



## Transportation Improvement Board March 23-24, 2023

DoubleTree Suites Seattle Airport Southcenter ~ Alki Conference Room  
16500 Southcenter Parkway  
Tukwila, WA

**March 23, 2023**  
**2:00 p.m.**

### WORK SESSION AGENDA

		Page
2:00 p.m.	1. Welcome from the City of Tukwila	David Cline City Administrator
	2. PROGRAM & PROJECT MATTERS	
	A. Out-of-Call Project Requests	Chris Workman 37
	B. WAC Changes/Updates	Ashley Probart 38
	(479-01, 479-02, 479-05, 479-06, 479-10, 479-14)	
	3. ADJOURNMENT	Chair Johnson



# Transportation Improvement Board

## March 23-24, 2023

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**March 24, 2023**  
**9:00 a.m.**

### BOARD AGENDA

			Page
9:00 a.m.	1. CALL TO ORDER & WELCOME	Chair Johnson	
	2. PUBLIC HEARING/COMMENT-General & WAC Changes (479-01, 479-02, 479-05, 479-06, 479-10, 479-14)	Ashley Probart	
	3. GENERAL MATTERS		
	A. Local Agency Presenters		
	1) City of Tukwila	TBD	
	2) City of Burien	TBD	
	2) City of Renton	Jim Seitz	
	3) City of SeaTac	Florendo Cabudol	
	B. Approval of January 27, 2023, Minutes	Chair Johnson	1
	C. Lightning Round: Board Updates	Board Members	
	D. Communications Report	Ashley Probart	6
	4. NON-ACTION ITEMS		
	A. Executive Director's Report	Ashley Probart	
	B. Financial Report	Vaughn Nelson	
	C. Engineering Report	Chris Workman	7
	5. ACTION ITEMS		
	A. Out-of-Call Project Requests	Chris Workman	37
	1) City of Ritzville: small works- crack seal		
	2) Town of LaCrosse: small works- scrub seal		
	3) Towns of Twisp/Winthrop: combined city- crack seal		
	4) City of Pomeroy: county- chip seal		
	5) City of McCleary: county- chip seal		
	6) City of Long Beach: county- chip seal		
	7) City of Colfax: county- prep & chip seal		
	8) Thurston/Lewis bundle (8 cities): combined- fog/chip/scrub seals		
	9) Cities of Okanogan/Omak bundle: small works- prep & pavement repair		
	B. WAC Adoption (479-01, 479-02, 479-05, 479-06, 479-10, 479-14)	Ashley Probart	38

Dress Code: Business Casual



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### 6. ADJOURNMENT

Chair Johnson

#### FUTURE MEETINGS

*May 18-19, 2023:* Residence Inn by Marriott, Wenatchee, WA

*September 21-22, 2023:* The Marcus Whitman Hotel, Walla Walla, WA

*November 30-December 1, 2023:* Hilton Garden Inn, Bellevue, WA

**Transportation Improvement Board**  
*Meeting Minutes*  
**January 27, 2023**  
**Olympia, Washington**

**TIB MEMBERS PRESENT**

Councilmember Sam Low, Vice Chair

Ms. Amy Asher

Mr. Aaron Butters, PE

Ms. Susan Carter

Mr. Kent Cash, PE

Ms. Barb Chamberlain

Mr. Dongho Chang, PE

Ms. Vicky Clarke

Mr. Mike Dahlem, PE

Commissioner Al French

Councilmember Hilda Guzmán

Commissioner Scott Hutsell

Mr. Les Reardanz

Mr. Pete Rogalsky, PE

Mayor Kim Roscoe

Ms. Jennifer Walker

**TIB MEMBERS EXCUSED**

Mayor Glenn Johnson, Chair

Ms. Elizabeth Chamberlain

Mr. Scott Chesney

Ms. Jane Wall

**TIB STAFF**

Ashley Probart, Executive Director

Chris Workman, PE, Engineering Manager

Vaughn Nelson, Finance Manager

Gena Workman, Executive Assistant

**TIB BOARD MEMBERS UNEXCUSED**

Ms. Maria Thomas

**1. CALL TO ORDER**

Vice Chair Sam Low called the meeting to order at 9 a.m.

**2. PUBLIC COMMENT**

None noted.

**3. GENERAL MATTERS**

**A. Approval of December 2, 2022, Minutes**

**MOTION:** Commissioner Al French moved and Councilmember Hilda Guzmán seconded the motion to approve the December 2, 2022, Board meeting minutes as presented.

***Motion carried unanimously.***

**B. Lightning Round: Board Member Updates**

The following Board members provided overviews/updates on their respective agency or organization:

*Barbara Chamberlain, Director, Active Transportation, WSDOT*

- Attended the Transportation Research Board (TRB) conference with a focus on sessions related to human factors in relation to safety in transportation approach, such as, road designs, signage, etc., that cues humans to drive more safely and protect bicyclists and pedestrians.
- If the Legislature appropriates the Climate Commitment Act funding, there will be historic and significant new funds available. A few programs that will benefit are: WSDOT's Safe Routes to School Program, a new connected community pilot that starts with those communities on state routes, and a large bike safety education program that WSDOT has

contracted with Cascade Bikes. Once launched, it will be the largest bike safety program in the nation.

*Dongho Chang, PE, State Traffic Engineer, WSDOT*

- Attended TRB and noted the conference focus on safety in transportation. USDOT data showed Washington State traffic related deaths increased from 670 in 2021 to 745 in 2022.
- The new budget package includes funds for reaching out to underserved communities.
- The Manual for Uniform Traffic Control Devices (MUTCD) is national guidance on standardizing traffic control, signing, striping, etc. The MUTCD was last updated in 2019 and is close to a new update. WSDOT will need to review for statewide amendments which will require WAC updates.

*Jennifer Walker, Public Works Director, Thurston County*

- This past November, voters approved expanding the county commissioners from three to five with two new districts. The county board is looking at how to restructure internal operations and is creating new subcommittees. The increase in commissioners will hopefully result in developing more subject matter expertise.
- From 2021 to 2022 the county had a 4 percent increase in turnover rate. In 2022, the county had 39 new hires and 19 promotions for a total of 58 hirings. In 2023, the county is seeing a higher pool of qualified candidates. The county still experiences maintenance staff shortages as high as twenty percent during a work week. This results in realigning staff and priorities on a frequent basis. The county will continue to focus its efforts on retention and succession planning.
- As part of the county's adopted budget, they anticipate the road fund to be \$25 million and \$10 million for maintenance. The county continues to fund fish passage and has a new trail preservation program.

**C. Communications Report** – Executive Director Probart highlighted the below news articles related to Board activities. Please see the meeting packet for the complete list of articles.

- Oak Harbor: Received \$485,297 million TIB grant. Total project cost \$570, 938.
- Sedro-Woolley: Received \$1.2 million TIB grant for a roundabout. The city will pay about \$386,000. This is an example of a city committing to a very large project and ensuring that it retains matching funds from TIB (or other grants).
- Tacoma: awarded for the greenest streets in the world. The article also highlights the City of Tacoma's new project selection metrics to identify more neighborhood characteristics and demographics. TIB staff is now seeing social equity criteria being included at the city level.
- Cheney: awarded \$966,845. The TIB grant is for the first roundabout in the city.
- Legislature is looking at safety related issues, whether adding WSP employees or traffic improvements, etc.

#### **4. NON-ACTION ITEMS**

**A. Executive Director's Report** – Executive Director Probart reported on the following:

Legislative Session

- TIB's budget submittal to the Governor's office in September 2022 is the same as the Governor's formal budget release in December of 2022. The budget is a template for the Senate and House for their consideration. This includes the Move Ahead Washington funding

for preservation of about \$10M and about \$19M of Climate Commitment Act funding for Complete Streets.

- I am attending the Governor’s subcabinet and legislative liaison meetings.
- Vaughn Nelson and I met with Senate and House staff in December to provide a “TIB 101” and to provide information on TIB’s budget submittal to the Governor. Vaughn and I will be meeting with Senate and House staff the last week of January to answer follow-up questions about TIB’s budget.
- To date, no bills directly impacting TIB have been introduced.
- However, I am fully anticipating a Road User Charge (RUC) bill. With the continuing trend of reduced gas tax receipts and the Climate Commitment Act goals to eliminate combustible vehicles, a new mechanism to collect transportation revenues will need to be in place within the next decade. As shared in many Board meetings, I have testified before the Legislature that any new transportation revenue mechanism must be revenue neutral for TIB.
- TIB is now seeing the trend in cost increases that was anticipated last year.
- The State Audit is now complete. Kudos to Vaughn Nelson for facilitating this process.

#### TIB 101 Presentations

- Transportation Commission
- Senate (The House has not extended the invitation.)

#### **B. Financial Report** – Vaughn Nelson reported on the following:

The Auditor’s Office completed TIB’s audit without any findings. The auditor was able to access about half of the information from the TIB dashboard.

Mr. Nelson reviewed the financial information from TIB’s dashboard. TIB’s fund balance continues to be high due to many factors. One major factor is the small call size of \$59M during 2020 and therefore a relatively low number of remaining obligations. In addition, TIB received two unanticipated fund increases from the Legislature. Looking ahead, the \$98M call size in 2021 and the \$125M call size in 2022 will result in the fund balance decreasing significantly in the 2023-2025 biennium.

#### **C. Engineering Report** – Chris Workman, PE, reviewed the following:

##### Project Activity Report (11/01/2022 – 12/31/2022)

There have been 105 actions during this period, over half of which were design approvals. About 60 percent of the recent awards are now signed contracts. The goal is to reach 90 percent in March. This is the first time in a few years that the report included \$1 million over budget. This is due to high bids. It is expected to continue trending over projections with high bids, or project increase requests throughout the construction season.

##### TIB Workshops

- March 10 – Project Management Training will begin, alternating between eastern and western Washington.
- May 22 through June 9 - TIB Funding workshops will begin and about 25 workshops will be held throughout the state.

##### Conferences

- Slurry Workshop-two TIB engineers attended a slurry workshop which provided demonstrations on slurries and covered information on software applications.

- TRB: Mr. Workman attended TRB and focused on sessions covering low volume roads and design, preservation, and maintenance. Secretaries of USDOT and USDOE were speakers and promoted electric cars and renewable energy. The Director of the NTSB was also supportive of electric vehicles, but shared she has a safety concern regarding the added weight of the batteries. The added weight should also be a consideration for pavement design.

