Transportation Improvement Board
May 28-29, 2015 – Bremerton, Washington
Location: **Kitsap Conference Center**
100 Washington Ave
Bremerton, WA 98337
360-377-3785

May 28, 2015 – 1:30 p.m.
WORK SESSION AGENDA

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		GENERAL MATTERS		
1:30 p.m.	A.	Welcome	Vice Chair Olson	
1:35 p.m.	B.	Local Presentations	Chris Workman	
		PROGRAM & PROJECT MATTERS		
2:05 p.m.	C.	Contingency Restoration: Spokane Valley – Mansfield Ave	Chris Workman	37
2:15 p.m.	D.	Federal Match Approval: Twisp – State Route 20 Sidewalk	Chris Workman	38
2:25 p.m.	E.	Increase Request: Roy – Peterson St Sidewalk Improvements	Chris Workman	39
2:35 p.m.	F.	2015 Preliminary Call Size	Steve Gorcester	40
3:10 p.m.	G.	Guest Speaker – Dan Burden of Blue Zones		4
3:30 p.m.	H.	Adjournment	Vice Chair Olson	

The City of Bremerton will be hosting a ribbon cutting at 4:00 p.m. for the completion of Lower Wheaton Way. There will be a walk guided by Dan Burden to follow for any who wish to participate.

Please note: Attire for this meeting is casual in preparation for the ribbon cutting and walk.

Dinner on your own

Transportation Improvement Board
May 28-29, 2015 – Bremerton, Washington
Location: Kitsap Conference Center
100 Washington Ave
Bremerton, WA 98337
360-377-3785

May 29, 2015 – 9:00 a.m.
BOARD AGENDA

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9:00 a.m.	**1.**	**CALL TO ORDER**	Vice Chair Olson	
9:05 a.m.	**2.**	**GENERAL MATTERS**		
		A. Approval of March 27, 2015 Minutes	Vice Chair Olson	1
		B. Communications	Steve Gorcester	
		1. Letter from PSE, Intolight		5
		2. Letter from Avista		6
		3. Email from Bart Stepp, Public Works Director City of Woodland		10
		4. Kent celebrates Southeast 256th Street improvements – Kent Reporter		11
		5. Port Townsend's Howard St. extension gets funding boost – Peninsula Daily News		12
		6. Howard Street extension project includes roundabout on Discovery – PT Leader		13
		7. Lower Wheaton Way paving coming – Kitsap Sun		16
		8. Roundabout Dedication – City of Snohomish News Release		18
		9. Our way out of this jam – opinion – Herald Net		19
		10. Traffic Q&A: Tacoma Ave. bridge should reopen in April 2016 – The News Tribune		21
		11. Mayor gives speech on city's 2015 plans, progress – The Monroe Monitor		22
		12. Mending downtown Spokane's sidewalks – The Spokesman-Review		25
		13. City to fix sidewalks on Main, Federal – The Star		26
		14. Kirkland's Northeast 120th St achieves highest Greenroads… – Kirkland Reporter		27
		15. Energy Adviser: Emergent LED streetlights outshine rivals – The Columbian		28
9:10 a.m.	**3.**	**NON-ACTION ITEMS**		
		A. Executive Director's Report	Steve Gorcester	
		B. Delayed Projects Report	Steve Gorcester	30
		C. Financial Report	Vaughn Nelson	
		D. Project Activity Report (1/1/15 – 2/28/15)	Chris Workman	32
10:20 a.m.	**4.**	**ACTION ITEM**		
		A. Contingency Restoration: Spokane Valley – Mansfield Ave	Chris Workman	37
		B. Federal Match Approval: Twisp – State Route 20, sidewalk	Chris Workman	38
		C. Increase Request: Roy – Peterson St Sidewalk Improvements	Chris Workman	39
		D. 2015 Preliminary Call Size	Steve Gorcester	40
		E. 2016 Meeting Locations	Steve Gorcester	44
		F. Chair & Vice Chair Elections	Steve Gorcester	45
11:00 a.m.	**5.**	**FUTURE MEETINGS**	Steve Gorcester	
		September 24-25 (Wenatchee)		
		November 19-20 (Tukwila)		
11:05 a.m.	**6.**	**ADJOURNMENT**	Vice Chair Olson	

Transportation Improvement Board
March 27, 2015
Holiday Inn Express
Pasco, Washington

MINUTES

TIB BOARD MEMBERS PRESENT

Councilmember Bob Olson, Vice Chair
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
Ms. Laura Philpot
Mr. David Ramsay
Ms. Amy Scarton
Commissioner Richard Stevens
Mr. Clay White

TIB STAFF

Steve Gorcester
Vaughn Nelson
Christa Draggie
Kelsey Davis / recorder

TIB BOARD MEMBERS NOT PRESENT

Mr. Jim Albert
Mr. Pasco Bakotich
Ms. Wendy Clark-Getzin
Ms. Heidi Stamm
Mr. John Vodopich
Mr. Jay Weber

CALL TO ORDER

Vice-Chair Olson called the meeting to order at 9:02 a.m.

GENERAL MATTERS

A. Approval of January 23, 2015 Minutes

MOTION: It was moved by Mayor Irish with a second from Commissioner Stevens to approve the minutes of the January 23, 2015 board meeting. Motion carried unanimously.

B. Communications

Mayor Lent suggested reading an article from the March 2015 issue of *Alaska Beyond* magazine, "Liquid Assets: National Water Trails System promotes and protects exceptional waterways" by Michele Andrus Dill. She also mentioned that there will be a ribbon cutting event accompanying the May meeting of the Transportation Improvement Board in Bremerton.

LOCAL PRESENTATIONS

Presentations were made from local agencies who receive TIB grants. Mayor George of Dayton spoke regarding their plan to improve city streets which includes an increase of local sales tax to raise money for the street program. Ahmad Qayoumi from Pasco talked about current and future plans they have for safety and access improvement projects. Steve Plummer from the city of Kennewick highlighted some complicated projects they completed and the positive impacts on the community. Jeff Peters from Richland presented existing TIB projects and future projects where they are hoping to partner with TIB in the future.

NON-ACTION ITEMS

A. Vice Chair's Report to the Board
Nothing to report.

B. Executive Director's Report - Steve Gorcester reported on the following:
The senate budget package distributing the new law revenue included a reallocation of 2012 fee bill revenue. This resulted in a net cut for TIB. Other agencies who received revenue from the 2012 bill also experienced similar cuts. The senate group chair says this was inadvertent. Talks with House members have been positive but so far there is nothing in writing. If this budget passes we will have a smaller call for projects and the LED project will not move forward.

Multiple versions of possible call sizes were presented with staff recommendation to depend on which budget the legislators approve. Variations include Arterial Preservation Program (APP) which ranges from $0 to $7 million, Small City Preservation Program (SCPP) ranges from $2 to $5 million, and the LED program ranges from $0 to $3 million.

East Wenatchee & Douglas County update – the city and the county are committed to working together and are figuring out ways to overcome hurdles. Douglas County has federal funding and East Wenatchee is seeking federal funding which will make them both federalized projects. Douglas County will take the lead as they have more experience with federalized projects.

Ellensburg 3rd Avenue update – Mr. Blazynski who spoke with the TIB in January has since lost his State Environmental Policy Act (SEPA) case. It is possible a court case will follow. It is unknown if he will continue with that route. TIB staff has told him he will not be given another line item on our agenda but he would be allowed to come and speak during public comment. Mr. Gorcester stated that the school district does have a desire to close the drive. Whether or not the drive is closed it is school property and they are under no obligation to have it perform the function of a public road.

Snoqualmie Railroad Avenue Roundabout – This program was in danger of timing out as a TIB project in June. However they are working with the partners to move forward. Progress has been made in the last two weeks and subsequently TIB funding will not be revoked.

Mazama Pocket Gophers, two projects affected; Thurston County, Steilacoom Road SE and Tumwater, Capitol Blvd update – Tumwater will likely come up with a single project solution. Thurston County will likely need to be on semi-permanent hold as they come up with a solution which can be more broad. Mr. Gorcester expects his suggestion will be to give both projects the ability to be restored by executive direction when they are ready to continue. This would free up the money awarded to them while the projects are waiting for a solution and allow for quick allocation when the projects are ready to proceed.

Gorcester highlighted two recent ribbon cuttings; 4th Street / High Avenue in Sultan and SE 256th Street in Kent.
Upcoming events; Lower Wheaton Way in Bremerton, the ribbon cutting will follow the board work session on May 28th and Main Street in Soap Lake which will take place Saturday, June 6th.

C. Financial Report - Vaughn Nelson reported on the following:
This report is based off of information directly from the TIB dashboard.

- TIA fund balance has risen to $40 million.

- Small City fund is under $300 thousand which is to be expected so close to the end of the biennium.
- About 60% of our projects are in the design phase which is normal for this time of year.
- The TIA funds come from 3 cents of the Washington State gas tax. The TIA has been rising since December which is to be expected.
- Last year was very flat due to a lower number of projects in construction. The goal is to have the account average at a net 0 change.
- Our call size this year may be larger than budget would typically allow as we are putting the surplus dollars from reductions in obligations of completed projects back into the account for use with new projects.

D. Project Activity Report – Christa Draggie reported on the following:

- Over three quarters of the FY 2016 projects are now approved.
- There were three increases in bid awards.
    - Concrete: $50,000 increase due to high bids of specialized electrical work and increased engineering due to extensive WSDOT analysis.
    - Pullman: $79,714 increase due to increased stormwater necessary due to development in the project area.
    - Kenmore: $500,000 increase due to a $1.6M illumination system.
- 30 projects were completed, 16 projects had a surplus which was returned to TIB.
- 3 projects were withdrawn.
    - Reardan: combined with US 2 Sidewalk project
    - Eatonville: closed due to inactivity
    - Tumwater: New Corridor plan identifies a scope not consistent with the TIB project so the Agency withdrew the project.

ACTION ITEMS

A. Criteria Adoption Urban Arterial Program (UAP)

Mayor Irish motioned to adopt the proposed UAP criteria for the June 2015 call for projects with a second from Mayor Lent.
Motion carried unanimously.

