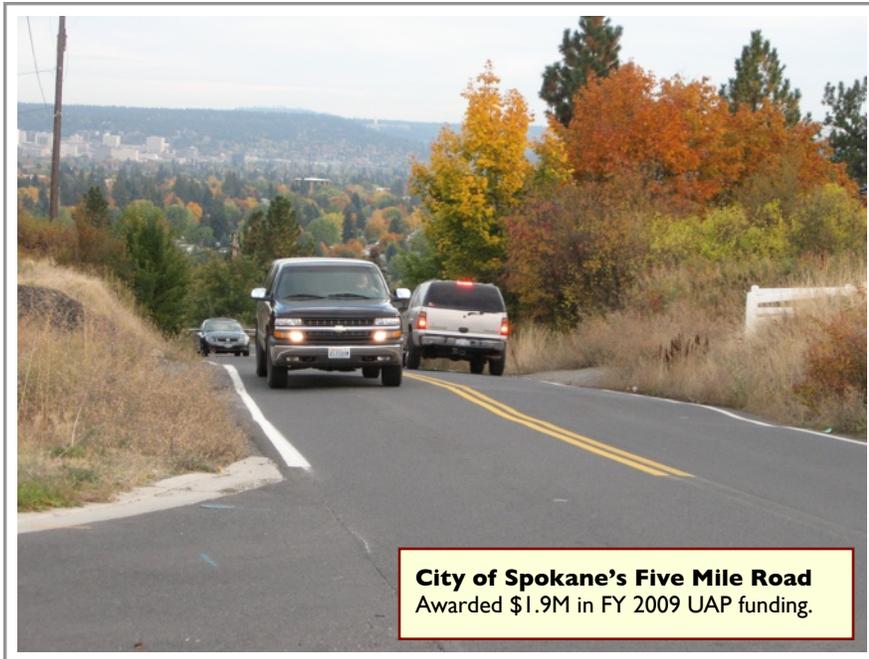




TIB Topics

Board Awards \$68M in Grants

New projects announced at November 16th Meeting in Tacoma.



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The Transportation Improvement Board announced the selection of 108 new grant awards at its regularly scheduled meeting November 16, 2007 in Tacoma.

Of these awards, 48 are grants for street or sidewalk maintenance only. TIB received a total of 378 applications, including 99 applications for the Small City Preservation Program, and provided \$68.4 million in grant funding of the total \$310 million requested.

SUMMARY OF AWARDS

Program	Selected	TIB Funding	Total Project Cost
Urban Arterial Program (UAP)	14	\$27,658,903	\$64,454,031
Urban Corridor Program (UCP)	9	\$25,790,998	\$67,393,203
Small City Arterial Program (SCAP)	16	\$9,042,093	\$12,998,630
Urban & Small City Sidewalk Programs (SP & SCSP)	21	\$2,914,572	\$5,269,500
Small City Preservation Program (SCPP)	48	\$2,951,171	\$2,951,171
Totals	108	\$68,357,737	\$153,066,535

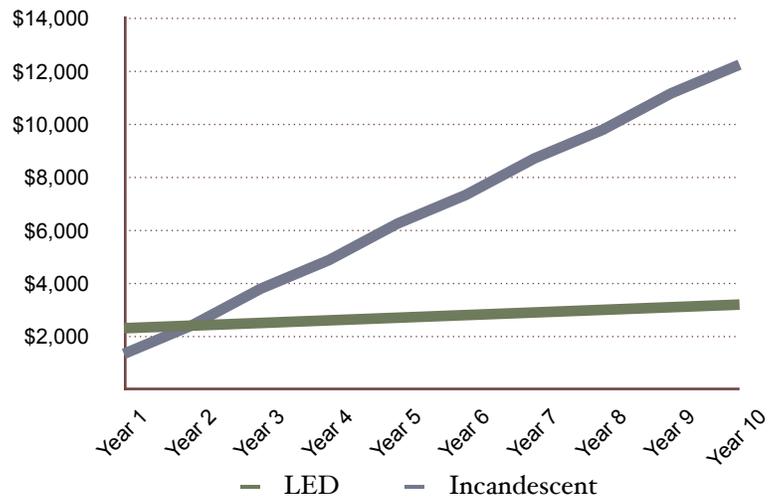
For more information, [visit the TIB website.](#)

SUSTAINABILITY INITIATIVE UNDERWAY

The Transportation Improvement Board is working on a sustainability initiative that can be implemented in conjunction with local projects using TIB funding. TIB staff is in the process of developing sustainability criteria that can be integrated into the existing TIB funding programs. Examples of sustainable options include porous pavement, low-energy lighting, and using renewable resources or recycled products. TIB also expects to offer a new sustainability grant program. It is the hope of TIB that the sustainability initiative would begin in 2008.