## 5. Complete Streets WAC Discussion

Executive Director Probart provided an overview of the Complete Streets Program history, lessons learned, and potential changes to the program. TIB has approved Complete Streets awards in 2017, 2019, and 2022. The early intent of the program was to (1) utilize agency nominators instead of an application process, (2) easy administration by depositing grant funding to the agency at time of award, and (3) a project completion incentive of two years in order to be eligible for the next grant cycle. After three award cycles, TIB has identified structural and practical changes that are needed in the program. Three broad categories have been identified: administration of program funding, project selection, and the nomination process. Executive Director will be meeting the Nominators in February to discuss changes needed for the program. A new launch of the Complete Streets Program is planned for 2024.

## 5. ACTION ITEMS

### A. Sedro-Woolley: Scope Change & Cost Increase Request

**MOTION:** Commissioner French moved and Ms. Jennifer Walker seconded the motion to adopt the request for scope change as presented and to increase TIB funding to 80 percent of project funding for a total of \$3,404,134.

*Motion carried unanimously.*

### B. Winthrop: Scope Change & Cost Increase Request

**MOTION:** Commissioner French moved and Mr. Dongho Chang seconded the motion to adopt the Option 3 scope revision as presented and to increase TIB funding to \$571,402.

*Motion carried unanimously.*

### C. Pateros: Scope Change & Cost Increase Request

**MOTION:** Commissioner Scott Hutsell moved and Commissioner French seconded the motion to adopt the scope revision as presented and to increase TIB funding to \$489,877.

Add 120,500.

*Motion carried unanimously.*

### D. Out of call requests: South Prairie and Rosalia

**MOTION:** Commissioner French moved and Mayor Kim Roscoe seconded the motion to adopt the TIB staff recommendations to approve the out of call projects as presented.

*Motion carried unanimously.*

### E. WAC Public Hearing-March 24, 2023

**MOTION:** Commissioner French moved and Ms. Susan Carter seconded the motion to approve a public comment hearing at the March 24, 2023, board meeting.

*Motion carried unanimously.*

Board Member Comments via Email

For the record and recording of the minutes:

- Chair Glenn Johnson approved of the draft WAC 479-01-060 Minor Policy Changes.
- Scott Chesney approved all motions.

**6. ADJOURNMENT**

Vice Chair Sam Low adjourned the meeting at 11 a.m.

**Next Meeting**

March 23-24, 2023

DoubleTree Suites Seattle Airport-Southcenter

Tukwila, WA

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**GLENN JOHNSON, TIB CHAIR**

**ATTEST:**

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**ASHLEY PROBART, EXECUTIVE DIRECTOR**



# Spokane leaders want to drive a hearse over completed North-South Freeway, not be in back of one

- [Brontë Sorotsky](#)
- Mar 3, 2023 Updated Mar 4, 2023
- 



SPOKANE, Wash. -- The idea behind the North Spokane Corridor has been in the works as long as Spokane County Commissioner Al French and former City Council member Steve Corker have been alive.

Recently, they made a place for lawmakers to get it done quickly, so they can ride along the corridor in the front of a hearse, and not in the back.

"We're not looking to try and take another decade. You know, this project can be done by the end of this decade, so let's get it done," French said.

French and Corker are among many who have been outspoken about their concern for this delay, and the two wanted to send a message that would grab the attention of lawmakers.

"Well, the North-South corridor was conceived over 70 years ago when I was, and my good friend Steve Corker," French said.

Both say they want to see the project completed during their lifetime, and they're concerned it might not happen.

French and Corker snapped a photo in front of a hearse on the freeway, letting their dream be known.

"A lot of old people like Al French and myself that would just like to be driving behind a hearse rather than in the back of the hearse when this was done," Corker said.

French said the feedback has gotten so far showing that the two got their message across.

"I just spent the last few days over in Olympia and already getting positive comments about how memorable it was and the point that was made. So we think we accomplished what we wanted to do," French said.

In a January media briefing, Governor Inslee said some projects are proposed to be delayed due to rising costs, a dip in revenue, and less contractors, but agrees that the North Spokane Corridor project is important to Spokane.

"The Department of Transportation, as with many projects around the state, not just this one, have faced several new conditions that have occurred," Gov. Inslee said.

In the meantime, Corker says he's willing to help if needed.

"Give me a shovel, I'll help you," he said.

Although his original proposed budget would delay this project, Inslee has since said that he supports looking at different ways to move this project forward.

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# Al French gets gubernatorial board appointment after trolling Inslee

By By Timothy Schumann | The Center Square contributor,

3 days ago



(The Center Square) – Spokane County Commissioner Al French announced on his [Facebook page](#) his appointment to the Washington State Freight Mobility Strategic Investment Board, or FMSIB, by Gov. Jay Inslee.

Appointed by the governor with “acknowledgement of the special trust and confidence in [his] integrity, diligence, and discretion,” Tuesday, French will serve just over three years on the board until his term ends on June 30 2026.

Following a career as “businessman, architect, real estate broker, investment consultant, and developer in the Pacific Northwest,” French was elected to two terms on the Spokane City Council, and is currently serving his fourth term as Spokane County Commissioner.

French currently serves on the state County Road Administration Board and the state Transportation Improvement Board. With the addition of the FMSIB to his portfolio, French will be the only board member to serve across all three commissions.

“I’m excited for this opportunity, because I’ll gain a complete perspective about the issues facing freight mobility in our state, which will in turn allow me to be a better advocate for the needs of our community,” said French in a statement from his office announcing the appointment.

Currently three of the eight active [FMSIB projects](#) are located in Spokane County, with a total budget of over \$31.6 million across all projects.

It’s possible Inslee was extending an olive branch by bringing French, a Republican who recently trolled the governor with a picture of a hearse to protest the slow state funding for the North Spokane Corridor project as [reported](#) by The Center Square, to shake things up on the FMSIB. With the most recent project start date of 2018, the board seemingly has gotten little done in the past four years.

In its [presentation](#) to the Washington State Transportation Commission May of 2022, the FMSIB listed one of four legislative priorities as “Lift restrictions on FMSIB projects, going on for four years now.” The very next slide cited an “Unprecedented Lack of Bipartisanship” and “Lack of Eastern Washington Projects.”

# Three Washington airports get \$37 million in federal grants for renovations

- [Vincent Saglimbeni](#)
- Mar 5, 2023 Updated Mar 5, 2023
- 



OLYMPIA, Wash. — Three Washington airports will be getting \$37.3 million combined in grants from the Federal Aviation Administration (FAA) for renovations, U.S. Senators Maria Cantwell and Patty Murray announced last week.

Here is what airports will be getting changes.

## **Seattle-Tacoma International Airport**

The Seattle-Tacoma International Airport is getting \$16 million to help fund the relocation of a TSA checkpoint from the upstairs departures area to the downstairs arrival area.

“Nobody likes waiting in line at the airport,” Cantwell said. “By relocating checkpoint 1 and adding two more screening lanes, Sea-Tac will increase their capacity to screen 940 passengers per hour. Thanks to the Biden-Harris Infrastructure Law, this grant will improve the flow of passengers and minimize the likelihood of bottlenecks – ultimately reducing the amount of time spent standing in line for the tens of million travelers who pass through Sea-Tac each year.”

Cantwell and Murray say it will make things more convenient for passengers arriving via foot travel or bus, as well as making it more accessible. They also say it will help make things go faster through security and prevent bottlenecks during peak airport hours.

The grant will fund 65% of the the expected \$24.6 million cost of the project.

“The Seattle-Tacoma Airport is a driving force for Western Washington’s economy and plays a critical role in getting people and goods to where they need to be,” Murray said. “These investments will increase accessibility, improve energy efficiency, and make getting through the airport a whole lot easier. As SeaTac continues to grow as a hub for travel and commerce, I will keep working to make sure our airports can deliver world class service and help keep our supply chains strong.”

## **Spokane International Airport**

The second airport receiving funding is the Spokane International Airport.

The Spokane International Airport is receiving \$15 million to help with the terminal expansion and renovation (TREX project). The grant will help fund Phase 5 of the construction project, which by the end of it, will add six extra ticket counters and three additional gates at Concourse C of the airport.

Cantwell's office says the project, which has an expected total cost of just under \$150 million, is expected to create over 1,600 jobs and \$293 million in economic impact. They also say the Spokane International Airport has grown 38% between 2013 and 2019.



Concourse C has undergone work since October 2022. Cantwell came to the Spokane International Airport in July 2022, saying the airport needed to be expanded.

The airport has gotten over \$44.5 million in FAA funding for the project.

## **Pullman-Moscow International Airport**

The Pullman-Moscow International Airport is getting \$6.365 in federal funding for its terminal building project.

The funding will help build a third boarding bridge and a third boarding gate at the airport. Cantwell says the airport could operate more than one flight an hour with the extra boarding bridge and boarding gate.

The third bridge is expected to cost \$6.7 million. The Pullman-Moscow International Airport has gotten just over \$74 million in federal funding to build the terminal.

“Spokane County is growing ten times faster than the national average, and Eastern Washington is rapidly expanding. In order to continue attracting businesses and workers, the transportation infrastructure must keep up,” Cantwell said. “This funding from the Biden-Harris Infrastructure Law will allow both Spokane International Airport and Pullman-Moscow Regional Airport to add capacity at their terminals, resulting in more flights to and from the region and better service for the traveling public.”

“From Spokane to Pullman, our airports are absolutely vital to our regional economies and are long overdue for serious investments,” Murray said. “That’s why I worked so hard when we were passing the Biden-Harris Infrastructure Law to include the Airport Terminal Program to help modernize airports across the state. These investments are going to help passengers get to where they need to be, and strengthen our supply chains as we work to move goods as quickly as possible at the lowest possible costs.”

# **Yakima awarded \$1.3 million for Nob Hill Boulevard road project**

- [KATE SMITH Yakima Herald-Republic](#)
- Feb 6, 2023
- 

A road improvement project planned for Nob Hill Boulevard in Yakima [was awarded \\$1.3 million](#) by the Washington state Transportation Improvement Board.

Road overlay and ADA curb improvements are planned from Fourth to 28th avenues along West Nob Hill Boulevard, according to the city.

The project has been split into two stages for construction: Fourth Avenue to 15th Avenue, and 15th Avenue to 28th Avenue. The \$1,355,000 award would be put toward the 15th Avenue to 28th Avenue section.

The grant funds are sourced from fuel tax revenue, and the city is required to provide a 20% match.

The Yakima City Council could accept the grant award at a meeting Tuesday. The item is part of the consent agenda and is considered routine.

Also at the meeting, the council will discuss the proclamation process, review the city's donation policy and [consider a \\$2 million request](#) by the YWCA to help fund an emergency shelter for victims of domestic violence.

The meeting begins at 5:30 p.m. Tuesday at City Hall, 129 N. Second St. To comment, visit [bit.ly/YHRcomment](https://bit.ly/YHRcomment) and fill out the comment request form. People also can email [ccouncil2@yakimawa.gov](mailto:ccouncil2@yakimawa.gov) or call 509-575-6060.