B. Review WAC Drafts

Commissioner Koch motioned to release revisions made to 479-05, 479-10, and 479-14 for public comment with final adoption after the public hearing as presented with the following changes: WAC 479-14-261: Strike "Cash match based on ability to contribute", change (2) to (c). and Strike "LED" from WACs 479-10-400 through 450.
Mayor Irish seconded the motion.
Motion carried unanimously.

FUTURE MEETINGS

The next meeting is scheduled for May 28-29, 2015 in Bremerton. Meeting notices will go out on May 8, 2015.
A ribbon cutting is planned to follow the work session on Thursday May 28th. Work session attire will be casual.

ADJOURNMENT

The meeting was adjourned at 10:16 a.m.

Guest Speaker
Dan Burden of Blue Zones

May 28, 2015

WALKABLE BREMERTON TOUR

Dan Burden, a walkablity expert from Blue Zones, will speak about walkable communities at the Thursday Work Session and join us for the Ribbon Cutting event at Lower Wheaton Way. He will then lead the Walkable Bremerton Tour around the Bremerton Bridge-to-Bridge Urban Trail.

BIO

Dan has spent most of his life helping the world get "back on its feet." In 2014, the White House recognized Dan as a Champion of Change for his efforts to make places more walkable, including the leadership he has provided through the Walkable and Livable Communities (WALC) Institute's technical assistance program and the resulting changes made in dozens of communities the Institute has served. In 2009, a user's poll by Planetizen named Dan as one of the Top 100 Urban Thinkers of all time. That same year, Dan co-founded the WALC Institute to create a focus on education, capacity-building, and training to support communities in becoming more engaged and healthier through active living. Dan also serves on the board of advisors for Walkscore (www.walkscore.com) and is the Director of Innovation & Inspiration for Blue Zones, LLC.

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May 13, 2015

Stevan Gorcester
Executive Director
Washington State Transportation Improvement Board
PO Box 40901
Olympia, WA 98504
360-791-9580

Dear Mr. Gorcester,

PSE's street lighting program, PSE/Intolight is pleased to confirm our understanding of our involvement in the Transportation Improvement Board's (TIB) Small City Streetlight Project. We partnered with TIB on the Buckley test site and with that project's success we are excited to bring solid state LED technology to Washington's other small cities.

PSE/Intolight would like to offer our partnership to bring the benefits of LED street lighting to our customers and agree to the following:

1) Provide individual municipal street light inventories.
2) Field-check individual street light locations for data accuracy and LED change out requirements.
3) Prepare final design and construction work sketches for work to be completed.
5) Finalize costs and prepare billing Authorization Letters for each municipality.
4) Order Street Light materials and coordinate with Potelco the changeout of fixtures.
5) Provide information on PSE provided rebates for LED street light fixtures.
6) Make all necessary billing adjustments.

It is PSE/Intolight's pleasure to partner with the TIB to bring cost saving, energy efficient street lighting solutions to the TIB designated small city customer base. There are many benefits to LED technology that PSE is proud to offer and our hope is that with this partnership, Washington State's small communities are included in this exciting technology upgrade.

Sincerely,

Dawn Midtbo

Dawn Midtbo
Manager, PSE/Intolight

May 19, 2015

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

Re: LED Streetlight Retrofit Proposal

Dear Steve:

On behalf of Avista Corporation, thank you for the recent opportunity to partner with the Washington State Transportation Improvement Board (TIB) through your Streetlight Retrofit Demonstration Project in the City of Palouse. As you note in your October 2014 Spotlight on Small City Streetlight Projects flyer, the Retrofit Program did achieve positive results in each of the six pilot cities - congratulations.

Specific to the City of Palouse, the TIB Pilot Project served as a valuable test site for Avista to experiment with several LED technologies and manufacturers as well as assess the retrofit process and labor requirements; evaluate lighting values and coverage; gauge community acceptance; and built additional community value for Avista as a willing partner with the City and TIB. Leveraging the $173,000 TIB investment toward replacement of both city-owned and Avista-owned streetlights (156 streetlights replaced), Avista invested an additional $250,000+ on related pole replacements and distribution system improvements within the City.

As I had recently discussed with you, Avista will be converting around 30,000 high-pressure sodium streetlights (Avista owned) to LED technology within our service area over the next 5 years (See Avista LED Light Change Out Program attached). Many of these same communities are TIB clients as well. However, due to the higher capital costs associated with change out to LED technology and based on current and proposed rates/tariffs, the conversion of streetlights to LED technology offers few if any immediate savings to our communities.

Since the Avista LED Change Out Program focuses only on Avista-owned streetlights, communities would not likely see any reduction in their energy bills nor any ability to reallocate these streetlight energy savings into other street maintenance programs consistent with the goals and objectives of your LED Streetlight Pilot Project.

However, by leveraging our LED Change Out Program with TIB funding, Avista could help TIB-communities offset some of these energy costs by partnering with TIB to "buy-down" the cost of the LED fixtures and thereby offer a reduced streetlight rate to the participating community. Of special note - in our recent rate filing with the WUTC, we did create a special rate calculation specifically for this possible opportunity.

Besides the State meeting energy efficiency goals as outlined in Governor Inslee's Executive Order 14-04, by developing a program partnership with TIB on LED streetlight retrofits, we both could offer several advantages to the participating community including improved lighting values for public safety and traffic visibility. More importantly, this program would offer a reduced LED streetlight rate which ultimately helps the community realize immediate savings thus allowing them to redirect these savings into other TIB street-related needs and programs.

Similar to the successful partnership with the City of Palouse and TIB, Avista would like to consider a more formal program with you in our other TIB-communities. We agree with you that investing savings from energy bills into street preservation and maintenance could help provide a very positive impact on these cities' street conditions and budgets going forward.

Again, we appreciate the opportunity to continue our partnership and we look forward to your favorable consideration. Thank you.

Respectfully,

Paul J. Kimmell

Paul J. Kimmell
Regional Business Manager – Palouse Region
107 S. Grand Avenue, Suite E
Pullman, WA 99163
paul.kimmell@avistacorp.com
509.336.6236

Enc.

LED Light Change Out Program

High Pressure Sodium Streetlights

LED Streetlights

Avista is launching a five-year program to replace nearly 30,000 company-owned streetlights in its service area with energy efficient LED (light-emitting diode lights).

The program will begin systematically replacing 100- and 200-watt streetlights in Washington in 2015 and is expected to launch in Idaho in 2016. Current High Pressure Sodium (HPS) streetlights that burn out will be replaced with a LED streetlight. Decorative streetlights and area lights are not included in the program at this time.

LED streetlights offer many advantages over HPS lights which are the most common streetlight in use today. HPS streetlights cast an orange hue that makes it difficult to distinguish colors. When first installed in the mid-1980s, HPS streetlights were the most energy efficient for their time. Today, LED streetlights are more energy efficient, last significantly longer than HPS, have a white light which increases visibility and safety, require less maintenance, and are more environmentally friendly.

LED Streetlight Advantages

- **Energy efficient:** use about 50 percent less energy than current sodium lights.
- **Longer life:** LED streetlights last 2–3 times longer than today's sodium lights, improving reliability.
- **Better light quality:** white light provides more uniform light, improving nighttime visibility. LED streetlights do not produce ultraviolet light which attracts nocturnal insects.
- **Reduced maintenance cost:** durability and longer life require less maintenance.
- **Environmental impact:** contain no toxic materials like mercury, unlike traditional high-pressure sodium lamps or mercury-vapor lamps and are 100% recyclable. Longer life also helps reduce carbon emissions and costs through reduced service vehicle trips to maintain fixtures.

LED Change Out Program Frequently Asked Questions

Why is Avista changing to LED streetlights?

The decision to replace Avista-owned streetlights with energy efficient LED lights was made after a thorough evaluation and testing over several years. The cost for LED streetlights has decreased in recent years, making them a cost-effective option that is more energy efficient, lasts significantly longer, has white light which increases visibility and safety, requires less maintenance, and is more environmentally friendly than traditional High Pressure Sodium (HPS) lights.

How much energy savings are expected as a result of the program?

When all of the nearly 30,000 100- and 200-watt streetlights are replaced with LED lights, the annual energy savings are estimated to be 3.1 megawatts each night. That's enough energy to power about 2,300 homes.

What are the benefits of the LED Change Out Program?

By reducing the amount of power needed to illuminate company-owned streetlights, the amount of electricity generated or purchased will be reduced. This helps manage company operating costs and load growth. Additional savings will also come through reduced costs associated with maintaining older streetlights.

Will communities see a savings with LED streetlights?

Avista is able to replace only streetlights that are owned by the company. For questions about city-owned streetlights, contact your local Avista representative.

What will Avista do with the High Pressure Sodium lights (HPS) when they are replaced?

The HPS lights will be disassembled and recycled through Investment Recovery, a partnership between Avista and The Arc of Spokane. Since 1989, the program has provided adults with developmental disabilities the opportunity to be part of a regular employment environment, to perform meaningful work and to receive fair compensation.

If I have a streetlight account, can I decline the change to an LED?

As the transition is made to LED streetlights, Avista will no longer maintain an inventory of HPS lights. All Avista-owned streetlights will be changed to LED over the next five years.

From: Bart Stepp [mailto:SteppB@ci.woodland.wa.us]
Sent: Wednesday, April 01, 2015 5:15 PM
To: Davis, Kelsey (TIB)
Subject: TIB LED Program

Kelsey,

I would like to go on the record that I fully support TIB's implementation of an LED streetlight program. For cities over 5,000 I would support the assessed valuation criteria to be the same as the Arterial Preservation Program.

Thanks,

Bart Stepp, PE
City of Woodland
Public Works Director
PO Box 9; 300 E. Scott Ave.
Woodland, WA 98674
(360) 225-7999
(360) 225-7467 (fax)
"Serving Community Needs Day and Night"

KENT REPORTER.com

Kent celebrates Southeast 256th Street improvements

Mar 19, 2015
by Steve Hunter

Kent city officials gathered on Thursday to celebrate the completion of the Southeast 256th Street improvement project on the East Hill.

City officials gathered on Thursday to celebrate the completion of the Southeast 256th Street widening project between Kent Kangley Road and 116th Avenue Southeast. The $5.2 million project included new sidewalks on both sides of the street, a new center lane and new street lights.
image credit: Steve Hunter, Kent Reporter

The $5.2 million project included the widening of the street between Kent Kangley Road and 116th Avenue Southeast with a new center turn lane as well as sidewalks and bicycle lanes on both sides of the heavily traveled east-west route.

