funding distribution formula	Change	Clarification of the methodology for adjusting regional allocation.

RECOMMENDATION

The board is requested to approve the WAC revisions for public comment.

479-05-020

Six-year transportation plan.

Projects selected in the priority array must be included in the local agency's six-year transportation plan prior to receiving authorization to proceed on the project.

~~Small city pp~~ Preservation projects identified through pavement condition ratings are not required to appear in the local agency's six-year transportation plan.

479-05-035

Qualifications for small city projects administered by another agency.

A local agency that has a small city arterial program or small city preservation project may elect to have, or the executive director may require, the project to be administered by another city, a county, state department of transportation, or state transportation improvement board when:

(1) The local agency does not have certification acceptance from the state department of transportation per the Washington state department of transportation local agency guidelines manual, chapter 13; or

(2) The executive director determines that the local agency has ~~no internal~~ insufficient capacity to directly administer transportation projects.

479-10-005

~~Purpose, authority, and funding.~~

~~The board adopts reasonable rules necessary to administer the:~~

~~(1) Small city preservation program pursuant to RCW 47.26.340, 47.26.345 and 47.26.164 and funded by the small city pavement preservation and sidewalk account;~~

~~(2) Arterial preservation program pursuant to RCW 47.26.084 and funded by the highway safety account or the transportation improvement account; and~~

~~(3) City hardship assistance program pursuant to RCW 47.26.164 and funded by the small city pavement preservation and sidewalk account.~~

479-10-310

Who is eligible for arterial preservation program funds.

Incorporated cities with a population of ~~more than~~ five thousand or more and an assessed property valuation below a maximum valuation established annually by the board are eligible to receive arterial preservation program funding.

479-10-400

Intent of the LED streetlight program

The intent of the LED streetlight program is to provide funding for cities to modernize their street lights to current technology.

479-10-410

Who is eligible for LED streetlight program funds.

Agencies eligible to receive LED streetlight program funding are:

- (1) Incorporated cities with a population less than five thousand; and
- (2) Incorporated cities with a population of five thousand or more with an assessed property valuation below a maximum valuation established by the board based on available funding

For the purposes of determining population, cities may exclude the population of any state correctional facility located within the city.

479-10-420

Work eligible for LED streetlight program funds

Eligible projects include:

- (1) Replacement of existing luminaires;
- (2) Replacement of existing streetlight infrastructure may be included when
 - a. The infrastructure is required for installation of new luminaires and
 - b. The cost is determined by TIB to be appropriately born by the city
- (3) Placement of new lights when necessary as determined by the Executive Director or Board

479-10-422

When streetlights are on state routes facilities.

WSDOT approval is required in advance of award of TIB funding.

479-10-430

Project types for the LED streetlight program.

To be considered for a project under the LED streetlight program, a LED streetlight program project may be identified through the following ways:

- (1) An eligible agency may submit a funding application in response to a TIB call for projects;
- (2) TIB may select eligible agencies based on opportunities provided by an electrical service provider; or
- (3) TIB may select eligible agencies based on other board established criteria.

479-10-440

Project award criteria for the LED streetlight program.

When funds are available projects may be awarded by the board based on cost savings for the city, installation efficiency, or energy savings. Availability of other funding sources or rebates may also be considered.

479-10-450

Project phases for the LED streetlight program.

LED streetlight program projects will have three phases. Each phase will require specific documentation as described below and each phase must be approved before the applicant agency is eligible to receive the related funding:

- (1) Application phase - The city shall submit an application form as well as documentation showing scope, schedule, and budget.
- (2) Design and construction phase - TIB will provide documents for the city to sign and return. The city must submit the following agreements where utilized:
 - (a) Grant agreement
 - (b) Rights of entry agreement (if applicable).
 - (c) Consultant agreement (if applicable).
- (3) Project closeout phase - All necessary project cost documentation must be received prior to final payment.

479-14-151

Funding distribution formula for the urban program.

The statewide distribution of urban program funds is allocated between regions according to the following formula:

The average of the ratios of region urban area population (RUP) divided by the statewide urban population (SUP) plus region functionally classified lane miles within the urban area (RFC) divided by statewide functionally classified lane miles within urban areas (SFC).

$$\frac{(RUP/SUP) + (RFC/SFC)}{2}$$

The board may adjust the regional allocation by plus or minus five percent of the total annual allocation to fully fund the approved list of regional projects. When requested by the board, TIB staff will update the regional allocation to ensure equitable distribution of funds.

WAC 479-14-200

Sidewalk deviation authorities for urban and small city arterial programs.