## Coupeville's Front Street may go one way

Mayor Molly Hughes floated a plan to town council members to make Front Street a one-way road.

By [Karina Andrew](#) • February 24, 2023 1:30 am



File photo by Karina Andrew/Whidbey News-Times Coupeville town officials are considering making Front Street one way and adding angled parking to make the historic downtown area more pedestrian-friendly.

Coupeville Mayor Molly Hughes floated a plan to town council members and business owners last week to make Front Street a one-way road.

During a public meeting Feb. 14, Hughes showed council members drawings of how this change might take shape in the historic downtown district. The preliminary design would allow only westbound traffic on Front Street and add angled parking on the south side of the street.

Angled parking that already exists on the east side of adjacent Alexander Street would remain but be angled in the opposite direction. Parallel parking on the west side of Alexander Street would remain in place.

The change could potentially also include the addition of a commercial loading and unloading zone on Front Street.

Hughes said the proposed changes are intended to make the historic district safer and more pedestrian-friendly. Under current conditions, drivers have to blindly navigate around trucks trying to load or unload and mirrors on parked vehicles stick into the narrow sidewalks. One-way traffic is more conducive to the pedestrian-heavy area, Hughes said.

Making the change to angled parking would also add an estimated five to seven parking spaces to the Front Street area, Hughes said.

Minimal infrastructure changes would be necessary to make Front Street one-way. No construction would be required; the town would only need to install signage and curb stops and repaint parking spaces.

The mayor said she discussed the idea with members of the Economic Vitality Committee, which includes representatives from the Coupeville Historic Waterfront Association, the Coupeville Chamber of Commerce and Ebey's Landing National Historical Reserve, as well as several downtown business owners. Committee members were very supportive of the idea, Hughes reported to the town council.

Councilmember Rick Walti voiced his support for the change.

"I've been an advocate for this for years and years and years," he said.

The council did not take formal action on the discussion item. Hughes said she would continue to discuss the proposal with downtown business owners.

# Mount Vernon picks contractors for three road improvement projects

- [BRANDON STONE @Brandon\\_SVH](#)
- Mar 9, 2023

MOUNT VERNON — The Mount Vernon City Council selected at its Wednesday meeting contractors for three road improvement projects.

Excavation West of Sedro-Woolley was selected to install traffic signals and make other improvements at the intersection of Hoag and LaVenture roads.

The council approved \$1.1 million for construction, which in addition to the signals includes adding protected left turn lanes, resurfacing pavement, building out sidewalks to improve walkability, and refurbishing ramps so they are fully compliant with the Americans with Disabilities Act.

City Engineer Bill Bullock said this contract contains an unusually large \$227,000 contingency, which will be used to cover any cost overages caused by the rising costs of labor and materials.

“As you know we’ve been finding that our consultants in other jurisdictions have been exceeding the engineer’s estimate,” he told council.

Construction is scheduled for this spring.

The total project is funded by a \$1.3 million state transportation grant, with a \$348,000 city match, Bullock said.

The council also approved a contract with Colacurcio Brothers Construction Company for the city’s 2023 street paving work.

This year, the city Public Works department is scheduled to repave three arterial streets and three neighborhood streets:

- East Division Street between Waugh Road and Big Lake Road
- Anderson Road between Interstate 5 and Old Highway 99
- North 18th Street between West Fir Street and College Way
- East Fox Hill Street
- North 35th Place
- North 35th Street

The Blaine-based company’s \$1.6 million bid was about \$140,000 lower than the city’s estimate for the project.

The council also approved a contract to improve several curb ramps. Always Active Services was awarded the \$430,000 contract.

Bullock said tax revenue from the city's transportation benefit district is the main funding source for the pavement and curb ramp projects.

At the meeting, Council member Mark Hulst said several of these projects were delayed last year. At the time, Bullock recommended that the council postpone them due to the high cost of asphalt.

By delaying the projects the city saved between \$400,000 and \$600,000, he said.

"We're getting a lot more bang for our buck this year," Hulst said.



[https://tdn.com/news/local/govt-and-politics/all-woodland-streetlights-to-use-leds-by-june/article\\_6d09e68a-b942-11ed-a4b3-9b6ea87550c5.html](https://tdn.com/news/local/govt-and-politics/all-woodland-streetlights-to-use-leds-by-june/article_6d09e68a-b942-11ed-a4b3-9b6ea87550c5.html)

TOP STORY

EDITOR'S PICK

## All Woodland streetlights to use LEDs by June

**Matthew Esnayra**

Mar 2, 2023



Crews replace streetlights in Woodland.

City of Woodland, Contributed

Matthew Esnayra

**W**OODLAND — Officials aim to replace remaining city streetlights with a more energy efficient substitute by summer — a process that started over five years ago and is expected to **save the city money**.

**Woodland Public Works Director Tracy Coleman** said the city is replacing

its older high-pressure sodium streetlights with new LED lights for better “energy efficiency and monthly cost savings on utility expenses.”

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She said the replacement of the city’s roughly 600 streetlights is expected to be completed before June, after starting the process in 2017. Delays on materials and creating an inventory of lights added to the extended timeframe.

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The change will save the city nearly \$2,000 a month and reduce maintenance costs, she added.

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Light pollution caused by urbanization and LED lighting is making the night sky brighter every year, reducing the visibility of stars. Research shows that there has been a 9.6% increase in brightness annually. Meaning a child born today may only see 100 stars on their 18th birthday.

A report by the Pew Charitable Trust reports LEDs are up to 50% more energy efficient than high-pressure sodium lights and last up to 15 to 20 years, as opposed to two to five.

From 2019 to 2022, Woodland spent \$37,953 in material for the lighting upgrades, Coleman said.

Woodland crews are currently upgrading the last 143 lights of the 424 the city owns, while the Cowlitz County Public Utility District will upgrade the 148 lights they maintain later this year, Coleman said. The streetlights belong to the city of Woodland, the PUD and the Washington State Department of Transportation.



### **Terry Hall appointed to Woodland City Council**

Matthew Esnayra

Coleman said the city received a grant in December from the **Transportation Improvement Board** for the replacements.

One grant covered \$40,000 for “lights on Cowlitz PUD utility poles” and another paid for \$41,776 for material and labor costs for lights maintained by the city of Woodland. Cowlitz PUD will receive a BPA credit of \$15,120 for additional cost, Coleman said.



# **Oak Harbor's flawed purple street lights to be replaced**

Drivers in Oak Harbor will no longer be seeing purple.

By [Rachel Rosen](#) • February 3, 2023 1:30 am

Drivers in Oak Harbor will no longer be seeing purple.

The city recently reported that the LED street lights in the city have an indigo hue as a result of a manufacturing defect.

Public Works Director Steve Schuller said the city switched street lights to LED bulbs as the technology uses less energy and reduces maintenance costs for the city.

There are more than 1,000 streetlights in Oak Harbor. Schuller said most are owned and maintained by Puget Sound Energy; others are owned and operated by the city.

According to Schuller, some of the street lights were switched with LED bulbs in 2016. The city received a State Transportation Improvement Board grant in 2019 to replace others. He said 100 to 200 of the purple lights are being replaced.

"The LEDs are being replaced under warranty by the vendor," Schuller wrote in an email. "They are in charge of the replacement schedule but plan to get most replaced in the next month."

Since the lights are under warranty, replacing them will not cost taxpayers.

The lights were manufactured by Acuity Brands, a lighting and building management firm headquartered in Atlanta, Georgia. The original coating of the lights separated from the LED bulb, causing the light to appear bluish purple.

"The blue light effect occurred in a small percentage of our total population of branded fixtures, and we are not the only lighting manufacturer that has experienced this issue," Cathy Lewandowski, external communications senior manager for Acuity Brands, wrote in an email.

She said the color change was not unsafe and that the company has resolved the issue with its new lights.

Schuller confirmed there were no safety concerns but the city did receive comments from community members that were "curious about the color choice," he wrote.

Many cities across the U.S. and Canada have experienced the oddly colored lights. News outlets in Florida, North Carolina, Nebraska, Kansas, Pennsylvania, Winnipeg and Vancouver have all reported on the purple light phenomenon.

# WA's first greenhouse-gas-allowance auction raises estimated \$300 million

March 7, 2023 at 12:32 pm Updated March 7, 2023 at 4:35 pm



The Marathon Petroleum Refinery at March's Point, outside Anacortes, in Washington's Skagit County. (Jennifer Buchanan / The Seattle Times)

By

[Isabella Breda](#)

Seattle Times staff reporter

Washington's [first auction of greenhouse-gas pollution](#) allowances raised an estimated \$300 million in a closely watched sale as companies, consumers and the Legislature get their first glimpse of the cost of emitting in the state.

The Department of Ecology announced Tuesday it had sold all of its almost 6.2 million allowances, each representing one metric ton of greenhouse-gas emissions. The settlement price was \$48.50 per ton, more than double the starting price of \$22.20. The department says the revenue raised from last week's auction will be confirmed in a report later this month after financial transactions are completed.

The Washington auction price settled higher than prices in a similar program in California and Quebec, which closed at \$27.85 per ton in a recent auction.

Proponents of Washington's carbon pricing program and its cap on emissions heralded the auction results.

"It demonstrates the strength of the cap in Washington state," said Michael Mann, executive director of Clean and Prosperous Washington, a climate policy group. "We also shouldn't read too much into the first auction. ... But I think it's a good measure of a point of time."

The [state's carbon-pricing program](#) is the centerpiece of the state's 2021 Climate Commitment Act. It sets a statewide cap on greenhouse-gas emissions that gradually ratchets down over time, with a goal of decarbonization by 2050.

## Advertising

Polluting businesses can purchase allowances at quarterly auctions. Over time, the number of available allowances will incrementally decrease. Money raised from the auction goes to the Legislature, which intends to spend it on other programs to reduce emissions.

Catherine Reheis-Boyd, the president and CEO of the Western States Petroleum Association, said in a written statement the auction price was "unnecessarily expensive" and would harm consumers and the economy.

"While the state is focused on the funds raised, today is not a day to celebrate and should be a warning for the viability of the program moving forward," Reheis-Boyd said.

Before the auction, some fuel suppliers were raising the price of fuel in anticipation of their compliance costs with the state's program. It's unclear how these costs might translate to prices at the pump.

To polluting companies, it's a cost, but to lawmakers it's an opportunity.

"It's the investments that are going to get us to reach our carbon reduction goals," Mann said. "This auction generates the money that's going to be the fuel for our state to transition to cleaner and cheaper ways to move around and to energize."

Gov. Jay Inslee's budget called for the auction revenue to fund anything from electric heat pumps for low-income populations, small businesses, and schools, to grants for tribes to lead solar and wind projects, and a new clean-energy research center at Washington State University.

But even as lawmakers debate where the proceeds will go, the budget is only based on the state's best guess.