Kent received a $2 million grant from the state Transportation Improvement Board to help pay for the upgrade. The board receives 3 cents of the state gas tax and selects local street projects to receive funds. Kent used its business and occupation (B&O) tax to help pay for the improvements, although the city will repay that fund through its transportation impact fee charged to developers who construct new buildings or houses or who make a major change in pre-existing structures.

The City Council in 2013 took the step to use the B&O funds after property owners in the 256th Street area rejected a local improvement district (LID) to help pay for the project through higher property taxes.

"This was an important project," City Councilman Dennis Higgins said at the gathering. "We would lose $2 million from the Transportation Improvement Board if we didn't match it."

More than 250 students in grades K-12 use the street each weekday and there are more than 1,200 apartment homes along the stretch of road, Mayor Suzette Cooke said.

Crews turned a two-lane road without sidewalks and lights into a three-lane road with a center turn lane, sidewalks and lights. City officials wanted to improve the street not only for vehicles that commute along it but to provide sidewalks and lighting for children who walk to school as well as those who walk to nearby businesses.

peninsuladailynews.com

Port Townsend's Howard Street extension gets funding boost

March 21, 2015
by Charlie Bermant

PORT TOWNSEND — A project to extend Howard Street received a boost last week with the awarding of funding that will support a stormwater system and the construction of a new roundabout on Discovery Road.

Port Townsend city officials learned Thursday that the state Community Economic Revitalization Board had approved a $1.2 million loan and a $300,000 grant that is expected to turn 82 acres of vacant and underutilized land into shovel-ready industrial property.

The $6.5 million project will connect West Sims Way and Discovery Road by extending Howard Street, providing additional traffic options for motorists and constructing a roundabout that it is intended to aid the traffic flow.

City Engineer David Peterson and Assistant City Engineer Samantha Trone will present an update on the project at a special joint meeting of the City Council and city Planning Commission at 7 p.m. Monday in council chambers at historic City Hall, 540 Water St.

Plans are for the new road to not only expand traffic options but provide a location for business/industrial applications that include local manufacturing and retail.

Mt. Townsend Creamery at 338 Sherman St. has announced plans to build a new 16,000-square-foot structure, with completion plans for the first part of 2016.

Much of the land in the area is currently for sale and zoned for light industrial in an effort to attract new business.

"We are providing the water and sewer so they can just connect up to that," Peterson said.

Aside from the grant and loan, the project is funded with a $2.3 million grant from the state Transportation Improvement Board, $1 million from the state Department of Transportation and $1.7 million of water and sewer utility funds from the city.

Howard Street currently ends about 800 feet off Sims Way.

The extension would be built on about 600 feet of what is now trail and open land, taking a jog around existing homes.

Peterson said the city hopes to put the road and roundabout project out for bid in May, with targeted completion in March 2016.

"It will provide an alternate route into town and provide a place for new businesses to locate," Peterson said.

Construction of the extension itself would not affect traffic flow, while the roundabout construction could disrupt traffic for about three months, he said.

Aside from the road extension, the project includes the installation of a stormwater runoff infrastructure that will channel water from the building site to a pair of drainage ponds east of Sims Way.

"This system will allow us to develop those commercial properties," Peterson said.

"It's very hard land that is difficult to drain, so the runoff will allow businesses to build on the property much less expensively than if we had to take a portion of the land for stormwater treatment."

ptleader.com
NEWS, EVENTS & CONNECTIONS FOR PORT TOWNSEND & JEFFERSON COUNTY

Howard Street extension project includes roundabout on Discovery

Aim is to bring manufacturing, high-wage jobs

April 1, 2015

by Robin Dudley

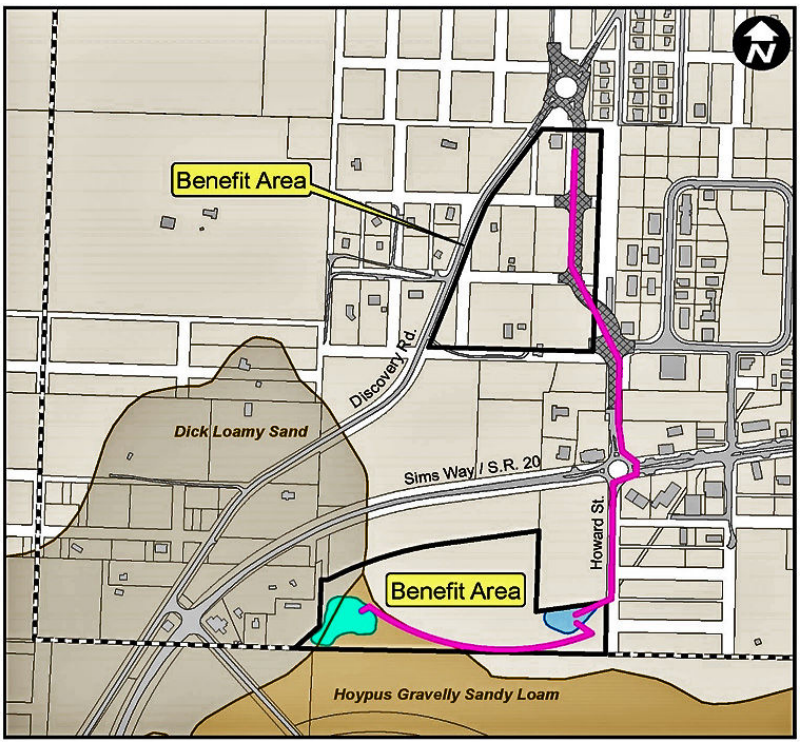
The City of Port Townsend has secured $6.4 million in funding to link Howard Street with Discovery Road, a project aimed at boosting commercial and industrial development.

The street, sewer and water project, which includes a traffic roundabout on Discovery Road at Rainier Avenue, is to be done by April 2016.

Plans are being finalized this week, and the call for bids is to happen at the end of April or early May, said David Timmons, city manager.

"Upper Sims Way was done by Seton [Construction], so we're hoping that we'll be able to keep the contract local ... but unfortunately we have to do it on a competitive bid basis," Timmons noted.

Howard Street is one of two primary access roads into the Port Townsend Business Park, near the city limits. About 82.5 acres of undeveloped property along or near Howard Street, on both sides of Sims Way (State Route 20) is where new light industrial and/or commercial businesses could locate.



The City of Port Townsend is preparing the "Howard Street Corridor" project that would extend Howard Street to connect with Discovery Road, with a roundabout at Discovery and Rainier Street (top of map). The two "Benefit Areas" represent properties intended to benefit from stormwater systems; owners would pay a slightly higher stormwater utility rate. The purple line indicates a stormwater treatment plan that leads to detention basins. Source: City of Port Townsend

In 2006, the city's six-year transportation project called for the Howard Street extension to be done in 2008. In 2008, the City Council agreed with an engineer's recommendation to continue with the Gateway Improvement project on Sims Way (which brought the city's first two roundabouts) and delay the Howard Street extension.

Now, Howard Street is again a priority.

The city recently secured a $300,000 grant from the Community Economic Revitalization Board (CERB), part of the Washington State Department of Commerce, for the Howard Street Corridor Public Infrastructure project.

Making the Howard Street corridor "shovel-ready" is about a $6.4 million project, of which $3.8 million comes from the state, said Eric Hovee of E.D. Hovee and Company, a Vancouver, Washington, firm the city hired last year to prepare an economic feasibility study for the Howard Street corridor.

Secured infrastructure funding includes a $2.3 million grant from the state Transportation Improvement Board; $1 million from the state Department of Transportation/FHWA; and $1.7 million in city money from water and sewer utility funds. The CERB grant to complete the roundabout on Discovery Road adds $300,000.

CERB has also approved a $1.2 million loan for stormwater management. A regional stormwater management system is to be located on the bay side of Sims Way, closer to Mill Road. [See map with this story.]

"Stormwater is 1.2 million," Timmons said, "and $500,000 is the cost allocated to the road project itself, so $700,000 goes to the benefit directly of the properties" served by the stormwater treatment system, which are on both sides of Sims Way.

"So what we're going to do is create a special utility rate for those benefiting properties," Timmons said. "They'll pay a slightly higher rate on stormwater" utilities.

HOWARD STREET

The Gateway project included the Howard Street roundabout, and intended to improve commercial vehicle access and underground utilities. Last year, the owners of land along the bay side of Howard Street funded their own street improvements.

The Howard Street extension provides frontage for the two parcels owned by Cheesy Enterprises (Mount Townsend Creamery), noted Timmons. One of the two parcels is currently zoned C-II (general commercial) and the other, C-II MU (community serving mixed-use center), a designation which, according to city code, "is intended to promote more focused and transit or pedestrian oriented development patterns."

FUTURE GROWTH

Hovee gave a presentation March 23 at a joint meeting of City Council and the Planning Commission. The general idea is to turn the 80-plus acres into an industrial and commercial hub with the necessary utilities and transportation access.

In Jefferson County, like similar rural counties, "it's been a real tough challenge to get and maintain high-wage jobs," which is a CERB objective, Hovee noted. He said the Howard Street corridor has an employment potential of 1,465.

"It's an aggressive target, but it's an achievable target," Hovee said.

Properly zoning the area is crucial, Hovee said. He told the City Council and Planning Commission, "you have an opportunity with the Comprehensive Plan update ... to get the balance right," and suggested mixing retail with primarily industrial use.

He noted there's plenty of land zoned for industrial use in the county, but it lacks water and sewer, necessary to make property "shovel ready."

He compared Port Townsend to Hood River, Oregon, home to companies like Tofurkey, Dakine and the Full Sail Brewing Company.

Hovee's presentation focused on craftsmanship and manufacturing as the way to economic growth.

That idea was taken up by the next presenter at the meeting, Rod Stevens of Bainbridge Island, who spoke about marketing Port Townsend and the Howard Street corridor to potential businesses and workers.

"We can't get by with just service jobs," he said. "We need things that bring money ... and that means what you make and sell to the world." Manufacturing "is not a dirty word," he said.