TIB staff is conducting a cost analysis of LED replacement lights for traffic signals and solar powered illuminations. Research has shown that LED lights cost more initially; however, they pay for themselves in two years. After the average 10-year life span of an LED bulb, the cost savings of a typical four-way approach intersection is \$8,800. (See chart at right.)

Annual Cummulative LED vs. Incandescent Lighting Costs

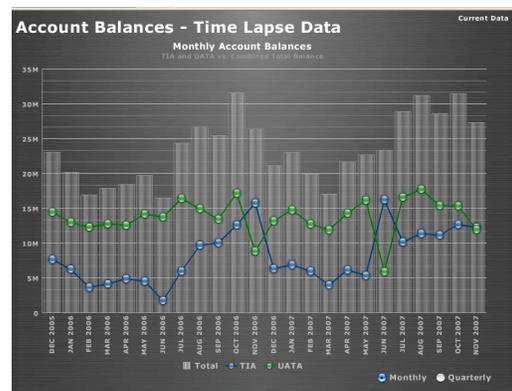


Additional information on this venture will be available on our website once it is completely developed and approved by the Board.

PERFORMANCE MANAGEMENT FUELS SUCCESS

The TIB intranet-based dashboard has been the key to restoring financial stability after years of over programming. The dashboard allows TIB to monitor and correct negative trends.

Here is a sample of the some of the trends TIB keeps an eye on to ensure successful funding programs.



ROUTE JURISDICTION TRANSFERS MAY BE REASSIGNED TO WSTC

The 1991 Legislature delegated responsibility for studying and hearing requests for route jurisdiction transfers (RJT) to TIB. Route jurisdiction transfers are the conversion of the city or county road into a state highway, or the conversion of a state highway into a local road. TIB reviews about one route transfer each year. TIB is asking the 2008 Legislature to reassign the responsibility of reviewing route transfers to the Washington State Transportation Commission.

WAC REVISIONS

TIB has redrafted its administrative rules. All program and project rules are now in Washington Administrative Code (WAC) Chapter 479. WAC 479 replaces all board guidelines and some rules have changed. Here are a few notable rules:

Delayed Projects

WAC 479-05-211 – When a project is considered delayed.

Projects are considered delayed when one of the following occurs:

- (1) Urban corridor program projects do not reach construction phase within five years and six months.
- (2) Urban arterial program projects do not reach construction phase within four years and six months.
- (3) All other programs must reach construction phase within two years and six months.

The date funding is made available to the local agency by TIB is the starting point in calculating the delay date.

WAC 479-05-212 – The stages of delayed projects.

For TIB funded projects, there are three stages of delay:

- (1) Stage 1 delay - if the project does not meet the project target date per WAC 479-05-211.
- (2) Stage 2 delay - if the project does not meet the revised bid date as agreed in Stage 1 delay under WAC 479-05-213(1), or one year after Stage 1 delay.
- (3) Stage 3 delay - if the project does not meet the revised bid date as agreed to under Stage 2 delay under WAC 479-05-213(2), or one year after Stage 2 delay.

The executive director has discretion when moving projects from one stage of delay to the next and may consider pending bid dates or other indications or impending progress.

WAC 479-05-213 – Review and consequences of delay.

Delayed projects will be reviewed as follows:

- (1) Stage 1 - agency plan letter. The TIB staff report the delayed project to the

board at a regularly scheduled board meeting. The executive director requests a letter from the local agency to respond with a progress plan to get back on schedule.

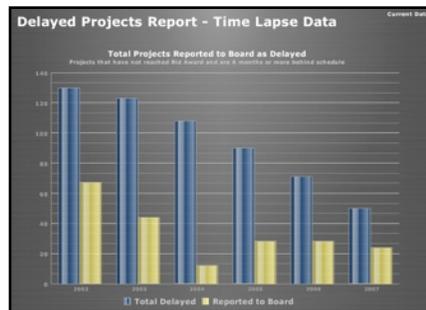
(2) Stage 2 - explanation and commitment. The local agency provides TIB staff with an explanation of why the project continues to be delayed and a commitment date which is acceptable to the executive director or board.

(3) Stage 3 - hearing. If the agency misses the agreed upon date(s) or deadlines set in the Stage 2 review, the agency will be provided a hearing in front of the board at the next regularly scheduled meeting. The result of the hearing will include an absolute date for resolution which is agreed to by the board.