If this price is consistent over the next nine auctions, the sales could generate about \$1.08 billion more than the state's estimate for the 2023 to 2025 biennium, according to a Clean and Prosperous analysis.

The governor's two-year budget would spend about \$1.7 billion in revenue from the allowance auctions. If the Legislature appropriates more than the auctions generate, it will be revised in the 2024 supplemental budget, lawmakers say.

California's [first auction in 2012](#) raked in more than \$230 million, with allowances selling for just a few cents above the floor price of \$10.

Last week, businesses and other polluters logged on to the state's auction website within a three-hour window and entered bids. Once the window closed, bids were sorted from highest to lowest.

The highest bidder got the number of allowances it requested. Then allowances were allocated to the next highest bidder, and down from there. The bidder who exhausted the final remaining allowances sets the settlement price.

Or, the lowest successful bid sets the price everyone pays. Those who bid less than the last successful bidder will have to pick up allowances at the next auction or in secondary markets.

Ahead of the settlement price announcement, House Democratic Majority Leader Joe Fitzgibbon said regardless of the outcome, the Legislature will not revise the two-year \$1.7 billion estimate.

The state is required to spend at least 10% of the total auction revenue on supporting projects led by tribes, and 35% "in ways that benefit vulnerable populations in overburdened communities."

Sen. Joe Nguyen, chair of the Environment, Energy & Technology Committee, represents a district spanning the wealthy, lushly vegetated Vashon Island to front-line communities like Georgetown and South Park that bear the brunt of the climate crisis.

Over the years, South Seattle has experienced poor air quality from [industrial pollution](#), [disparate extreme heat](#) as a result of a lack of trees, and [catastrophic flooding](#) amid rising tides.

Front and Centered, a coalition of communities of color, Indigenous peoples, and people with lower incomes on the front lines of climate change, shared concerns over the lack of specificity in how "overburdened" and "vulnerable" communities are defined in the governor's budget.

In a January letter the group asked for those overburdened communities to include census tracts ranked seven or higher on [Washington's Environmental Health Disparities Map](#) and "Tribal lands"; and for vulnerable populations to be defined as minority populations, Native Americans, and people earning less than 80% of area median income.

“We want to see the vast majority of the funds getting to the folks who aren’t going to be able to buy an electric car, convert their home to a heat pump,” said Deric Gruen, Front and Centered co-executive director of programs and policy.

“We don’t want to see parts of this money just going to subsidize investor owned utilities or industries that could and should be actually required to make that transition.”

Nguyen said he hopes the Legislature can use auction money to protect people from rising utility costs, and to help low-income and overburdened communities buy electric vehicles and wean off fossil-fueled appliances and heat.

He’s sponsoring bills related to climate-change risk response in overburdened communities, purchasing electric school buses and preventing utility shut-offs during extreme heat.

“We’re going to ensure that we’re having a just transition that is affordable for people,” Nguyen said, “and also ensuring that transition is done in a way that is thoughtful and not necessarily overly burdensome.”

The legislation aims to reduce the state’s production of carbon dioxide, methane and related gases to 45% below 1990 levels in the next seven years, 70% below 1990 levels by 2040 and decarbonize by 2050.

Washington state’s greenhouse-gas emissions in 2019 reached their [highest level since 2007](#): 102 million metric tons. It was a 7% increase from 2018, and [9% higher than](#) 1990 levels.

Some polluters, like natural gas utilities and oil refineries, initially get a generous portion of their allowances free, but are required to buy more if they plan to release greenhouse gases above the allotted levels.

More than 50 businesses, including investors, natural gas and oil companies were eligible to participate in the auction. The state department of Ecology said it could not disclose who participated.

The next auction will be held May 31.

*Seattle Times reporter Hal Bernton contributed to this report.*



# Washington State Transportation Improvement Board

## Project Activity Report

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From 01/01/2023 to 02/28/2023

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
<b>APP Program</b>							
3-W-189(008)-1	ABERDEEN	2022 Overlay Award	Design	DE	0	0	Director
3-W-948(003)-1	BATTLE GROUND	2022 Overlay Award	Design	DE	0	0	Director
3-P-144(005)-1	BRIER	2022 Overlay Award	Design	DE	89,250	0	Director
3-W-192(001)-1	CENTRALIA	Galvin Street Overlay	Design	DE	55,423	0	Director
3-E-168(005)-1	CHENEY	2021 Overlay	Bid Award	CN BA	533,300	0	Director
3-P-204(007)-1	COVINGTON	SE 256th Street Overlay	Design	DE	79,943	0	Director
3-P-802(005)-1	DUVALL	2022 Overlay Award	Design	DE	0	0	Director
3-E-161(004)-1	EAST WENATCHEE	2022 Overlay Award	Design	DE	59,500	0	Director
3-E-175(004)-1	ELLENSBURG	Main Street Overlay	Design	DE	9,865	0	Director
3-P-124(010)-1	ENUMCLAW	244th Avenue Overlay	Design	DE	4,250	0	Director
3-P-134(001)-1	FIFE	N Levee Road Overlay	Design	DE	118,761	0	Director
3-P-130(004)-1	FIRCREST	2022 Overlay Award	Design	DE	84,103	0	Director
3-W-188(004)-1	KELSO	Old Pacific Highway Overlay	Construction	CN	79,200	0	Director
3-W-839(006)-1	LYNDEN	2022 Overlay Award	Design	DE	69,230	0	Director
3-P-132(003)-1	MILTON	2022 Overlay Award	Design	DE	47,600	0	Director





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3-P-822(008)-1	MONROE	2022 Overlay Award	Design	DE	92,128	0	Director
3-P-112(008)-1	NORMANDY PARK	2021 Overlay	Audit	CC FV AD	144,820	0	Director
3-P-804(006)-1	NORTH BEND	North Bend Way Overlay	Construction	CN	69,949	0	Director
3-W-153(001)-1	PORT ORCHARD	2022 Overlay Award	Design	DE	0	0	Director
3-E-923(003)-1	PROSSER	Wine Country Road Overlay	Audit	CC FV AD	454,328	-22,910	Director
3-E-182(007)-1	SELAH	Fremont Avenue Overlay	Design	DE	38,790	0	Director
3-P-142(009)-1	SNOHOMISH	2022 Overlay Award	Design	DE	4,250	0	Director
3-E-179(003)-1	SUNNYSIDE	Yakima Valley Highway Overlay	Design	DE	31,140	0	Director
3-E-181(004)-1	UNION GAP	Longfibre Road Overlay	Bid Award	BA	362,530	41,887	Director
3-E-172(005)-1	WEST RICHLAND	N 62nd Avenue Overlay	Construction	CN	11,659	0	Director
Total APP Change						18,977	

### ATP Program

P-W-189(P03)-1	ABERDEEN	Sumner Avenue (SR 101) Sidewalk	Design	DE	42,522	0	Director
P-P-809(P02)-1	CARBONADO	7th Street Sidewalk	Design	DE	31,635	0	Director
P-W-827(P10)-1	COUPEVILLE	Front and N Main Street Sidewalks	Design	DE	0	0	Director
P-P-124(P03)-1	ENUMCLAW	In Fill Sidewalk	Design	DE	0	0	Director
P-P-113(P03)-1	FEDERAL WAY	Citywide Pedestrian Crossings	Design	DE	34,777	0	Director



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P-E-912(P04)-1	LACROSSE	Main Street Sidewalks	Withdrawn	WD	0	0	Director
P-P-143(P03)-1	MARYSVILLE	53rd Ave NE Shared Used Path	Design	DE	0	0	Director
P-E-897(P10)-1	MEDICAL LAKE	Lefevre Street Restriping and Sidewalk	Design	DE	73,232	0	Director
P-P-822(P02)-1	MONROE	Fryelands Boulevard Pedestrian Crossings	Design	DE	7,700	0	Director
P-W-957(P03)-1	MONTESANO	McBryde Avenue Sidewalk Phase 3	Design	DE	0	0	Director
P-P-129(P02)-1	PUYALLUP	7th Street Sidewalk	Design	DE	67,098	0	Director
P-P-107(P04)-1	REDMOND	Bel Red Road Buffered Bike Lanes	Design	DE	169,611	0	Director
P-E-171(P06)-1	RICHLAND	Jadwin Avenue Sidewalk	Design	DE	17,333	0	Director
P-E-874(P04)-1	SPRAGUE	4th Street Sidewalk	Design	DE	55,800	0	Director
P-P-128(P08)-1	TACOMA	School Safety	Construction	CN	0	0	Director
P-P-116(P02)-1	TUKWILA	S 119th Street Crossing	Design	DE	20,192	0	Director
P-W-184(P10)-1	VANCOUVER	Hazel Dell Avenue Multiuse Path	Design	DE	74,671	0	Director
P-P-866(P02)-1	WARDEN	W First Street (SR 170) Pathway	Design	DE	7,425	0	Director

**Total ATP Change 0**

### CSP Program

C-W-152(001)-1	BREMERTON	Complete Streets Award	Audit	CC AD	350,000	0	Director
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**Total CSP Change 0**





# Washington State Transportation Improvement Board

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Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
<b>SCAP Program</b>							
6-E-847(I09)-1	CASHMERE	Sunset Highway	Construction	CN	0	0	Director
6-E-901(009)-1	CHEWELAH	W Main Avenue	Design	DE	113,176	0	Director
6-E-930(006)-1	CLE ELUM	First Street	Construction	DE CN	14,250	0	Director
6-E-930(007)-1	CLE ELUM	Second Street Roundabout	Design	DE	80,750	0	Director
6-E-986(008)-1	COLFAX	Morton and Sumner Streets	Design	DE	190,903	0	Director
6-E-902(011)-1	COLVILLE	Summit Street	Construction	CN	127,892	0	Director
6-E-926(008)-1	CONNELL	S Fifth Avenue	Construction	CN	41,580	0	Director
6-E-856(I04)-1	COULEE CITY	Walnut Street Overlay	Design	DE	7,007	0	Director
6-E-878(007)-1	COULEE DAM	6th Street	Bid Award	BA	821,391	38,881	Director
6-P-811(013)-1	EATONVILLE	Carter Street W	Bid Award	BA	260,580	-149,568	Director
6-W-831(008)-1	FRIDAY HARBOR	1st Street Overlay	Contract Completion	CC	542,100	22,309	Director
6-E-843(005)-1	LIND	5th Street	Audit	FV AD	478,375	0	Director
6-E-862(002)-1	MATTAWA	8th Street / Selkirk Avenue	Audit	CC FV AD	482,820	-431	Director
6-W-957(012)-1	MONTESANO	W Pioneer Avenue	Design	DE	2,729	0	Director
6-W-957(I13)-1	MONTESANO	W. Pioneer Avenue	Design	DE	13,500	0	Director