What to make? "Food, fashions and furnishings," he said. "You sell bread, bikes and beer." He mentioned machining several times. "Manufacturing for export generally involves machining and advanced materials. A good machine product can be sold across the country." He added that local schools and the Northwest Maritime Center would do well to focus on "how to program, run and maintain machinery."

"We have a craftsman culture here," he said. "People take pride in making things."

Local companies that are leading the way, he said, include Pygmy Boats, Tim Nolan Marine Design, Turn Point Designs, Atlas Technologies, Hanson Crafts and Intellicheck Mobilisa. "These are the kind of companies you want more of," he said. "What if you could get five or 10 or 20 times that many?"

Kitsap Sun

Lower Wheaton Way paving coming

April 5, 2015
By Josh Farley

Paving of Lower Wheaton Way in East Bremerton is expected this week, if weather conditions allow it.
Picture by LARRY STEAGALL

EAST BREMERTON — The reconstruction of Lower Wheaton Way will get one final push this week, if the weather cooperates.

Crews from Stan Palmer Construction plan to level the road surface, by grinding and paving, starting Monday, which will cause intermittent closures. The road will be fully closed between 7 a.m. and 6 p.m. Saturday so the paving can be completed.

The $3.4 million project has already added sidewalks down both sides of the street — including one side that's 10 feet wide — as well as decorative street lamps and reconfigured intersections that are safer for pedestrians and bicyclists.

"I am just overjoyed we are where we are," Bremerton Public Works Director Chal Martin said of the project.
He recalled a time when the city was hundreds of thousands of dollars short on the project, despite a $1.4 million grant from the state.

"We just flat didn't have the money to get the project features we wanted," he said.

But the state Transportation Improvement Board approved another $750,000 for the project, and car tab fees collected through the city's Transportation Benefit District added $250,000.

The result was a fully funded road revamp, transforming an old state highway into a community boulevard, Martin said.

Once the roadway is paved, crews will add striping to mark crosswalks and bike lanes that run the length of the new section.

Martin said the stretch, nearly a mile long, has been well received by people he has encountered on it. He frequently runs the so-called “bridge-to-bridge” urban trail, which includes the road and Bremerton’s two bridges over the Port Washington Narrows.

“It helps people visualize the whole bridge-to-bridge route,” he said of the project.

The paving Saturday will be weather-dependent. The ground surface must be dry and at a temperature of at least 45 degrees. If those conditions aren’t met, crews will target the following Saturday, April 18.

City officials advise residents to park northeast of the road if they live southeast of it, if they plan on going anywhere in a car on the day of paving.

The city is planning a ribbon cutting for the project May 28.

CITY OF SNOHOMISH

Founded 1859, Incorporated 1890

116 UNION AVENUE □ SNOHOMISH, WASHINGTON 98290 □ TEL (360) 568-3115 FAX (360) 568-1375

For Immediate Release: April 9, 2015

Contact: Steve Schuller
(360) 282-3194

NEWS RELEASE

Citizens Invited to April 21 Roundabout Dedication

The public is invited on Tuesday, April 21 at 6:15 p.m. to join in the dedication of the roundabout improvements at the Avenue D and 15th Street intersection. The newly completed improvements created the first modern roundabout within the City of Snohomish.

Before this project was constructed, this intersection was rated at a service level of "F", a failing grade for traffic delays. Today, it is rated at the best possible level of service "A". The intersection's stormwater runoff is now treated naturally through raingardens. The project also added sidewalk and bicycle improvements. Landscaping is designed to be attractive but also to minimize maintenance. These are just a few of the design features incorporated in the project.

The total project cost was $1.9 million. The City used $330,000 of our local Transportation Benefit District (or TBD) funds. The City was able to leverage these TBD funds to successfully compete for approximately $1.6 million in two separate grants. A federal grant from Puget Sound Regional Council's Surface Transportation Program provided $1,064.000. This federal grant was managed through the Washington State Department of Transportation's local programs office. A state grant from the Transportation Improvement Board (or TIB) provided $524,000.

Please park your vehicle at the Park & Ride lot located north of the roundabout at 1700 Avenue D, east of Highway 9, which is served by Community Transit. The dedication ceremony will take place at the north portion of the roundabout on the new sidewalk situated near the Park & Ride. Light refreshments will be served.

The City recognizes project support from *Reid Middleton*, consulting engineers, *Russell + Lambert*, landscape architects, *Cooper Zeitz Engineers*, construction management services, and *Interwest Construction, Inc. (ICI)*, general contractor.

#

HeraldNet

Our way out of this jam

Opinion

April 12, 2015

by Barb Tolbert, Dave Earling, Ray Stephanson, Vern Little and Jon Nehring

Eastbound Marysville traffic, exiting I-5 from northbound and southbound ramps and from Tulalip, jams in April 2013 at the Fourth Street railroad crossing, the main route to all of downtown Marysville, south of 88th. The state Senate's transportation budget includes funding to build a new I-5 interchange that would allow vehicle traffic to avoid the rail crossing.
Dan Bates / Herald file photo

As Snohomish County mayors, we are seeing the lack of investment in our state's transportation system place our communities in a stranglehold of backups, lost time, late deliveries and higher costs. We need to replace delays with action.

Last October the Washington state Department of Transportation released its 2014 "Congestion Report," showing that the gridlock and brake-tapping we've been stewing in for years have gotten significantly worse.

Case in point: In 2011, to ensure a reliable on-time trip on I-5 from Everett to Seattle, drivers needed to allow themselves 62 minutes for the 27-mile drive. In 2014, according to the Congestion Report, those same drivers needed to leave themselves 80 minutes. That's nearly 20 minutes more of one-way congestion — and the story is much the same for drivers commuting from Edmonds, Marysville or Arlington.

We hope this is the year our elected leaders in the state capital do something about all this.

It is time for a comprehensive and balanced transportation package — something we strongly support. We urge the Legislature to fund a critical set of project investments for Snohomish County, and to provide direct funding, grant funding, and financing options to our cities and counties for all of their local roadway needs.

In Olympia, the state Senate has approved a 2015 transportation revenue-and-reform package that makes some critical down payments on the worst of our transportation problems here in Snohomish County. On the reform side, the package includes several bills to help ensure that transportation projects are permitted and constructed as efficiently and effectively as possible.

On the investment side, the Senate's package would allow the Department of Transportation to build new peak-use lanes on I-5 between Everett and Marysville, improve key bridges and interchanges on Highway 9, invest in the Mukilteo ferry terminal, combat freight gridlock on the Edmonds and Everett waterfronts, enhance transit service, build more "safe routes to schools," and support a host of other projects throughout the county.

The Senate's package also provides Sound Transit with new revenue options to take to voters as part of a "Sound Transit 3" ballot measure next year to connect light rail to Everett, and it provides direct funding and options for local bus routes and local roadways. It is crucial that any ST package extend the ST light rail transit spine through the Paine Field aerospace complex and to the emerging Everett College District.

The transportation package also invests in grant programs vital to cities and counties, including the Transportation Improvement Board, Freight Mobility Strategic Investment Board, “Complete Streets,” Safe Routes to Schools, and Bicycle-Pedestrian Safety.

We urge the House of Representatives to seriously consider extending the package to include improvements to the Highway 531 link to the industrial complex at the Arlington Airport, long-term safety and capacity improvements to the U.S. 2 trestle, and backlogged mobility and maintenance projects throughout Snohomish County.

No matter what, we simply have to see action on a transportation package this year. The state's transportation system is in disrepair, with a backlog of maintenance and preservation needs. Failing roads and bridges, congested highway corridors, and bottle-necked interchanges undermine the ability of vehicles, buses and freight haulers to move people and goods.

While the House of Representatives is considering a transportation package, we ask that you help us with a simple message to House members. Please, whether you are a commuter, parent, student, trucker or transit rider, take a moment to communicate your views on transportation needs to our elected representatives in Olympia.

Let's get this done!

Barb Tolbert is the mayor of Arlington; Dave Earling is the mayor of Edmonds; Ray Stephanson is the mayor of Everett; Vern Little is the mayor of Lake Stevens; Jon Nehring is the mayor of Marysville.

THE NEWS TRIBUNE

Traffic Q&A: Tacoma Avenue bridge should reopen in April 2016

April 12, 2015
by Rob Carson, staff writer

Question: When will the Tacoma Avenue bridge be reopened? — Margo Repp, Tacoma

Answer: The city says the bridge rehabilitation project will take 15 months, so that puts the reopening just about one year from now — April 2016.

The 1930 bridge is on Tacoma Avenue South between Center and Delin streets and carries traffic over South Tacoma Way and Sound Transit's Sounder railroad tracks.

Construction on the $12 million project started Feb. 23. The job includes a new, wider bridge deck, streetlights, guardrails and a new paint job.

When the bridge reopens, vehicle traffic lanes will be reduced to three from the original four-lane configuration. The extra space will be used for wider sidewalks and two bike lanes.

Most of the funding is coming from a $9 million Federal Highway Bridge Program grant. A Transportation Improvement Board grant added $2 million, and the city chipped in with $1 million.

THE MONROE MONITOR & VALLEY NEWS

Mayor gives speech on city's 2015 plans, progress

April 21, 2015
by Chris Hendrickson

Monroe Mayor Geoffrey Thomas spoke during the Monroe Chamber of Commerce luncheon last week, providing chamber members with a 2015 general fund budget update, along with a glimpse of the upcoming municipal agenda.

Monroe Mayor Geoffrey Thomas. Photo by Chris Hendrickson

The presentation, which took place on Tuesday, April 14, at the Rock Church (16891 146th St. S.E.) in Monroe, featured several topics, including community development, parks and recreation, upcoming events, construction projects, administrative news and a municipal court update. Thomas provided some general statistical data related to the City of Monroe, which employs more than 100 employees who serve a population of roughly 17,700.

Thomas, who has lived in Monroe since 2000, has professional experience as a project manager, senior planner and a firefighter. He served as a Monroe City Council member from 2003 to 2009, and was elected as mayor in 2013.

General fund

When Thomas initially took office in January 2014, he examined the city's five-year financial trajectory in relation to the general fund. Largely supported by sales tax revenues, the city's general fund covers all governmental operations other than street maintenance and utilities. It funds public safety, parks and recreation, city staff and other administrative costs.