The board recognizes the need for pedestrian facilities on arterial roadways and has required that sidewalks be provided under the urban program. A sidewalk deviation may be requested by the lead agency and may be granted under the following authorities:

- (1) The executive director has administrative authority to grant sidewalk deviations as follows:
 - (a) On both sides if the roadway is a ramp providing access to a limited access route;
 - (b) On both sides of a designated limited access facility if:
 - (i) Route is signed to prohibit pedestrians; or
 - (ii) Pedestrian facilities are provided on an adjacent parallel route;
 - (c) On one side if the roadway is a frontage road immediately adjacent to a limited access route; or
 - (d) On one side if the roadway is immediately adjacent to a railroad or other facility considered dangerous to pedestrians.
- (2) All other sidewalk deviation requests require board action.

479-14-221

What projects are eligible for small city arterial program funding.

To be eligible for funding from the Transportation Improvement Account a small city street must be classified as an arterial by the Board.

Arterials are paved streets connecting to other paved streets on both ends that are publically owned by the city or a state route. Arterials must provide circulation within the network or provide access to at least 20 residential units, or equivalent trip generation, per point of access.

Alleys are not considered arterials.

Dead end paved streets may be determined by the board to be arterials if they serve significant generators of traffic or at least 20 residential units or equivalent trip generation.

New streets may be determined by the Board to be arterials if they would meet the description of an arterial in this section after they are completed.

Gravel streets may be determined by the Board to be arterials if they should be paved based on serving significant traffic generators only if the funded project results in a paved street. ~~a proposed project must improve an arterial that meets at least one of the following standards:~~

- ~~(1) Serves as a logical extension of a county arterial or state highway through the city; or~~
- ~~(2) Acts as a bypass or truck route to relieve the central core area; or~~
- ~~(3) Serves as a route providing access to local facilities such as:~~
 - ~~(a) Schools;~~
 - ~~(b) Medical facilities;~~
 - ~~(c) Social centers;~~
 - ~~(d) Recreational areas;~~
 - ~~(e) Commercial centers;~~
 - ~~(f) Industrial sites.~~

~~Sidewalks are required on one side of the roadway unless a deviation is granted under WAC 479-14-200.~~

479-14-223

When is sidewalk required for the small city arterial program.

Sidewalk is required on at least one side of the street when project scope includes full depth reconstruction or new construction on an arterial that

- (1) is in a business district; or
- (2) connects significant pedestrian generators to a business district

Unless a deviation is granted under WAC 479-14-200

479-14-225

What is eligible on state highways under the small city arterial program

State highways in small cities are not eligible for preservation projects inside the curb face.

479-14-231

Award criteria for the small city arterial program.

The board establishes the following criteria for use in evaluating small city arterial program grant applications:

- (1) Condition of surface Safety improvement—Projects that address accident reduction, hazard elimination, and roadway deficiencies.
- (2) Stability of subsurface base structure Pavement condition—Replaces or rehabilitates street surfaces and structural deficiencies.
- (3) Condition of subsurface utilities Local support—Projects that improve network development and address community needs.
- (4) Accessibility Sustainability—Improves network development of street system, reduces or eliminates water detention, and encourages energy reduction technology and use of recycled materials.
- (5) Leveraging of funding sources
- (6) Elimination of hazards,
- (7) Continuity of improved street segments including sidewalk,
- (8) Community needs,
- (9) Sustainable design,
- (10) Efficient project implementation

479-14-251

Funding distribution formula for the small city arterial program.

The statewide distribution of small city arterial program funds is allocated between regions according to the following formula:

Region small city population divided by statewide small city population.

The board may adjust the regional allocation by plus or minus five percent of the total annual allocation to fully fund the approved list of regional projects. When requested by the board, staff will update the regional allocations to ensure equitable distribution of funds.

479-14-261

Matching requirement for the small city arterial program.

~~There is no match requirement for cities with a population of one thousand or less. Cities with a population over one thousand must provide a minimum match of five percent of the total project cost.~~

The small city arterial program provides funding which will be matched by other funds as follows:

(1) Cash match based on ability to contribute:

(a) If the city assessed valuation is greater than five hundred million, a match of ten percent will be contributed.

(b) If the city assessed valuation is from one hundred million to five hundred million, a five percent match will be contributed.

(2) If the city assessed valuation is under one hundred million, no cash match is necessary.

479-14-451

Distribution formula for the sidewalk program.

For the purpose of allocating funds, the sidewalk program is divided into two subprograms, the urban sidewalk program and the small city sidewalk program. The distribution formulas are as follows:

(1) Urban sidewalk program - The average of the ratios of region urban area population (RUP) divided by statewide urban population (SUP) plus region functionally classified lane miles within the urban area (RFC) divided by statewide functionally classified lane miles within urban areas (SFC).

The equation is as follows:

$$\frac{(RUP/SUP) + (RFC/SFC)}{2}$$

(2) Small city sidewalk program - Region small city population divided by statewide small city population.

For either program, the board may adjust regional allocations by plus or minus five percent of the total annual allocation to fully fund the approved list of regional projects. When requested by the board, staff will update the regional allocations to ensure equitable distribution of funds.