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6-W-958(001)-1	OAKVILLE	School Street and W Pine Street	Design	DE	100,000	0	Director
6-E-881(010)-1	OKANOGAN	Lower Pine Street	Audit	CC FV AD	343,039	-747	Director
6-E-882(011)-1	OROVILLE	Ironwood Street	Design	DE	156,332	0	Director
6-E-865(007)-1	SOAP LAKE	Main Avenue W	Design	DE	132,500	0	Director
6-W-974(006)-1	STEVENSON	Loop Street	Design	DE	63,507	0	Director
6-W-977(003)-1	TENINO	Ritter Street S. Improvements	Audit	CC FV AD	634,862	5,361	Director
6-W-960(005)-1	WESTPORT	Hancock Avenue	Audit	CC FV AD	263,614	-459	Director
Total SCAP Change						-84,654	

### SCPP Program

2-E-922(001)-1	BENTON CITY	2022 Seal Coat Award	Design	DE	18,069	0	Director
2-E-851(007)-1	BRIDGEPORT	16th Street Overlay	Design	DE	34,500	0	Director
2-P-809(003)-1	CARBONADO	FY 2022 Overlay Project	Audit	CC FV AD	190,182	4,000	Director
2-P-801(003)-1	CARNATION	2021 Overlay	Construction	CN	25,150	0	Director
2-E-930(006)-1	CLE ELUM	2022 Seal Coat Award	Design	DE	0	0	Director
2-W-832(008)-1	CONCRETE	2021 Overlay	Audit	CC FV AD	339,112	-5,424	Director
2-E-856(004)-1	COULEE CITY	FY 2022 Overlay Project	Audit	CC FV AD	234,267	-3,128	Director
2-E-856(005)-1	COULEE CITY	2021 Seal Coat	Audit	CC FV AD	103,109	-39,491	Director



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2-W-827(013)-1	COUPEVILLE	2022 Overlay Award	Design	DE	11,523	0	Director
2-W-827(014)-1	COUPEVILLE	2022 Seal Coat Award	Design	DE	10,751	0	Director
2-E-870(005)-1	DAVENPORT	2022 Seal Coat Award	Design	DE	22,000	0	Director
2-E-857(006)-1	ELECTRIC CITY	2022 Maintenance Project	Design	DE	0	0	Director
2-W-831(007)-1	FRIDAY HARBOR	2022 Pavement Repairs	Audit	CC FV AD	52,174	2,174	Director
2-E-911(009)-1	GARFIELD	2022 Seal Coat Award	Design	DE	5,300	0	Director
2-E-911(010)-1	GARFIELD	2022 Maintenance Project	Design	DE	0	0	Director
2-E-858(007)-1	GEORGE	2022 Overlay Award	Design	DE	56,100	0	Director
2-E-903(005)-1	KETTLE FALLS	2022 Seal Coat Award	Design	DE	17,138	0	Director
2-W-970(003)-1	LONG BEACH	Ocean Beach Boulevard Overlay	Design	DE	10,450	0	Director
2-E-942(006)-1	MABTON	2022 Crack Seal	Design	DE	0	0	Director
2-E-852(007)-1	MANSFIELD	2021 Chip Seal	Audit	FV AD	145,323	0	Director
2-E-897(006)-1	MEDICAL LAKE	2022 Maintenance Project	Design	DE	0	0	Director
2-P-109(005)-1	MEDINA	Upland Road Overlay	Construction	CN	12,600	0	Director
2-E-928(004)-1	MESA	2022 Crack Seal	Design	DE	0	0	Director
2-E-890(002)-1	METALINE	FY 2021 Seal Coat Project	Audit	FV AD	3,889	0	Director
2-W-957(011)-1	MONTESANO	2022 Overlay Award	Construction	DE CN	0	0	Director



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Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-W-957(012)-1	MONTESANO	2022 Chip Seal Award	Design	DE	0	0	Director
2-W-957(013)-1	MONTESANO	2022 Maintenance Project	Design	DE	0	0	Director
2-W-962(005)-1	MOSSYROCK	Seal Coat Bundle	Design	DE	25,000	0	Director
2-E-943(006)-1	MOXEE	2022 Crack Seal	Design	DE	0	0	Director
2-E-892(005)-1	NEWPORT	2022 Overlay Award	Design	DE	9,500	0	Director
2-E-987(006)-1	OMAK	2021 Seal Coat	Audit	CC FV AD	157,837	-9,646	Director
2-E-917(004)-1	ROSALIA	2023 Maintenance Project	Design	DE	0	0	Board
2-E-864(006)-1	ROYAL CITY	2022 Seal Coat Award	Bid Award	DE CN BA	229,648	0	Director
2-P-815(003)-1	SOUTH PRAIRIE	2023 Sidewalk Repair	Bid Award	DE CN BA	38,720	-6,280	Director
2-E-899(005)-1	SPANGLE	2022 Overlay Project	Audit	CC FV AD	94,048	4,888	Director
2-E-874(009)-1	SPRAGUE	2022 County Chip Seal	Bid Award	CN BA	80,115	0	Director
2-W-974(002)-1	STEVENSON	2022 Seal Coat Award	Design	DE	0	0	Director
2-W-974(003)-1	STEVENSON	McEvoy Lane Overlay	Design	DE	0	0	Director
2-W-841(006)-1	SUMAS	Maintenance Crack Seal	Audit	FV AD	26,249	0	Director
2-E-920(001)-1	UNIONTOWN	2022 Seal Coat Award	Design	DE	17,287	0	Director
2-E-938(002)-1	WAITSBURG	2021 Seal Coat	Audit	FV AD	63,831	0	Director
2-E-936(006)-1	WHITE SALMON	2022 Seal Coat Award	Construction	DE CN	7,113	0	Director



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Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-E-887(004)-1	WINTHROP	Crack Seal Project	Design	DE	0	0	Director
2-W-951(007)-1	YACOLT	Maintenance Crack Seal	Audit	FV AD	56,225	0	Director
2-E-947(004)-1	ZILLAH	2021 Overlay	Audit	CC FV AD	254,685	618	Director
Total SCPP Change						-52,289	

### SP Program

P-P-113(P02)-1	FEDERAL WAY	Lakota MS - SW Dash Point Road	Audit	CC FV AD	525,651	25,651	Director
P-W-959(P05)-1	OCEAN SHORES	Point Brown Pedestrian Crossing	Bid Award	BA	169,720	-11,980	Director
P-E-987(P04)-1	OMAK	5th Avenue	Construction	CN	27,075	0	Director
P-E-883(P04)-1	PATEROS	Warren Avenue	Contract Completion	CC	479,458	23,863	Director
P-E-182(P03)-1	SELAH	Valleyview Avenue / Third Street / Southern Avenue	Bid Award	BA	309,339	-90,661	Director
P-E-919(P06)-1	TEKOA	Main Street Sidewalk	Audit	CC FV AD	92,185	-2,522	Director
P-E-947(P05)-1	ZILLAH	Downtown Sidewalk	Audit	CC FV AD	236,249	6,871	Director
Total SP Change						-48,778	

### UAP Program

8-1-817(009)-1	ARLINGTON	211th Place	Design	DE	256,478	0	Director
8-1-125(005)-1	BURIEN	SW 148th Street	Design	DE	0	0	Director
8-5-192(015)-1	CENTRALIA	S Gold Street	Design	DE	65,478	0	Director



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Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-3-004(002)-1	CHELAN COUNTY	Knowles Road	Audit	CC FV AD	1,397,007	0	Director
8-3-168(016)-1	CHENEY	N 6th Street Roundabout	Design	DE	102,456	0	Director
8-4-177(010)-1	COLLEGE PLACE	NE Damson Avenue	Design	DE	0	0	Director
8-3-161(014)-1	EAST WENATCHEE	3rd Street SE	Bid Award	CN BA	805,588	-1,827	Director
8-3-161(015)-1	EAST WENATCHEE	19th Street NW Phase 1	Design	DE	0	0	Director
8-4-175(021)-1	ELLENSBURG	Pfenning Road Sidewalk	Design	DE	176,602	0	Director
8-1-124(006)-1	ENUMCLAW	244th Avenue Roundabout	Design	DE	52,679	0	Director
8-1-127(008)-1	GIG HARBOR	Stinson Avenue	Contract Completion	CC	409,941	-49,684	Director
8-1-127(009)-1	GIG HARBOR	Stinson Avenue	Audit	CC FV AD	816,000	0	Director
8-1-108(012)-1	ISSAQUAH	12th Avenue NW	Bid Award	CN BA	3,000,000	0	Director
8-1-206(002)-1	KENMORE	73rd Avenue NE	Construction	DE CN	0	0	Director
8-1-017(073)-1	KING COUNTY	Redmond Ridge Dr NE Roundabout	Construction	DE CN	0	0	Director
8-1-111(021)-1	KIRKLAND	100th Avenue NE	Construction	CN	0	0	Director
8-5-187(017)-1	LONGVIEW	46th Avenue	Bid Award	BA	3,331,544	232,000	Director
8-1-205(006)-1	MAPLE VALLEY	Maple Valley Highway (SR 169)	Design	DE	522,750	0	Director
8-1-132(004)-1	MILTON	Pacific Highway S (SR 99)	Bid Award	BA	3,380,530	440,939	Director
8-2-155(018)-1	MOUNT VERNON	Hoag Road and Laventure Road	Bid Award	CN BA	943,825	-356,175	Director



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Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-2-150(010)-1	PORT ANGELES	8th Street	Design	DE	23,069	0	Director
8-3-167(018)-1	PULLMAN	Terre View Drive	Audit	FV AD	841,857	0	Director
8-4-171(020)-1	RICHLAND	Downtown Connectivity Improvements	Design	DE	100,000	0	Director
8-1-101(160)-1	SEATTLE	East Marginal Way S	Bid Award	BA	3,000,000	0	Director
8-3-032(073)-1	SPOKANE COUNTY	Lincoln Road	Construction	CN	112,457	0	Director
8-3-208(012)-1	SPOKANE VALLEY	Sullivan Road	Construction	CN	450,647	0	Director
8-5-034(017)-1	THURSTON COUNTY	Marvin Road SE	Design	DE	0	0	Director
8-5-196(019)-1	TUMWATER	Tumwater Boulevard	Design	DE	414,000	0	Director
8-3-160(030)-1	WENATCHEE	Tacoma Avenue	Audit	FV AD	1,032,447	0	Director
8-3-160(033)-1	WENATCHEE	Red Apple Road	Design	DE	466,536	0	Director
8-4-180(026)-1	YAKIMA	Nob Hill Boulevard Overlay	Design	DE	0	0	Director
Total UAP Change						265,253	
Total Change						98,509	

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



## Out of Call Project Requests

March 24, 2023

### BACKGROUND

As staff reviews project applications, occasionally we request additional information or want to further discuss the scope, schedule, or budget with the applicant before we are ready to recommend the project to the Board for funding.