Using a five-year forecasting tool, Thomas noticed that, in future years, the city's expenditures exceeded its revenues. He then began working with department directors, the city administrator and the Monroe City Council to reduce expenditures across the board. He directed staff to delay hiring two positions and opted not to fund some one-time programs.

In doing this, the city ended up with a positive roll-over balance from 2014 in the amount of $435,020. These funds will influence the 2015 budget.

"We were able to do that because our staff worked very hard to keep costs down," Thomas said.

Additionally, the 2015 sales tax revenues are coming in at approximately 4 percent higher than what was estimated. If the trend continues, this could result in $157,000 of revenue on top of what was budgeted for the year. The city credits the increase to both the new Walmart store and general improvements in the economy.

“About half the increase that we saw in the first two months of the year came from Walmart, and the other half did not come from Walmart,” Thomas said. “That shows that the economy is beginning to rebound.”

The mayor and council are considering a mid-year budget amendment that would take place in May. Some of the potential enhancements could include funding a deputy city clerk position, funding an additional accountant in the finance department, funding improvements in Monroe’s downtown core including the Main Street Plaza project, hiring a lobbying firm to represent the city’s interests in Olympia, a $90,000 addition to the city’s contingency fund and improving permitting procedures by streamlining Monroe Municipal Code to facilitate better ease-of-use.

“That is a priority to us,” Thomas said, “to improve permitting at city hall.”

Community development

The development activity in 2015 is reflecting economic improvement in much the same manner as the increase in sales tax revenues — so far, things are looking more favorable than they were last year.

“We have 23 new home permits that have been issued,” Thomas said. “Not even halfway through the year; we’ve already exceed the 19 issued for all of 2014.”

Additionally, there are 63 attached homes that have either been permitted or are currently in the application process. Attached homes include residential structures such as duplexes, apartments, condominiums and townhomes. There are also 11 tenant improvement permits that have been issued, meaning that business owners and residential tenants are making improvements, thus reinvesting in their properties.

A total of 25,000 square feet of other applications are in review, including a Carl’s Jr. fast-food restaurant, and there are approximately 400 single-family lots in the pipeline.

The city’s new community development director, Dave Osaki, has been reviewing the city’s Comprehensive Plan update. Osaki, who started work on April 1, has already developed a list of special initiatives relevant to his department, including problem-solving solutions, enhanced internal coordination, streamlining code and procedures and working to increase collaboration with city customers.

“The permitting service function is a key to the city’s economic development strategy,” Thomas said. “The collaboration with our customers to hear concerns and ideas is essential.”

Parks and recreation

Park enhancements for 2015 include improvements at the Lake Tye Skate Park (14964 Fryelands Blvd.), which are scheduled to begin this fall with a tentative completion date of January 2016.

In conjunction with the overall Comprehensive Plan process, the city is currently working to update its long-range parks and recreation plan.

Discussions have been held regarding the addition of synthetic turf fields near Lake Tye and a new public park at the Cadman site, located adjacent to Sky River Park (413 Sky River Pkwy.).

Parks crews have been busy at several local parks where new playground surfacing chips have been added. Additionally, improvements including dugout covers, extra backstop netting and new infield surface mix have been underway at the local ball fields.

The parks department has a busy summer of recreational events, including triathlons, wakeboard competitions, dog agility shows, outdoor youth sports, tournaments, fun runs and model boat races. The season is kicking off with a 5-

kilometer fun-run on Saturday, April 25 at Lake Tye. The Trout Unlimited and Lions Club fishing derby will take place on Sunday, April 26, also at Lake Tye.

Free movie nights will be offered at Lake Tye during the Movies Under the Moon series this summer, along with a free concert series that include blues, rock and country.

Public works

There are numerous public works projects scheduled to occur in 2015. The Main Street Plaza project started construction on Monday, April 20, on the south side of East Main Street near South Ferry Street. Designed to separate storm water from the city's sanitary sewer system, the first phase of the project is largely being funded via a Washington State Department of Ecology grant.

And the long-awaited Tjerne Place extension project will begin sometime this year.

"We expect to be in construction on that later this year and have that completed in 2016," Thomas said. "That's the extension from roughly Lowe's over to Woods Creek."

The project, which is being funded through a Washington State Transportation Improvement Board grant, 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 Athletic Club (14925 Chain Lake Rd.), travel behind Ben Franklin Crafts and Frame Shop (19505 U.S. 2) and Safeway (19651 U.S. 2), and connect with Woods Creek Road. The project is meant to improve the east-west traffic flow on U.S. 2 and ease some of the congestion.

Other public works projects in the pipeline include a new sidewalk from the Farm neighborhood to Tjerne Place, along Woods Creek Road and a sidewalk along the south side of West Main Street, from the roundabout to just west of Park Place Middle School, for which the city was awarded a $368,638 grant.

Law enforcement, municipal court

Last year, the Monroe Police Department implemented a new motorcycle program, to help mitigate speeding through school zones and other areas of the city, including the 25 mph areas of Main and Lewis streets.

The city's new municipal court is in session every Wednesday, with jury trials taking place on the fourth Friday of every month. Since January 1, the Monroe Municipal Court has filed 1,283 cases from the Monroe Police Department, including 1,012 traffic infractions, 240 criminal and noncriminal infractions and 31 parking infractions.

Judge Mara Rozzano presides over the court, which was implemented as a way to provide more expedient court services to the citizens and reduce the costs associated with outsourcing court services.

For more information on the city of Monroe, visit www.monroewa.gov. For more information on the chamber, visit choosemonroe.com.

THE SPOKESMAN-REVIEW

Mending downtown Spokane's sidewalks

April 23, 2015
by Nicholas Deshais

If you've ever walked around downtown Spokane, you won't be surprised to hear that the sidewalks are broken. Like really broken, deteriorating and hazardous, especially if you've got your nose buried in a smartphone.

It may surprise you to hear that there's $40 million worth of repair needed for the sidewalks. The city has come up with a way to pay for such work. By using parking fund revenue, state grants and some cooperation from property owners, strolling on the walkways in the city's core may soon be cakewalk.

Chris Pederson cleans off the sidewalk at Indiana and Wall in Spokane, Wash., after the 1980 eruption of Mount St. Helens. (Photo Archive/Spokesman-Review)

From the city:

Many of the vaulted sidewalks downtown are nearly 100 years old. Originally used for deliveries, utilities or as just extra space for the building, these sidewalks are more like small bridges than sidewalks and have gradually deteriorated over time. This deterioration has left the city holding a $40 million dollar repair bill and the city hasn't had a funding stream to tackle the needed repairs – until now.

Sidewalk maintenance and repair is generally the responsibility of the owner of the adjacent property, but it's not a cheap fix and replacing a structural sidewalk can be an extreme financial burden for the property owner. With these vaulted sidewalks posing a potential hazard to public safety, the city is stepping up to make sure these aging sidewalks are safe and more appealing for shoppers, tenants, employees and other visitors to downtown Spokane. Utilizing parking meter revenues as matching funds, the city secured a $2.1 million Transportation Improvement Board grant to help the city begin the long process of making repairs. This initial TIB grant project will focus on filling the vaulted spaces and repairing the walking surfaces as well as replacing any impacted street trees and tree grates.

We're also partnering with property owners who are directly impacted by sections of unsafe sidewalk. The city has agreed to pay 100 percent of the cost to fill the vaulted spaces and replace the sidewalks, but property owners will then have the option to keep the vaults open and upgrade them to today's standards if they agree to pay any costs above and beyond the cost of filling the vault.

With the initial TIB grant, the city is addressing as many of the aging sections of sidewalk as possible with up to 14 having been identified for this initial work. City crews will begin with five sections of vaulted sidewalk that are in need of immediate repairs.

The Star

City to fix sidewalks on Main, Federal

April 29, 2015

Grand Coulee's sidewalk project for Main Street and Federal Avenue will go out for bid in May, city officials said last week.

The project is largely funded by a $436,905 grant from the state's Transportation Improvement Board. Members of the board were in Grand Coulee last year to help city officials shape the project.

City Clerk Carol Boyce said bid packets will be ready early in May with the potential bid opening by the end of May. Completion of the project is scheduled by the end of the year.

City council members received the breakdown of the project at their meeting last Tuesday night.

Gray & Osborne, the city's engineering firm, is preparing bid packets with estimates of the various stages of development.

The project calls for the replacement of existing sidewalk, curb, and gutter on Main Street and Federal Avenue.

Work includes installing new sidewalk, curb ramps, storm drainage and signage.

To address Americans with Disabilities Act requirements, the project will install sidewalk bulb outs on Federal Avenue to provide sufficient space for landing behind the curb ramps. The project also incorporates the reuse of existing sidewalks where possible.

KIRKLAND REPORTER.com

Kirkland's Northeast 120th Street achieves highest Greenroads Project rating ever

May 2, 2015

An international environmental organization awarded the City of Kirkland on April 24 with the highest rating it has ever administered. Greenroads gave Kirkland's Northeast 120th Street project its silver certification for earning 46 out of the organization's 118 total points.

"Other projects have rated Greenroads Silver, but no project has earned 46 points," said Dr. Jeralee Anderson, Executive Director of Greenroads. "The City of Kirkland made a commitment right from the start to make this as green as possible and it shows. That's a testament to Kirkland's commitment to sustainability."

Kirkland earned those 46 points by seizing on several opportunities to reduce the 880-foot road extension's environmental burden. Kirkland is using L.E.D. technology for street lighting. It reused old pavement for backfill and it built the road with warm-mix asphalt, rather than hot-mix asphalt, which both reduced emissions and the energy to process the asphalt by 50 to 100 degrees. To protect Totem Lake from the gushes of stormwater, Kirkland used trees to soak up some of that stormwater. It also built a 270,000-gallon concrete vault to capture and slowly release stormwater.

The street will also help reduce vehicle emissions by offering residents a variety of ways to travel. The extension features bike lanes and sidewalks on both sides, as well as nearby bus stops.

One of the best ways to reduce the environmental burden of road construction is to build and repave roads less often.

"One major decision right at the outset was using 40-year pavement instead of 20-year pavement," says Jesse Thomsen, the Perteet engineer, who led the street's design. "We looked at the total lifecycle cost and the benefit to the City. In the end, it didn't cost more to use Greenroads and the city got a longer lasting road. For the City of Kirkland, the entire project was a winner."