If the local agency does not meet the absolute date for resolution as agreed to by the board in the Stage 3 hearing, the project may be suspended or the agency may be requested to withdraw the project and reapply for funding in a later application cycle.

TIB reviews delayed projects each July. Delayed projects in TIB's inventory have dropped more than 60 percent since the annual review began in 2002. (See chart below.)

Decrease in Delayed Projects



Increases

WAC 479-05-203 – Criteria the board and the executive director use when reviewing increase requests.

The board and executive director will consider the following when reviewing increase requests:

- (1) Whether the granting of the request will obligate funding beyond an acceptable level or will adversely affect authorized funds previously approved by the board.

(2) Whether the request would fund expansion of the scope of work beyond that approved at design phase.

(3) Whether the local agency should have anticipated an increase would be necessary at the outset of the project.

(4) Requests for increases at construction phase will take priority over other phase requests.

(5) Local agency funding partner ability to contribute to the increased costs.

(6) Other criteria on a case-by-case basis.

Eligible Costs For Utility Relocation

WAC 479-05-100 - Utility adjustments or relocations.

Utility adjustments or relocations may be reimbursed using the following criteria:

- (1) If it is a direct cost for utility adjustments that are owned by the local government;
- (2) If the utility provider owns the property in fee title; or
- (3) If the utility franchise agreement requires the local agency to pay for those utility adjustments or relocations required by state or local government.

Upgrading of utilities is not eligible for reimbursement by UATA or TIA funds.

If the proposed work will cause a significant change in scope, the agency must seek board approval

RECENT TIB PROJECT EVENTS

City of Shoreline

Aurora Corridor

Aurora Ave. North (SR-99) is a five lane principal arterial with four travel lanes and a two-way left turn lane.



This project will widen Aurora Avenue (SR-99) to provide a Transit/Business Lane in each direction between N 145th Street to N 165th Street.

[More Information...](#)

City of Bonney Lake

South Prairie Road

This project widened the roadway to a five-lane section between SR 410 and 200th Ave Ct E. At 200th Ave Ct E, two through lanes and a northbound left turn lane were added. New traffic signals were also added.



[More Information...](#)

City of Blaine

Marine Drive



The Marine Drive project reconstructed the roadway to provide two 12-foot travel lanes, an eight-foot parking lane,

underground storm drainage, sidewalk on the south side and repairs to the existing pathway on the north side.

[More Information...](#)

City of Colville

Railroad Street



The Railroad Street project constructs the remaining section of Colville's Central Business District (CBD) truck bypass

route and reconstructs a section of Railroad Avenue from First to Fourth Avenue.

[More Information...](#)

City of Connell

Hawthorn Street

The existing roadway is deteriorated and is in the optimum condition for an overlay. This project will provide a two inch overlay of Hawthorne Street between Columbia Avenue and Burke Avenue.



[More Information...](#)

Douglas County

Badger Mountain Road

Badger Mountain Road was a narrow two-lane section with gravel shoulders and an open drainage ditch on the uphill side. The project widened the roadway and added bike lanes and a hill climbing lane.



[More Information...](#)

City of Harrington

Adams and Second Streets



This project reconstructed Adams and Second Streets by providing two travel lanes, sidewalks with curbs and parking on both

sides, and added a storm drainage system.

[More Information...](#)

City of Montesano

Main Street



The project reconstructs the entrance to Montesano and the downtown center, providing two travel lanes, a parking lane, sidewalks, and

access control measures at a high accident intersection.

[More Information...](#)

OTHER RECENT PROJECT EVENTS

Yakima County - [33rd Street](#)

City of Yelm - [Stevens Street NW](#)

City of East Wenatchee - [Eastmont Avenue and 15th Street NE](#)

2008 Meeting Schedule

January 24-25, 2008
Seattle

March 27-28, 2008
Ellensburg

May 29-30, 2008
Pullman

July 24-25, 2008
Burlington/Mt. Vernon

September 25-26, 2008
Chelan

November 20-21, 2008
Vancouver

Board Member Update

Two new members have recently joined the board:

John Vodopich

John Vodopich, the Planning and Community Development Director for the City of Bonney Lake, was appointed to the Board in September. He represents a city planning director or planning manager, and replaces David Stalheim who was the city planner for the City of Wenatchee.

Jill Satran

The Governor has appointed Jill Satran, Executive Policy Advisor. She represents a state employee with responsibility for transportation policy, planning, or funding. She replaces Robin Rettew from the Office of Financial Management.