Additionally, there are times when we learn of potential funding needs, partnerships, or other opportunities that do not align with the timelines of our yearly call for projects.

### STATUS

To take advantage of these opportunities, TIB staff reviews requests, project need, and timelines to determine potential out of call recommendations to the Board. This month we have nine requests that will be presented and recommended for approval.

Agency	Scope	TIB Funding	Local Funding	Total
City of Ritzville	Small works-crack seal	\$79,392	\$4,178	\$83,570*
Town of Lacrosse	Small works- Scrub seal	\$49,929	\$0	\$49,929*
Towns of Twisp/ Winthrop	Combined city- crack seal	\$33,118	\$0 (in-kind)	\$33,118
City of Pomeroy	County- chip seal	\$265,000	\$0	\$264,769
City of McCleary	County- chip seal	\$100,000	\$5,263	\$105,263
City of Long Beach	County- chip seal	\$200,000	\$10,000	\$210,000
City of Colfax	County- prep & chip seal	\$140,000	\$7,368	\$147,368
Thurston/Lewis bundle- (8 cities)	Combined- Fog/Chip/Scrub seals	\$2.0M	As required	TBD
Cities of Okanogan/Omak bundle	Small works- prep and pavement repair	\$500,000	\$26,320	\$526,320
Total		\$3,367,439		

\* Based on actual small works roster bid received

### RECOMMENDATION

TIB staff recommends approving the out of call projects as presented.





## Chapter 479 Washington Administrative Code Proposed Revisions-General

March 24, 2023

### BACKGROUND

Updating the Transportation Improvement Board's Washington Administrative Codes (WACs) typically results in a six-month process if all filing dates are met. The WAC rule-making process requires steps including publishing proposed WAC changes in a register, a Board hearing, adoption of proposed changes, and filing the changes with the Code Reviser's office.

For the purposes of this staff review, the intent of the proposed WAC revisions is to modernize and update all the Transportation Improvement Board WACs.

During the January 27 Board meeting, staff provided proposed WAC revisions for the following individual chapters:

- 479-01: Description of Organization
- 479-02: Public Access to Information and Records
- 479-05: Program Requirements
- 479-06: Financial Requirements
- 479-10: Preservation Programs, Streetlight Program (and Complete Streets Grant Program under separate staff review)
- 479-14: Transportation Improvement Account Projects

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

### STATUS

Proposed WAC revisions to Chapters 479-01, 479-02, 479-05, 479-06, 479-10, and 479-14 were published and posted the week of February 6, 2023 for public comment through March 13, 2023. No public comments were received.

Proposed WAC changes can be reviewed starting on page 46 or by using the links provided on the board packet Work Session Agenda. Each WAC includes a highlighted table of contents indicating which specific WAC is proposed for revision.

For Board purposes, WAC 479-05-051 was changed before the public comment period to include the Attorney General's recommendations on the use of electronic signatures. The change is included in the attachment and is highlighted in yellow.

### RECOMMENDATION

The Board is requested to adopt the proposed changes at the March 24, 2023, Board meeting.

## Technical Corrections and/or removing obsolete references

WAC 479-02: Public Access to Information and Records		
WAC	Description	Summary
479-02-070	Request for public records	Deletes reference to faxed request and request delivered to office during business hours.  (1) To ensure accuracy, any requests for public records should be made in writing and may be mailed, <u>or</u> emailed. ( <del>((faxed or delivered to the office during business hours))</del> ).
479-02-080	Availability	Public records will be available for inspection and copying <u>by appointment</u> during the normal business hours of TIB. Normal office hours are from 8:00 a.m. to 5:00 p.m., Monday through Friday, except state holidays.
WAC 479-05: Program Requirements		
479-05-051	Project phases.	Updates to clarify electronic signatures are authorized: (5) A manually signed copy of a contract or any amendments, statement of work or other transaction documents delivered by email shall be deemed to have the same legal effect as delivery of an original signed copy. (6) An electronic signature shall have the same force and effect as a manual signature on all agreements, forms, and other documents submitted in support of a project under this chapter. For purposes of this section, an "electronic signature" has the same meaning as in RCW 1.80.010(10).
479-05-080	Standard specifications	Clarifies that only the standard specifications book will be used:  The current edition of <i>the Standard Specifications for Road, Bridge, and Municipal Construction</i> <del>or equivalent</del> , will be used as the standard for design and construction of board funded projects.
479-05-140	Acquisition of rights of way	Clarifies that at bid <u>advertisement</u> phase, right of way must be completed.
479-05-201	When an agency may request an increase in TIB funds.	Clarifies that a local agency may request an increase in funds <u>at or during the construction phase</u> , and project closeout.
479-05-202	How an agency requests an increase in TIB funds.	Clarifies that a local agency may request an increase using the existing updated cost estimate form or <u>closeout form</u> . Bid authorization form is deleted because it is not standard practice.
479-05-203	Criteria the board and the executive director use when reviewing increase requests.	Adds the word approval to sub (4): (4) Requests for increases at construction <u>approval</u> phase will take priority over other phase requests.

WAC 479-10: Preservation Programs		
479-10-011	Small city pavement preservation and sidewalk account additional uses.	Obsolete reference: If available, funds from the small city pavement preservation and sidewalk account may be provided to small cities to match federal funding provided for local government federal aid of transportation. <del>((on a first come/first served basis.))</del>
479-10-150	Project phases for the small city preservation program.	Obsolete practice: (2) Design and construction phase... (a) Fuel tax agreement <del>((except if services are provided by WSDOT.))</del> (c) Consultant agreement (if applicable). <del>((If pavement services will be provided through WSDOT, TIB will maintain the task order agreement and subsequent amendments.))</del>
479-10-170	Small city <u>federal</u> match funding eligibility and application.	Obsolete reference: ... <del>((The executive director may award funding on a first come, first served basis to the limit established in WAC 479-14-215 or otherwise set by the board.))</del>
479-10-300	Intent of the arterial preservation program.	Technical correction: The intent of the arterial preservation program is to aid urban cities with low assessed property valuation <u>to preserve arterial pavement.</u>
479-10-320	Projects eligible for arterial preservation program funds.	Technical correction: Eligible roadway projects are: (1) <del>Improvements</del> <u>Preservation</u> on city owned federally classified <del>((arterials))</del> routes;
WAC 479-14: Transportation Improvement Account Projects		
479-14-111	Who is eligible to receive urban program funding.	Obsolete reference: <del>(3) ((Transportation benefit districts.))</del>
479-14-121	What projects are eligible for urban program funding.	Technical correction and obsolete reference (already cited in the same WAC): Eligible projects are.... (1) Improvements on federally classified <del>((arterials))</del> <u>routes;</u> (2) Within a city qualifying for urban designation upon the next federal census <del>((as long as the project carries a federal arterial functional classification.))</del>
479-14-225	What is eligible on state highways under the small city arterial program?	Corrects chapter title to be consistent with program description:  What is <u>not</u> eligible on state highways under the small city <del>arterial</del> <u>preservation</u> program?
479-14-411	Who is eligible to receive active transportation program funding.	Obsolete reference: (b) <del>((Incorporated cities with a population less than 5,000 which are located within a federally designated urban area.))</del>
479-14-421	What projects are eligible for active transportation funding.	Technical correction: (a) Must be on or related to a <del>((functionally))</del> <u>federally</u> classified route.

479-14-431	Award criteria for the active transportation program.	<p>Technical correction:</p> <p>The board establishes the following criteria for use in evaluating <del>((sidewalk))</del> <u>active transportation</u> program applications for both urban and small city active transportation projects.</p>
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## Minor Policy Changes

WAC 479-01: Description of Organization		
WAC	Description	Summary
479-01-060	Executive director-Powers and duties	Aligns 4(b), 4(d) with current urban program practice:  4(b) Small city arterial program- <u>Fifteen percent of project costs or up to one hundred twenty-five thousand dollars, whichever is greater;</u> 4(d) (( <del>Sidewalk</del> )) <u>Active transportation program-Fifteen percent of project costs or up to fifty thousand dollars, whichever is greater.</u>
WAC 479-05: Program Requirements		
479-05-012	<del>Emergent nature</del> <u>Out of call projects</u> submission and limitations	Clarifies current TIB practices and authorizes: <u>(6) A project that is cost effective and must be funded prior to the scheduled call for projects.</u>
479-05-020	Six-year transportation plan	Creates flexibility for funding complete streets projects that are operational in nature by waiving the requirement to be in a six-year transportation plan. <u>Complete Streets projects that are operational in nature are not required to be in the local agency's six-year transportation plan.</u>
479-05-030	A registered professional engineer must be in charge.	New section: <u>2) The executive director may waive a supervised professional engineer requirement for low-cost preventative preservation and maintenance projects and complete streets transportation projects.</u>
479-05-035	Qualifications for small city projects administered by another agency.	Now includes that complete streets projects may be administered or required to be administered by another agency.
479-05-040	Value engineering study requirements.	Removes the mandatory requirement for the executive director to determine which projects require value engineering: The executive director <del>will</del> <u>may</u> determine whether a value engineering study is required based on project risk factors summarized below.
479-05-051	Project phases.	Clarifies that a consultant agreement is required when a small city is using an engineering firm to administer a TIB project. (1)(d) Design phase- Consultant agreement <u>when a small city contracts with an engineering firm or consultant to administer a transportation improvement board project on behalf of the small city ((small city arterial programs and small city active transportation programs only)).</u> (2) (d) Bid advertisement phase- Consultant agreement <u>when a small city contracts with an engineering firm or consultant to administer a transportation improvement board project on behalf of the small city ((small city arterial programs and small city active transportation programs only)).</u>