The primary difference between 40-year pavement and 20-year pavement is the pavement's thickness. George Minassian, Kirkland's streets engineer, says Kirkland was able to incorporate into the Northeast 120th Street design that additional thickness by specifying the heights of the road's curbs and gutters around the pavement's additional thickness.

Seattle-based Greenroads formed in 2010 to advocate for more sustainable road and bridge construction practices.

For more information about the project, go to www.kirklandwa.gov and search "NE 120th Extension."
is optional and exceeds 3 miles.

The Columbian
www.columbian.com

Energy Adviser: Emergent LED streetlights outshine rivals

May 7, 2015

In municipalities around the county, light-emitting diodes are slowly taking the place of older, high-pressure sodium lighting systems for outdoor streetlights. This new wave of LED streetlights boasts the benefits of long life, reduced light pollution and saving cities money.

During 2014, lighting for commercial and institutional buildings and streets and highways burned about 262 billion-kilowatt hours, according to the U.S. Energy Information Administration. Lighting is one of the larger costs for a city. The change to LEDs can help.

Over the past couple of years, Clark Public Utilities has conducted several LED streetlamp pilot programs.

"LEDs are the emerging streetlight technology," said Bill Hibbs, commercial programs manager at Clark Public Utilities. "As the cost of LED street lighting continues to drop, we will continue to see wider adoption and see their use increase in more decorative lighting, like the acorn post lamps planned for the City of Camas LED street lighting conversion."

Scientists claim stray light pollutes the night sky, making it more difficult to see the stars, disrupts ecosystems, effects health and wastes energy. To better focus outdoor light, photometric software helps streetlight designers spot under- and over-lit areas for pilots. Then they can adjust cobra heads and acorn style LED streetlights onto parking lots or sidewalks without light spilling over into home windows or diffusing into the sky.

LEDs are efficient emitters of light. One LED produces between 100 and 150 lumens per watt. Lighting technologists expect 200 lumens per watt in the future. Being directional, they waste less light and decrease light pollution. With street lighting a major cost for cities, directing light to the right places, reduces operating costs.

Local upgrades

About a year ago, an American Recovery and Reinvestment Act grant funded the replacement of 50 street lamps in Battle Ground and 200 in Camas and Washougal.

Around the same time, a grant from the Washington State Transportation Improvement Board funded a Ridgefield phase-1 pilot replacing more than 350 "cobra heads" with LEDs. The City of Ridgefield will maintain the lights.

This summer, Camas will embark on a second project to replace 3,250 streetlights in the city and its subdivisions. A $500,000 Energy Efficient Grant from the Washington State Department of Commerce is paying for part of this $2.4 million project.

"We're in the design and procurement stage right now, but plan to complete the project by year's end," said Steve Wall, Camas public works director. The city plans to retrofit both cobra heads and decorative or acorn-style lights.

"As LED technology gains greater adoption, we will continue to assist with projects in the county that prove their energy savings, cost effectiveness and reliability," said Hibbs.

LEDs are semiconductors that emit light in the white color range between 4000 and 4400 Kelvins, a measurement of heat. Lamp packaging holds each chip and phosphor to stabilize its colors. Their packaging protects both and determines how long the lamp lasts. Many outdoor LEDs can burn for more than 50,000 hours.

Their longer life means fewer replacements and less maintenance. Their durability and vibration resistance makes them ideal for bridges, tunnels and overpasses. Additionally, LEDs are more controllable and dimmable, giving designers more flexibility when creating their lighting design.

The technology continues to improve and become more affordable. In the meantime, these pilot projects will provide local cities and the utility with useful information about the durability and energy saving benefits of LED streetlights.

Energy Adviser is written by Clark Public Utilities. Send questions to ecod@clarkpud.com or to Energy Adviser, c/o Clark Public Utilities, P.O. Box 8900, Vancouver, WA 98668.

Delayed Projects Report

May 29, 2015

BACKGROUND

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

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

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

Agencies that may need to appear before the Board have been involved in a two-year delayed projects process as outlined in WAC 479-05-213. Projects in Stage 1 delay are required to submit an implementation plan that includes an anticipated bid award date. If the agency misses the agreed upon date set in Stage 1, the project moves to Stage 2. Projects in Stage 2 delay are moved to contingency and must appear before the Board for reinstatement of construction funds. Grants are terminated for projects not reaching bid award within one year of moving to the contingency list.

Since the implementation of the delayed project process in 2002, the number of delayed projects reported to the Board has decreased from 67 to 4 (see attached list).

Of the 4 delayed projects this year:

- 3 projects are being reported to the Board for the first time and will receive a letter from the Executive Director
- 1 project (Richland) moved to contingency status in 2012 and was successful with the Washington Utilities Transportation Commission (WUTC) appeal.

STATUS

The following summarizes the status of the Stage 2 delay project that is on the contingency list:
Richland Gage Blvd/Center Parkway – The city received a time extension on this project at the May 2013 Board meeting until the WUTC made a decision on the at-grade railroad crossing approval request. The WUTC Commission granted the appeal by the city but this decision has been appealed by the railroad to court.
Staff will continue to work with this agency to establish expected performance dates and to schedule appearances before the Board at subsequent meetings, if necessary.

RECOMMENDATION

No Board action is required at this time.

Delayed Projects

Agency	Project Number	Funding Year	Current Phase	Project Name	Delay Stage	Total TIB Remaining TIB Total Cost
Kennewick	8-4-173(028)-1	2012	Design	Edision Street – Clearwater Ave to Canal Dr	**1**	1,170,000 1,049,978 1,950,000
Lakewood	8-1-199(012)-1	2012	Design	South Tacoma Way – SR 512 to 96th Street SW	**1**	2,768,000 2,420,060 3,460,000
Moxee	6-E-943(I04)-1	2014	Design	Morrier Lane – SR 24 to Beaudry Road	**1**	755,660 714,941 5,597,500
Richland	9-E-171(003)-3	2007	Design	Gage Blvd/Center Parkway – Gage Blvd to Tapteal Dr	**Contingency**	644,320 644,320 2,265,600

Indicates contingency project

Washington State Transportation Improvement Board

Project Activity Report

Reporting Period
From 03/01/2015 to 04/30/2015

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
APP Program							
3-W-189(004)-1	ABERDEEN	FY 2015 Arterial Preservation Project	Construction	CN	22,500	0	Director
3-E-893(001)-1	AIRWAY HEIGHTS	FY 2015 Arterial Preservation Project	Audit	CC FV AD	227,637	24,236	Director
3-P-137(001)-1	DUPONT	FY 2014 Arterial Preservation Project	Audit	CC FV AD	171,903	2,354	Director
3-P-124(003)-1	ENUMCLAW	FY 2015 Arterial Preservation Project	Bid Award	BA	499,327	-8,499	Director
3-E-164(002)-1	EPHRATA	FY 2015 Arterial Preservation Project	Audit	CC FV AD	370,605	-63,465	Director
3-P-804(002)-1	NORTH BEND	FY 2014 Arterial Preservation Project	Audit	CC	257,638	-1,112	Director
3-P-813(001)-1	ORTING	FY 2013 Expanded Preservation Project	Audit	CC FV AD	256,442	0	Director
3-E-182(002)-1	SELAH	FY 2015 Arterial Preservation Project	Bid Award	CN BA	220,765	28,795	Director
3-P-133(003)-1	STEILACOOM	FY 2015 Arterial Preservation Project	Bid Award	BA	375,853	-24,148	Director
3-E-178(003)-1	TOPPENISH	FY 2015 Arterial Preservation Project	Bid Award	CN BA	170,043	-11,469	Director
3-E-181(002)-1	UNION GAP	FY 2015 Arterial Preservation Project	Bid Award	CN BA	184,432	-55,568	Director
3-E-176(002)-1	WALLA WALLA	FY 2015 Arterial Preservation Project	Bid Award	BA	525,000	0	Director
3-W-978(002)-1	YELM	FY 2014 Arterial Preservation Project	Contract Completion	CC	325,958	-21,582	Director
				Total APP Change		-130,458	
LED Program							
S-P-808(001)-1	BUCKLEY	FY 2014 Streetlight Project	Audit	FV AD	362,406	0	Director
				Total LED Change		0	
RTP Program							
7-5-188(013)-1	KELSO	N. Kelso Avenue	Audit	CC FV AD	322,861	-48,574	Director
				Total RTP Change		-48,574	

Washington State Transportation Improvement Board

Project Activity Report

Reporting Period
From 03/01/2015 to 04/30/2015

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
SCAP Program							
6-W-952(004)-1	CASTLE ROCK	Front Avenue NW	Audit	FV AD	368,840	0	Director
6-E-901(005)-1	CHEWELAH	E Main Avenue	Audit	FV AD	1,082,541	0	Director
6-E-930(004)-1	CLE ELUM	Railroad Street	Audit	CC FV AD	438,604	-14,615	Director
6-E-856(001)-1	COULEE CITY	W Douglas Street	Bid Award	BA	221,111	-39,889	Director
6-E-849(I04)-1	ENTIAT	Entiat Pedestrian & Bicycle Facilities	Bid Award	CN BA	66,174	0	Director
6-W-825(I06)-1	FORKS	Spartan Avenue Rehabilitation Project	Audit	CC FV AD	44,927	737	Director
6-E-935(007)-1	GOLDENDALE	NE 3rd Ave/King Street	Construction	CN	76,955	0	Director
6-E-850(010)-1	LEAVENWORTH	Commercial Street	Bid Award	BA	585,261	-96,364	Director
6-E-944(I09)-1	NACHES	Railroad Street Extension	Audit	CC	50,185	-2,385	Director
6-E-917(002)-1	ROSALIA	Whitman Avenue	Design	DE	59,785	0	Director
6-P-135(002)-1	RUSTON	Winnifred Street	Construction	CN	87,400	0	Director
6-E-919(006)-1	TEKOA	Park Road (Tekoa Farmington Rd)	Bid Award	CN	707,429	0	Director
6-E-945(002)-1	TIETON	Summitview Road	Audit	CC FV AD	629,736	-34,711	Director
6-E-945(003)-1	TIETON	Summitview Road	Bid Award	CN BA	607,244	-163,066	Director
6-E-936(005)-1	WHITE SALMON	Tohomish Street and Snohomish Street	Bid Award	BA	541,827	-14,050	Director
6-E-947(012)-1	ZILLAH	Second Avenue & 5th Street	Bid Award	CN BA	911,897	24,821	Director
				Total SCAP Change		-339,522	
SCPP Program							
2-E-901(001)-1	CHEWELAH	FY 2015 Overlay Project	Audit	FV AD	120,648	0	Director
2-E-869(001)-1	CRESTON	FY 2014 Seal Coat Project	Audit	FV AD	6,672	0	Director
2-E-870(001)-1	DAVENPORT	7th Street Wall Repair	Construction	DE CN	5,000	0	Director
2-P-819(003)-1	GOLD BAR	FY 2015 Overlay Project	Audit	FV AD	115,598	0	Director

