

TIB Topics Newsletter



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TIB in the News

TIB will receive the 2008 Washington State Quality Award (WSQA) for achievement, citing that TIB is a role model in its systematic use of its Performance Management Dashboard. The award will be presented at the WSQA Symposium on October 22 in Tacoma.

The TIB dashboard was also featured in the August 24, 2009 issue of Federal Computer Week. To read the article in its entirety, [click here](#).

Download Link:

http://www.tib.wa.gov/performance/Downloads/Federal_Computer_Weekly_Article.pdf

TIB revenue forecasts have decreased with the economy

Economic Downturn

Like the rest of the state budget, TIB revenue forecasts have decreased with the economy. The current TIB revenue forecast dropped \$10 million per year for a total of \$63 million over six years. TIB cancelled all 2009 grant programs, cut grants totaling about \$15 million and moved \$30 million in current grants to a contingency list. Projects considered for cuts and contingency were already delayed or no longer had sufficient match to proceed to construction.

The Board may restore contingency projects to full funding once they are construction-ready if sufficient revenue exists to cover the obligation. The Board will consider restoring contingency projects as they reach construction-readiness on a first-come, first-served basis. Restoring contingency projects must be done at a scheduled Board meeting, so please plan ahead and keep your TIB engineer informed of progress.

The TIB may have to take further action to keep obligations within available resources if revenue continues to drop.

TIB to evaluate funding capacity for next call for projects

TIB 2010 Grant Cycle

The TIB will determine in May whether sufficient funds exist to run grant programs in 2010. The TIB grant cycle usually begins in June and culminates with awards in November. Grant programs will be offered if current revenue forecasts and cash balances allow.

Current information indicates that grants for Small City Preservation Projects will be available. Urban Arterial, Small City Arterial, and Sidewalk Programs may be available, but additional revenue information will be needed before making a decision to run the program. The Urban Corridor Program will not be offered in 2010 under current law revenue projections.

RCWs affect the design of bicycle lanes

Bicycle Lane Design Requirements

RCW 35.75.060 (RCW 36.82.145 for county roads) was referenced in a recent complaint to TIB concerning the design of bicycle lanes on local street projects. The statute requires bicycle lanes to meet WSDOT Design Manual standards, which may differ from AASHTO.

In light of this complaint, the TIB wants to make sure local agencies are aware of this law so standards are adhered to in the design or appropriate deviations are documented and approved. The text of the RCWs are listed below.



City of Royal City's Royal Avenue

RCW 35.75.060**Use of street and road funds for bicycle paths, lanes, routes and improvements authorized — Standards.**

Any city or town may use any funds available for street or road construction, maintenance, or improvement for building, improving, and maintaining bicycle paths, lanes, roadways, and routes, and for improvements to make existing streets and roads more suitable and safe for bicycle traffic: **PROVIDED**, That any such paths, lanes, roadways, routes, or streets for which any such street or road funds are expended shall be suitable for bicycle transportation purposes and not solely for recreation purposes. Bicycle facilities constructed or modified after June 10, 1982, shall meet or exceed the standards of the state department of transportation.

RCW 36.82.145**Bicycle paths, lanes, routes, etc., may be constructed, maintained or improved from county road fund — Standards.**

Any funds deposited in the county road fund may be used for the construction, maintenance, or improvement of bicycle paths, lanes, routes, and roadways, and for improvements to make existing streets and roads more suitable and safe for bicycle traffic. Bicycle facilities constructed or modified after June 10, 1982, shall meet or exceed the standards of the state department of transportation.