479-05-130	Project landscaping and aesthetic improvements.	Includes expanded landscaping criteria: (3): <u>(d) Landscaping integral to safety performance of active transportation separation/buffers.</u> <u>(e) Landscaping and aesthetic improvements (excepting cost of undergrounding utilities) when the project is located within zoned or planned central business center/district.</u> <u>(f) Landscaping contributing to speed management treatments (such as but not limited to: traffic circles, chicanes, lane shifts, median refuge areas, or added vertical friction to induce slower speed selection, etc.)</u>
479-05-131	Mitigation costs and limitations	Includes expanded mitigation criteria: <u>(5) Stormwater treatment: treatment in excess of what is required by federal or state requirements is not eligible to be reimbursed.</u>
479-05-170	Reimbursement of engineering costs	Deletes “costs designated as construction other.”
<b>WAC 479-06: Financial Requirements</b>		
479-06-010	Transportation improvement board sixteen-year plan.	Requires the board to update a “ten-year” financial plan instead of a sixteen-year financial plan.  The board will update its <del>sixteen</del> <u>ten</u> -year financial plan at the beginning of each fiscal year.
<b>WAC 479-10: Preservation Programs</b>		
479-10-122	Qualifications for the small city preservation program-Pavement condition ratings.	<b>Note:</b> TIB already performs pavement analysis for all cities under 5,000 in population. <del>((If the city maintains their own pavement condition rating, the method used for scoring must comply with TIB’s methodology. If scores submitted by the city are substantially different than TIB pavement scores, the difference will be resolved through an onsite review coordinated between TIB and city staff.))</del>
479-10-320	Projects eligible for arterial preservation program funds.	Repeals federal designation “window” between application and grant award: <del>(4) ((City owned urban streets, not functionally classified at the time of award, but meeting federal functional classification to approval to expend board funds.))</del>
<b>WAC 479-14: Transportation Improvement Account Projects</b>		
479-14-121	What projects are eligible for urban program funding.	Repeals federal designation “window” between application and grant award: <del>((Any urban street that is not functionally classified at the time of award must obtain functional classification prior to approval to expend board funds.))</del>
479-14-131	Award criteria for the urban program.	Updates “Safety Improvement” and expands eligibility for the “Sustainability Band.”: (4) Safety improvements - Addresses crash <u>or</u> <u>severity</u> reduction, <del>((elimination))</del> <u>reduction of</u> roadway hazards, <del>(( corrects))</del> <u>reduction of</u> roadway

		<p>deficiencies, and eliminates <u>or reduces</u> railroad at-grade crossing <u>hazards</u>.</p> <p>(5) Sustainability-Improves mode accessibility, reduces or eliminates water detention, <u>supports native vegetation</u>, and encourage energy reduction technology and use of recycled materials, <u>or increases the lifecycle of the facility</u>.</p>
479-14-231	Award criteria for the small city arterial program.	<p>Aligns the small city arterial program WAC with Board change in policy from 2019/2020 to use similar “banding” criteria as the Urban Arterial Program to select projects:</p> <p>(1) <u>Economic Vitality – Improves central business district, considering all users.</u></p> <p>(2) <u>Physical condition - Includes pavement, structural, and geometric design features of the arterial.</u></p> <p>(3) <u>Safety improvements - Addresses crash or severity reduction, reduction of roadway hazards, reduction of roadway deficiencies, and eliminates or reduces railroad at-grade crossing hazards.</u></p> <p>(4) <u>Sustainability - Improves mode accessibility, reduces or eliminates water detention, supports native vegetation, and encourages energy reduction technology and use of recycled materials or increases the lifecycle of the facility.</u></p> <p>(5) <u>Constructability - Demonstrates a strong likelihood to achieve full funding, obtain permits, acquire right of way, and reach construction within the timelines established in WAC 479-05-211.</u></p>



## Major Policy Changes

WAC 479-01: Description of Organization		
WAC	Description	Summary
479-01-060	Executive director-Powers and duties	<p>Director may authorize small city preservation projects between normal call for projects to take advantage of small-scale, cost-efficient improvements.</p> <p>(5) <u>The director may authorize small city preservation projects between regularly scheduled call for projects up to two hundred thousand dollars within available funding limits.</u></p>
WAC 479-06: Financial Requirements		
479-06-095	<b>NEW: Disqualification or ineligibility of an agency</b>	<ol style="list-style-type: none"> <li>1) <u>The board may determine an agency is ineligible to apply for future project applications if there a finding an agency has withdrawn or cancelled a grant award and has spent transportation improvement board funds.</u></li> <li>2) <u>The board may determine the number of grant award cycles before reinstating agency eligibility.</u></li> </ol>

## Chapter 479-01 WAC

### DESCRIPTION OF ORGANIZATION

**Last Update:** 3/9/22

#### **WAC**

479-01-010 Organization of the transportation improvement  
board.

479-01-020 The time and place of board meetings.

479-01-030 The address of the board.

479-01-040 Definitions and acronyms.

479-01-050 Administrative costs.

479-01-060 Executive director—Powers and duties.

**WAC 479-01-060 Executive director—Powers and duties.** The board appoints an executive director who will serve at its pleasure to carry out the board priorities and the mission of the agency including the following administrative duties:

(1) The executive director will direct and supervise all day-to-day activities of the staff.

(2) The executive director is the appointing authority of the staff and may authorize subordinates to act in the executive director's place to carry out administrative duties.

(3) The executive director has sidewalk deviation authority as described in WAC 479-14-200.

(4) The executive director has administrative increase authority for projects up to the following levels:

(a) Urban program - Fifteen percent of project costs or seven hundred fifty thousand dollars whichever is less.

(b) Small city arterial program - Fifteen percent of project costs or ((Up to)) one hundred twenty-five thousand dollars, whichever is greater.

(c) City hardship assistance program - Up to seventy-five thousand dollars.

(d) ((~~Sidewalk~~)) Active transportation program - Fifteen percent of project costs or ((Up to)) fifty thousand dollars, whichever is greater.

(e) Small city preservation program - Up to two hundred thousand dollars within available funding limitations.

(f) Arterial preservation program - Up to fifteen percent of original TIB grant.

(g) Small city federal match within the limits set by the board in accordance with WAC 479-14-215.

(5) The director may authorize small city preservation projects between regularly scheduled call for projects up to two hundred thousand dollars within available funding limits.

[Statutory Authority: Chapter 47.26 RCW. WSR 13-20-087, § 479-01-060, filed 9/30/13, effective 10/31/13; WSR 12-08-060, § 479-01-060, filed 4/3/12, effective 5/4/12; WSR 07-18-050, § 479-01-060, filed 8/30/07, effective 9/30/07.]

## **Chapter 479-02 WAC**

### **PUBLIC ACCESS TO INFORMATION AND RECORDS**

**Last Update:** 8/30/07

#### **WAC**

479-02-010 Purpose.

479-02-050 Public records officer.

479-02-060 Public records available.

479-02-070 Requests for public records.

479-02-075 Response to requests.

479-02-080 Availability.

479-02-090 Inspection and copying cost.

479-02-100 Protection of public records.

479-02-110 Denial of request.

479-02-120 Review of agency denial.

479-02-130 Records index.

479-02-140 Availability.

### **DISPOSITION OF SECTIONS FORMERLY CODIFIED IN THIS CHAPTER**

479-02-020 Definitions. [Statutory Authority: Chapter 47.26 RCW. WSR 91-13-056, § 479-02-020, filed 6/17/91, effective 7/18/91.] Repealed by WSR 99-24-038, filed 11/23/99, effective 12/24/99. Statutory Authority: Chapters 47.26 and 47.66 RCW.

479-02-030 Exempted records. [Statutory Authority: Chapter 47.26 RCW. WSR 95-04-072, § 479-02-030, filed 1/30/95, effective 3/2/95; WSR 91-13-056, § 479-02-030, filed 6/17/91, effective 7/18/91.] Repealed by WSR 99-24-038, filed 11/23/99, effective 12/24/99. Statutory Authority: Chapters 47.26 and 47.66 RCW.

**WAC 479-02-070 Requests for public records.** Public records requests should be sent to the public records officer at the office location using the following procedures:

(1) To ensure accuracy, any requests for public records should be made in writing and may be mailed ((~~7~~))or emailed ~~((~~7~~))~~ faxed, or delivered to the office during business hours)).

(2) For prompt response, the following information should be provided in the request:

- (a) The name of the person requesting the record;
- (b) The date on which the request is made;
- (c) A specific description of the material requested;
- (d) A verification that the records requested will not be used to compile a sales list or used for commercial gain;
- (e) Instructions as to whether the requestor wants to view the document at the TIB offices, receive a copy by mail, or receive an electronic copy if available.

(3) TIB's public records request form is available on the website.

[Statutory Authority: Chapter 47.26 RCW. WSR 07-18-050, § 479-02-070, filed 8/30/07, effective 9/30/07; WSR 95-04-072, § 479-02-070, filed 1/30/95, effective 3/2/95; WSR 91-13-056, § 479-02-070, filed 6/17/91, effective 7/18/91.]

**WAC 479-02-080 Availability.** Public records will be available for inspection and copying by appointment during the normal business hours of TIB. Normal office hours are from 8:00 a.m. to 5:00 p.m., Monday through Friday, except state holidays.



[Statutory Authority: Chapter 47.26 RCW. WSR 07-18-050, § 479-02-080, filed 8/30/07, effective 9/30/07; WSR 91-13-056, § 479-02-080, filed 6/17/91, effective 7/18/91.]

## Chapter 479-05 WAC

### PROGRAM REQUIREMENTS

**Last Update:** 3/9/22

#### **WAC**

479-05-011 Submission of proposed projects.

479-05-012 Emergent nature project submission and limitations.

479-05-020 Six-year transportation plan.

479-05-030 A registered professional engineer must be in  
charge.

479-05-035 Qualifications for small city projects administered  
by another agency.

479-05-040 Value engineering study requirements.

479-05-051 Project phases.

479-05-052 Project modification and scope change.

479-05-060 Methods of construction.

479-05-080 Standard specifications.

479-05-100 Utility adjustments or relocations.

479-05-101 Railroad adjustments or relocation.

479-05-120 Street illumination and traffic control devices.

479-05-130 Project landscaping and aesthetic improvements.

479-05-131 Mitigation costs and limitations.

479-05-140 Acquisition of rights of way.

479-05-141 What is eligible for reimbursement of right of way costs.

479-05-170 Reimbursement of engineering costs.

479-05-201 When an agency may request an increase in TIB funds.

479-05-202 How an agency requests an increase in TIB funds.

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

479-05-204 If an increase is not approved.

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

479-05-212 The stages of delayed projects.

479-05-213 Review and consequences of delay.

#### **DISPOSITION OF SECTIONS FORMERLY CODIFIED IN THIS CHAPTER**

479-05-010 Time and place for submission of proposed transportation improvement board projects.

[Statutory Authority: Chapter 47.26 RCW. WSR 03-16-077, § 479-05-010, filed 8/4/03, effective 9/4/03.

Statutory Authority: Chapters 47.26 and 47.66 RCW.

WSR 99-24-038, § 479-05-010, filed 11/23/99,

effective 12/24/99.] Repealed by WSR 07-18-050,

filed 8/30/07, effective 9/30/07. Statutory

Authority: Chapter 47.26 RCW.

479-05-013 Urban project transfer for completion. [Statutory

Authority: Chapter 47.26 RCW. WSR 07-18-050, § 479-

05-013, filed 8/30/07, effective 9/30/07.] Repealed

by WSR 12-08-060, filed 4/3/12, effective 5/4/12.

Statutory Authority: Chapter 47.26 RCW.