Washington State Transportation Improvement Board

Project Activity Report

Reporting Period
From 03/01/2015 to 04/30/2015

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-E-862(006)-1	MATTAWA	FY 2015 Overlay Project	Bid Award	BA	198,900	-26,900	Director
2-E-897(003)-1	MEDICAL LAKE	FY 2015 Overlay Project	Audit	CC FV AD	216,948	18,189	Director
2-W-957(001)-1	MONTESANO	FY 2014 Seal Coat Project	Audit	CC FV AD	61,618	471	Director
2-E-892(002)-1	NEWPORT	2014 Eastern Region Chip Seal	Audit	CC FV AD	109,181	-819	Director
2-W-964(002)-1	PE ELL	FY 2015 Overlay Project	Audit	CC	219,224	-8,093	Director
2-W-950(002)-1	RIDGEFIELD	FY 2014 Overlay Project	Audit	CC FV AD	158,903	-7,867	Director
2-P-120(001)-1	YARROW POINT	FY 2014 Overlay Project	Audit	CC FV AD	100,000	0	Director
				Total SCPP Change		-25,019	

SP Program

P-E-868(P01)-1	ALMIRA	Main Street	Construction	CN	7,018	0	Director
P-E-901(P02)-1	CHEWELAH	US 395	Design	DE	36,090	0	Director
P-P-115(P03)-1	CLYDE HILL	92nd Avenue NE	Construction	CN	16,000	0	Director
P-E-859(P01)-1	GRAND COULEE	Main Street/Federal Avenue	Construction	CN	51,538	0	Director
P-W-190(P01)-1	HOQUIAM	W Emerson Avenue (SR 109)	Bid Award	BA	70,000	0	Director
P-E-173(P05)-1	KENNEWICK	S Gum Street	Audit	FV AD	229,178	0	Director
P-P-804(P01)-1	NORTH BEND	North Bend Way	Audit	CC FV AD	206,430	0	Director
P-W-151(P06)-1	PORT TOWNSEND	Landes Street	Construction	CN	11,451	0	Director
P-W-976(P03)-1	RAINIER	Centre Street	Design	DE	27,118	0	Director
P-P-814(P02)-1	ROY	Peterson Street	Construction	CN	21,100	0	Director
P-W-126(P03)-1	SEDRO WOOLLEY	SR 20	Audit	CC FV AD	273,975	18,526	Director
P-E-165(P04)-1	SPOKANE	Rowan Avenue	Audit	CC FV AD	143,564	600	Director
P-E-032(P06)-1	SPOKANE COUNTY	Whitworth Drive	Audit	CC	178,054	-6,061	Director
P-E-032(P07)-1	SPOKANE COUNTY	Wellesley Avenue	Bid Award	BA	173,307	-1,547	Director
P-P-128(P05)-1	TACOMA	N Vassault Avenue	Bid Award	CN BA	448,121	50,000	Director

Washington State Transportation Improvement Board

Project Activity Report

Reporting Period
From 03/01/2015 to 04/30/2015

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
P-W-954(P01)-1	WOODLAND	SR 503 and E Scott Avenue	Withdrawn	WD	14,982	0	Director
P-W-978(P01)-1	YELM	E Yelm Avenue (SR 510)	Construction	CN	21,252	0	Director
				Total SP Change		61,518	

UAP Program

8-1-105(033)-1	AUBURN	Auburn Way S (SR 164)	Bid Award	BA	2,456,183	29,783	Director
8-1-103(028)-1	BELLEVUE	120th Avenue NE, stage 3 widening	Design	DE	1,000,000	0	Director
8-4-177(006)-1	COLLEGE PLACE	College Avenue & Rose Street	Bid Award	BA	2,145,984	21,593	Director
8-3-161(010)-1	EAST WENATCHEE	Baker Avenue	Design	DE	314,258	0	Director
8-1-139(002)-1	EDMONDS	228th Street SW/SR 99	Bid Award	BA	1,493,503	-228,497	Director
8-4-175(017)-1	ELLENSBURG	3rd Avenue	Construction	CN	113,230	0	Director
8-1-134(014)-1	FIFE	70th Avenue E	Audit	CC FV AD	2,366,648	0	Director
8-1-108(010)-1	ISSAQUAH	E Lake Sammamish Parkway SE	Construction	CN	1,116,000	0	Director
8-1-106(029)-1	KENT	SE 256th Street	Audit	CC	2,000,000	0	Director
8-1-118(002)-1	LAKE FOREST PARK	NE 178th Street	Bid Award	BA	1,035,000	135,000	Director
8-1-143(008)-1	MARYSVILLE	State Avenue	Bid Award	BA	2,852,628	-147,372	Director
8-4-174(019)-1	PASCO	Oregon Avenue (SR 397)	Design	DE	0	0	Director
8-1-101(156)-1	SEATTLE	NE Northgate Way/N 105th Street	Audit	CC	4,378,840	422,796	Director
8-2-126(009)-1	SEDRO WOOLLEY	SR 20; Cook Rd; Edward R Murrow St	Audit	CC	3,937,459	30,004	Director
8-1-133(003)-1	STEILACOOM	Sequalish Street	Audit	FV AD	1,984,198	0	Director
8-1-128(093)-1	TACOMA	Port of Tacoma Road	Bid Award	BA	6,364,494	423,794	Director
8-4-176(023)-1	WALLA WALLA	Wilbur Avenue	Audit	CC FV AD	504,406	-38,659	Director
8-5-954(004)-1	WOODLAND	SR 503	Bid Award	CN BA	1,798,812	-360,606	Director
				Total UAP Change		287,836	

Washington State Transportation Improvement Board

Project Activity Report

Reporting Period
From 03/01/2015 to 04/30/2015

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
UCP Program							
9-P-111(003)-1	KIRKLAND	NE 120th Street	Audit	CC FV AD	781,255	-29,373	Director
9-P-027(018)-1	PIERCE COUNTY	Pioneer Way E	Audit	CC FV AD	886,608	72,608	Director
9-E-171(005)-1	RICHLAND	Stevens Drive	Bid Award	CN BA	1,124,143	14,143	Director
9-P-806(004)-1	SNOQUALMIE	Railroad Avenue (SR 202)	Bid Award	BA	2,994,341	-5,659	Director
9-E-165(016)-1	SPOKANE	Havana Street	Audit	FV AD	1,975,000	0	Director
9-P-128(018)-1	TACOMA	South Tacoma Way	Bid Award	BA	1,595,500	100,000	Director
9-W-184(015)-1	VANCOUVER	NE 138th/NE 137th Avenue	Audit	CC FV AD	3,103,684	0	Director
9-E-180(006)-1	YAKIMA	Martin Luther King Jr Boulevard	Audit	CC FV AD	2,793,064	-59,405	Director
				Total UCP Change		92,314	
				Total Change		-101,905	

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

Contingency Restoration Request
City of Spokane Valley – Mansfield Avenue

May 29, 2015

BACKGROUND

TIB selected the project for funding in November 2011. The project completes a 0.21-mile gap in the Mansfield Avenue alignment providing a continuous east-west corridor north of Interstate 90 in Spokane Valley. The city requested TIB funding for construction phase only. They expected to go to construction during the spring of 2013 with completion that fall.

The city received federal aid funding for the design and right of way phases of the project. Federal aid funding required National Environmental Policy Act (NEPA) approval before the agency could begin right of way acquisition.

FHWA approved right of way phase in July 2013 - a year later than estimated at project selection. The city immediately began negotiation with the five impacted property owners. The right of way process included relocation of residents from an apartment slated for demolition.

The city secured right of way from four of the property owners by May 2014. The city contracted for demolition of the apartment building during June 2014.

The last property owner objected to the city's offer. Federal guidelines allow appraisal waivers for acquisitions under $25K. The city did not complete an appraisal since the value was under the threshold.

The property owner refused to sign and requested an appraisal in August 2014. The city directed their consultant to complete the appraisal. When the results of the appraisal became available, the property owner still refused to sign.

STATUS

The last property owner finally agreed to the purchase of his property. The city submitted acquisition paperwork to WSDOT for certification of the right of way. WSDOT certified the right of way on April 6, 2015.

TIB staff received and reviewed the plans, specifications and estimate for the project. The current estimate is about 3.5 percent under the amount anticipated at project selection.

The schedule for construction of the project is as follows:

- Project Advertisement June 2015
- Contract Award June 2015
- Construction Start July 2015
- Project Completion September 2015

RECOMMENDATION

Staff recommends restoration of the project to active status.

Small City Federal Match Approval
Town of Twisp – State Route 20 Sidewalk

May 29, 2015

BACKGROUND

The town received federal funding to construct sidewalk on the west side of State Route 20 from Wagner Street to the south town limit at Twisp Airport Road. The project completes the sidewalk network along the west side of SR 20 within Twisp.

The Okanogan County Transportation Committee (OCTC) funded the project in February 2014. Unfortunately, the OCTC did not have sufficient federal dollars to fund the project at 86.5 percent, the typical rate for STP funding. The town received about 76.2 percent of the project cost.

STATUS

For federal match projects, TIB provides 13.5 percent of the federal eligible project cost. Since the town did not receive 86.5 percent in federal funding, the project is $101K short as shown in the table below:

	Federal Funds	TIB Funds at 13.5 Percent	Shortfall	Total Project Cost
Design	82,132	12,818	0	94,950
Construction	561,768	87,675	101,107	750,550
Project Totals	**643,900**	**100,493**	**101,107**	**845,500**

The project meets the requirements specified by WAC 479-14-270. State Route 20 is a TIB arterial. Constructing sidewalk to extend the network from the central business district to destinations along SR 20 to the south town limit is eligible scope.