Two Senate Bills Affect TIB Legislative Update***Route Jurisdiction Transfers***

Effective July 26, 2009, Senate Bill 5028 reassigned responsibility for a Route Jurisdiction Transfer (RJT) request from the TIB to the Washington State Transportation Commission (WSTC). RJTs are used to convert state routes into city streets or county roads, and vice versa, city streets or county roads into state highways. Please submit any future requests for RJTs to the WSTC at griffir@wstc.wa.gov or mail to:

Ms. Reema Griffith
Administrator
Washington State Transportation Commission
PO Box 47308
Olympia, WA 98504-7308

Greenhouse Gas Criteria

Senate Bill 5560, Section 9, adopted by the 2008 Legislature requires state agencies to consider additional criteria when issuing grants to local governments. The TIB must consider whether the recipient agency has adopted policies to reduce greenhouse gas emissions. In addition, criteria must be incorporated to consider whether the capital projects are consistent with state limits on greenhouse gas emissions, whether vehicle miles traveled will be reduced, and any applicable federal emission requirements. TIB criteria already include measures to encourage sustainable design and an early legislative directive to focus funding on existing downtowns.

NEW SECTION. Sec. 9.

A new section is added to chapter 70.235 RCW to read as follows:

Beginning in 2010, when distributing capital funds through competitive programs for infrastructure and

TIB Meeting Schedule

2009

November 19-20* - Bremerton

2010

January 21-22 - SeaTac

March 25-26 - Wenatchee

June 24-25 - Port Angeles

September 23-24 - Walla Walla

November 18-19* - TBD

*The November meeting date has been moved to the THIRD Thursday and Friday of the month due to the Thanksgiving holiday.

For more information on upcoming board meetings, visit our Board Meetings page at www.tib.wa.gov/board/Board.cfm.

economic development projects, all state agencies must consider whether the entity receiving the funds has adopted policies to reduce greenhouse gas emissions. Agencies also must consider whether the project is consistent with:

- (1) The state's limits on the emissions of greenhouse gases established in RCW 70.235.020;
- (2) Statewide goals to reduce annual per capita vehicle miles traveled by 2050, in accordance with RCW 47.01.440, except that the agency shall consider whether project locations in rural counties, as defined in RCW 43.160.020, will maximize the reduction of vehicle miles traveled; and
- (3) Applicable federal emissions reduction requirements.

TIB FEATURED PROJECT

KITSAP COUNTY

BREMERTON TUNNEL

BREMERTON TRANSPORTATION CENTER TO BURWELL STREET

Kitsap County's Bremerton Tunnel project constructed a 959-foot-long tunnel that connected the Bremerton Transportation Center to Burwell Street. This diverted ferry traffic away from downtown streets to improve pedestrian safety and reduce congestion in the area.

The project also included improvements designed to better manage incoming ferry traffic, including an additional lane on Pacific to accommodate transit and vanpool traffic, a larger vehicle holding area at the BTC, and repositioned toll booths that can accommodate oversized vehicles in any lane.

Funding for this \$43,553,054 project included \$5,900,000 from TIB's Urban Corridor Program.

[More Information](#)



Kitsap County's Bremerton Tunnel Project

OTHER RECENTLY COMPLETED TIB PROJECTS

Renton – Duvall Avenue	Okanogan – 3rd Avenue/Oak Street
Granite Falls – Jordan/Engbretson Roundabout	Chehalis – Chamber of Commerce Way
Union Gap – Valley Mall Boulevard	Bellingham – Sunset Drive (Phase 2)
Newcastle – Coal Creek Parkway	Anacortes – Highway 20/Commercial Avenue
Duvall – Main Street	Farmington – Third Street
Kenmore – Bothell Way (SR 522)	Zillah – First Street
Twisp – Glover Street	Wenatchee – Riverside Drive



Ribbon cutting ceremony for the completed Ross Canyon Road project.

TIB FEATURED PROJECT

CITY OF OMAK

ROSS CANYON ROAD

RIVERSIDE (SR 215) TO IRONWOOD ST

The City of Omak's Ross Canyon Road project reconstructed the roadway to provide two travel lanes with a continuous left turn lane. Pedestrian safety was greatly improved by adding sidewalks with curb and gutter on both sides.

Drainage improvements now provide adequate collection and conveyance of storm water. The realignment of the Riverside intersection prepares the site for future signalization.

[More Information](#)