Allowing a higher TIB ratio optimizes project scope and reduces engineering and construction costs. These are goals of the Small City Re-engineering effort. TIB funding at 13.5 percent results in a 500-foot sidewalk gap along SR 20. To complete the gap, the town will apply for a sidewalk project with high engineering and construction costs that are in direct opposition to the goals of Small City Re-engineering.

Allowing TIB funds above the typical federal match percentage supports the goals of the Small City Re-engineering effort. The action maximizes scope by not leaving a sidewalk gap while minimizing mobilization, construction and engineering costs.

WAC 479-14-215 reserves ten percent of the annual Small City Arterial Program allocation for federal match projects. FY 2015 federal match approvals to date total $362,457 of the $1.2 million set aside.

RECOMMENDATION

Staff recommends approval of TIB federal match funds to allow completion of the sidewalk to the south town limit. This action allows the TIB ratio to exceed the typical 13.5 percent. The requested TIB funds are $201,600 which represents 23.8 percent of the project cost.

Funding Increase Request
City of Roy – Peterson Street

May 29, 2015

BACKGROUND

The City of Roy, Peterson Street project (3rd Street to school parking lot) was funded out of the Small City Sidewalk Program (SCSP) in the FY 2015 priority array. The city's population is less than 1,000; therefore the maximum TIB matching ratio is 100%.

This street is narrow with no sidewalk or shoulders, is adjacent to Roy Elementary School, and serves as the walking route to the rest of the city. This project will construct approximately 580 feet of new five foot sidewalk and ADA ramps at the 3rd and 4th Street intersections (maximum extent feasible.) An existing deep ditch will be converted to a closed drainage system, and a small retaining wall will be constructed adjacent to the sidewalk.

STATUS

During the design, it was found that topography required installation of ~150 square feet of additional retaining wall than originally estimated in the application. Additionally, an upstream culvert at the south end of the project was not originally accounted for. This culvert needs to be connected to the new closed drainage system. There is existing buried communication line in the flow line, where the storm drainage system would ideally be placed. This causes the storm drainage system to be placed five feet from the curb which increases construction costs.

Bids were recently opened and were ~22% higher than the engineer's final estimate, and $64,427 (46%) higher than the engineer's original estimate at application. The city is requesting an increase in TIB funds of $71,752 to cover the additional costs. Director's authority is limited to $50,000. This increase amount, if approved, would maintain the original 100% TIB funding. A funding summary is listed below:

Project Cost History	TIB Funds	City of Roy Funds	Total Project Cost
Application	$182,900	$0	$182,900
Current Estimate & Request	$254,652	$0	$254,652

The current estimate is based on the low bid received during the bid process.

RECOMMENDATION

Staff recommends an increase in TIB funds of $71,752 for a total authorization of $254,652. This increase is based on the low bid received for the project.

2015 Schedule and Preliminary Program Call Size

May 29, 2015

BACKGROUND

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

TIB staff members have evaluated project demand estimates, current fund balances, proposed legislative budgets and the most recent revenue forecast.

At the January and March board meetings, the Executive Director briefed the board on the call size situation. A base call size was shown and it was mentioned that due to surpluses in grant funds in recent years the call size may be increased to return that money to projects.

STATUS

Assumptions made in the calculation for call size include:

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

Legislative Scenarios

TIB staff has prepared two call size scenarios based on the two most likely outcomes of the legislative session. The House current law budget keeps funding at the same level as last biennium, including $10 million of Highway Safety Account (HSA) money. The House new law budget provides $10 million in new revenue for the complete streets program while reducing the HSA money by $3 million.

While preparing the call size, staff also took into account possible changes in the bidding climate if a new revenue package is adopted. As happened when the last transportation package was approved, a dramatic increase in projects costs throughout the state may mean higher overall costs and fewer future surpluses. Comparing current programs, without the complete streets program, the new law scenario provides fewer funds.

Surplus Funds

Over the last few years TIB projects have seen favorable bids, as well as some withdrawn projects, resulting in nearly $22 million of surplus funds. These funds need to be spent in the same time period as they would have been originally in order to control the account balance. Both scenarios below reflect an increased amount of dollars in preservation programs and in programs where construction ready projects can be selected.

APP and LED Eligibility

The Arterial Preservation Program (APP) and Relight Washington (LED) programs require the board to set eligibility. For reference, on page 43 is a list of cities with population 5,000 or greater and assessed value (AV) up to $2.5 billion.

In the LED program, all cities with population under 5,000 are automatically eligible. The board may also extend eligibility based on city AV to cities with population over 5,000. Increasing eligibility to cities with population over 5,000 and AV under $2 billion would increase demand on the program from an estimated $2 million per year to $6.2 million per year.

In APP, cities over 5,000 and below a maximum level of AV set by the board are eligible. Currently the board has set the eligibility for APP to cities with AV below $2 billion.

Complete Streets

The house budget proposed allocating $10 million to TIB for the Complete Streets grant program. Pending legislative outcome, the board will need to decide how to choose complete streets projects, how to set eligibility guidelines, who to include in the first call, and how to market this program. Only cities with exciting Complete Streets ordinances are eligible under statute.

Preliminary 2015 Program Size

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

2015 Call Size Scenarios

Program	Current Law	New Law[1]
Urban Arterial Program	$89 million	$85 million
Urban Sidewalk Program	$4 million	$4 million
Arterial Preservation Program	$14 million	$12 million
Complete Streets Program[1]	$0	$10 million
Small City Arterial Program	$12 million	$10 million
Small City Sidewalk program	$3 million	$3 million
Small City Preservation Program	$5 million	$5 million
Relight Washington Program	$4 million	$4 million
TOTAL[2]	**$131 million**	**$133 million**

1. Pending legislative outcome
2. The proposed call size may be adjusted based on future revenue forecasts.

Proposed Schedule

Date	Milestone
May 28-29, 2015	Preliminary program call size presented to board for approval
June 1, 2015	Applications posted and are available to agencies
June 1-16, 2015	In-person funding workshops throughout the state and webinars offered
August 21, 2015	Applications due
November 19-20, 2015	Final program call size and project list presented to board for adoption

RECOMMENDATION

Staff recommends the board approve the presented schedules and authorize the preliminary call sizes pending legislative outcomes and future revenue forecast.

Staff recommends the board set APP eligibility at $2 billion A.V. and below.

Agency	Assessed Value*
WAPATO	$144
TOPPENISH	$281
ORTING	$378
EPHRATA	$392
HOQUIAM	$394
CLARKSTON	$403
GRANDVIEW	$420
PROSSER	$444
AIRWAY HEIGHTS	$448
OTHELLO	$460
CHENEY	$501
PACIFIC	$525
COLLEGE PLACE	$535
UNION GAP	$542
WOODLAND	$554
FIRCREST	$554
SELAH	$560
YELM	$568
CHEHALIS	$579
MILTON	$584
STEILACOOM	$591
STANWOOD	$592
SHELTON	$613
SUNNYSIDE	$625
RIDGEFIELD	$655
BRIER	$660
KELSO	$680
SEDRO WOOLLEY	$696
DUVALL	$700
NORTH BEND	$813
SEQUIM	$826
WEST RICHLAND	$923
EDGEWOOD	$947
SNOHOMISH	$948
ENUMCLAW	$974
EAST WENATCHEE	$989
ABERDEEN	$1,013
CENTRALIA	$1,041
LIBERTY LAKE	$1,075

*in millions

Agency	Assessed Value*
OCEAN SHORES	$1,076
NORMANDY PARK	$1,091
BURLINGTON	$1,165
WASHOUGAL	$1,166
DUPONT	$1,177
ELLENSBURG	$1,196
POULSBO	$1,211
BATTLE GROUND	$1,215
LYNDEN	$1,229
FERNDALE	$1,232
PORT ORCHARD	$1,313
QUINCY	$1,337
MONROE	$1,350
PULLMAN	$1,365
PORT TOWNSEND	$1,469
PORT ANGELES	$1,519
COVINGTON	$1,530
OAK HARBOR	$1,637
GIG HARBOR	$1,652
SUMNER	$1,655
MOUNTLAKE TERRACE	$1,661
BONNEY LAKE	$1,688
ARLINGTON	$1,728
FIFE	$1,777
NEWCASTLE	$1,795
SNOQUALMIE	$1,821
LAKE FOREST PARK	$1,852
WALLA WALLA	$2,006
TUMWATER	$2,125
MAPLE VALLEY	$2,144
MOSES LAKE	$2,164
LAKE STEVENS	$2,204
WENATCHEE	$2,209
DES MOINES	$2,262
MILL CREEK	$2,357
BREMERTON	$2,395
MOUNT VERNON	$2,422
WOODINVILLE	$2,439

TIB 2016 Proposed Meeting Schedule

May 29, 2015

DATE	CITY
January 21-22	Olympia
March 24-25	Leavenworth
May 26-27	Port Angeles
September 22-23	Moses Lake
November 17-18*	Bothell

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

Election of Chair and Vice Chair
Two Year Term: July 1, 2015 – June 30, 2017

May 29, 2015

BACKGROUND

The Chair and Vice Chair of the TIB are 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, which directs this year's election to consist of a Chair from a city and a Vice Chair from a county.

The current elected CITY officials serving on the Board (in alphabetical order) are:

- La Center Mayor Jim Irish: Board term ends June 30, 2016
- Bremerton Mayor Patty Lent: Board term runs through June 30, 2018; eligible for reappointment
- Kennewick Councilmember Bob Olson: Board term runs through June 30, 2016; eligible for reappointment

The current elected COUNTY officials serving on the Board (in alphabetical order) are:

- Franklin County Commissioner Bob Koch: Board term runs through June 30, 2016; eligible for reappointment
- Grant County Commissioner Richard Stevens: Board term runs through June 30, 2018; eligible for reappointment

BOARD ACTION

Friday, May 29 Board Meeting:
Nominations and election of Chair (city)
Nominations and election of Vice Chair (county)