479-05-041 When a value engineering study may be waived.

[Statutory Authority: Chapter 47.26 RCW. WSR 07-18-

050, § 479-05-041, filed 8/30/07, effective

9/30/07.] Repealed by WSR 12-08-060, filed 4/3/12,

effective 5/4/12. Statutory Authority: Chapter 47.26

RCW.

479-05-050 Procedures for project approval. [Statutory Authority: Chapter 47.26 RCW. WSR 03-16-077, § 479-05-050, filed 8/4/03, effective 9/4/03. Statutory Authority: Chapters 47.26 and 47.66 RCW. WSR 99-24-038, § 479-05-050, filed 11/23/99, effective 12/24/99.] Repealed by WSR 07-18-050, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapter 47.26 RCW.

479-05-070 Registered engineer in charge. [Statutory Authority: Chapters 47.26 and 47.66 RCW. WSR 99-24-038, § 479-05-070, filed 11/23/99, effective 12/24/99.] Repealed by WSR 07-18-050, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapter 47.26 RCW.

479-05-090 Design standards for transportation improvement board projects. [Statutory Authority: Chapters 47.26 and 47.66 RCW. WSR 99-24-038, § 479-05-090, filed 11/23/99, effective 12/24/99.] Repealed by WSR 07-

18-050, filed 8/30/07, effective 9/30/07. Statutory  
Authority: Chapter 47.26 RCW.

479-05-110    Undergrounding utilities. [Statutory Authority:  
Chapters 47.26 and 47.66 RCW. WSR 99-24-038, § 479-  
05-110, filed 11/23/99, effective 12/24/99.]  
Repealed by WSR 07-18-050, filed 8/30/07, effective  
9/30/07. Statutory Authority: Chapter 47.26 RCW.

479-05-150    Inclusion of bicycle facilities in transportation  
improvement board projects. [Statutory Authority:  
Chapters 47.26 and 47.66 RCW. WSR 99-24-038, § 479-  
05-150, filed 11/23/99, effective 12/24/99.]  
Repealed by WSR 07-18-050, filed 8/30/07, effective  
9/30/07. Statutory Authority: Chapter 47.26 RCW.

479-05-160    Reimbursable costs. [Statutory Authority: Chapters  
47.26 and 47.66 RCW. WSR 99-24-038, § 479-05-160,  
filed 11/23/99, effective 12/24/99.] Repealed by WSR  
07-18-050, filed 8/30/07, effective 9/30/07.  
Statutory Authority: Chapter 47.26 RCW.

479-05-171 Reimbursement of cultural resource assessment costs  
for TIB funded projects. [Statutory Authority:  
Chapter 47.26 RCW. WSR 07-18-050, § 479-05-171,  
filed 8/30/07, effective 9/30/07.] Repealed by WSR  
12-08-060, filed 4/3/12, effective 5/4/12. Statutory  
Authority: Chapter 47.26 RCW.

479-05-180 Direct costs. [Statutory Authority: Chapters 47.26  
and 47.66 RCW. WSR 99-24-038, § 479-05-180, filed  
11/23/99, effective 12/24/99.] Repealed by WSR 07-  
18-050, filed 8/30/07, effective 9/30/07. Statutory  
Authority: Chapter 47.26 RCW.

479-05-190 Indirect costs. [Statutory Authority: Chapter 47.26  
RCW. WSR 00-22-001, § 479-05-190, filed 10/19/00,  
effective 11/19/00. Statutory Authority: Chapters  
47.26 and 47.66 RCW. WSR 99-24-038, § 479-05-190,  
filed 11/23/99, effective 12/24/99.] Repealed by WSR  
07-18-050, filed 8/30/07, effective 9/30/07.  
Statutory Authority: Chapter 47.26 RCW.

479-05-200 Partial or progress payments for project costs.

[Statutory Authority: Chapters 47.26 and 47.66 RCW.

WSR 99-24-038, § 479-05-200, filed 11/23/99,

effective 12/24/99.] Repealed by WSR 07-18-050,

filed 8/30/07, effective 9/30/07. Statutory

Authority: Chapter 47.26 RCW.

479-05-210 Record requirements. [Statutory Authority: Chapters

47.26 and 47.66 RCW. WSR 99-24-038, § 479-05-210,

filed 11/23/99, effective 12/24/99.] Repealed by WSR

07-18-050, filed 8/30/07, effective 9/30/07.

Statutory Authority: Chapter 47.26 RCW.

479-05-220 Audits of project records. [Statutory Authority:

Chapters 47.26 and 47.66 RCW. WSR 99-24-038, § 479-

05-220, filed 11/23/99, effective 12/24/99.]

Repealed by WSR 07-18-050, filed 8/30/07, effective

9/30/07. Statutory Authority: Chapter 47.26 RCW.

479-05-230 Expenditure schedule of board funds. [Statutory

Authority: Chapters 47.26 and 47.66 RCW. WSR 99-24-



038, § 479-05-230, filed 11/23/99, effective  
12/24/99.] Repealed by WSR 07-18-050, filed 8/30/07,  
effective 9/30/07. Statutory Authority: Chapter  
47.26 RCW.

479-05-240 Procedure to request increase in board funds.  
  
[Statutory Authority: Chapter 47.26 RCW. WSR 03-16-  
077, § 479-05-240, filed 8/4/03, effective 9/4/03;  
WSR 01-19-040, § 479-05-240, filed 9/14/01,  
effective 10/15/01. Statutory Authority: Chapters  
47.26 and 47.66 RCW. WSR 99-24-038, § 479-05-240,  
filed 11/23/99, effective 12/24/99.] Repealed by WSR  
07-18-050, filed 8/30/07, effective 9/30/07.  
  
Statutory Authority: Chapter 47.26 RCW.

479-05-250 Review of delayed projects. [Statutory Authority:  
  
Chapters 47.26 and 47.66 RCW. WSR 99-24-038, § 479-  
05-250, filed 11/23/99, effective 12/24/99.]  
  
Repealed by WSR 07-18-050, filed 8/30/07, effective  
9/30/07. Statutory Authority: Chapter 47.26 RCW.

479-05-260 Recovery of board funds on canceled projects.

[Statutory Authority: Chapters 47.26 and 47.66 RCW.

WSR 99-24-038, § 479-05-260, filed 11/23/99,

effective 12/24/99.] Repealed by WSR 07-18-050,

filed 8/30/07, effective 9/30/07. Statutory

Authority: Chapter 47.26 RCW.

479-05-270 Identification and consideration of surplus funds on

authorized board projects. [Statutory Authority:

Chapters 47.26 and 47.66 RCW. WSR 99-24-038, § 479-

05-270, filed 11/23/99, effective 12/24/99.]

Repealed by WSR 07-18-050, filed 8/30/07, effective

9/30/07. Statutory Authority: Chapter 47.26 RCW.

479-05-280 Funding shortfall. [Statutory Authority: Chapters

47.26 and 47.66 RCW. WSR 99-24-038, § 479-05-280,

filed 11/23/99, effective 12/24/99.] Repealed by WSR

07-18-050, filed 8/30/07, effective 9/30/07.

Statutory Authority: Chapter 47.26 RCW.

479-05-290 Over-programming of funds. [Statutory Authority:

Chapters 47.26 and 47.66 RCW. WSR 99-24-038, § 479-

05-290, filed 11/23/99, effective 12/24/99.]

Repealed by WSR 07-18-050, filed 8/30/07, effective

9/30/07. Statutory Authority: Chapter 47.26 RCW.

**WAC 479-05-012 ((~~Emergent nature~~)) Out of call projects**

**submission and limitations.** An eligible agency may request the transportation improvement board to consider a project for funding outside of the normal call for projects. To be considered, ((~~as emergent nature,~~)) a project must demonstrate one or more of the following:

(1) There has been a significant change in the location or development of traffic generators in the area of the project.

(2) The work proposed is necessary to avoid or reduce serious traffic congestion in the area of the project in the near future.

(3) A partially funded project that, if completed, would enable a community to secure an unanticipated economic development opportunity.

(4) Other funding sources the local agency has applied for or secured for the project.

(5) The project request is a result of a federal, state, or locally declared emergency and must be funded prior to the normal call for projects.

(6) A project that is cost-effective and must be funded prior to the scheduled call for projects.

In meeting one or more of the criteria, the project request may not adversely impact currently funded projects. The agency may be asked to make a presentation to the board on the project. [Statutory Authority: Chapter 47.26 RCW. WSR 18-08-068, § 479-05-012, filed 4/2/18, effective 5/3/18; WSR 07-18-050, § 479-05-012, filed 8/30/07, effective 9/30/07.]

**WAC 479-05-020 Six-year transportation plan.** Projects selected in the priority array must be included in the local agency's six-year transportation plan prior to receiving authorization to proceed on the project.

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

Complete Streets projects that are operational in nature are not required to appear in the local agency's six-year transportation plan.

[Statutory Authority: Chapter 47.26 RCW. WSR 15-22-052, § 479-05-020, filed 10/29/15, effective 11/29/15; WSR 12-08-060, § 479-05-020, filed 4/3/12, effective 5/4/12; WSR 07-18-050, § 479-05-020, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapters 47.26 and 47.66 RCW. WSR 99-24-038, § 479-05-020, filed 11/23/99, effective 12/24/99.]

**WAC 479-05-030 A registered professional engineer must be in charge.** 1) All projects using ((TIA)) Transportation Improvement Board funds will be supervised by a professional engineer registered in the state of Washington.

2) The executive director may waive a supervised professional engineer requirement for low-cost preventative preservation and maintenance projects and complete streets transportation projects.

[Statutory Authority: Chapter 47.26 RCW. WSR 12-08-060, § 479-05-030, filed 4/3/12, effective 5/4/12; WSR 07-18-050, § 479-05-030, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapters 47.26 and 47.66 RCW. WSR 99-24-038, § 479-05-030, filed 11/23/99, effective 12/24/99.]

**WAC 479-05-035 Qualifications for small city projects**

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

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

(2) The executive director determines that the local agency has insufficient capacity to directly administer transportation projects.

[Statutory Authority: Chapter 47.26 RCW. WSR 22-07-023, § 479-05-035, filed 3/9/22, effective 4/9/22; WSR 15-22-052, § 479-05-035, filed 10/29/15, effective 11/29/15; WSR 12-08-060, § 479-05-035, filed 4/3/12, effective 5/4/12.]

**WAC 479-05-040 Value engineering study requirements.** The executive director (~~((will))~~) may determine whether a value

engineering study is required based on project risk factors summarized below. The agency will be notified if a value engineering study is required during the design process and must complete the study prior to authorization to bid.

- (1) Significant project complexity;
- (2) Significant structures;
- (3) Significant right of way;
- (4) Multiple alignment options;
- (5) Environmentally sensitive areas;
- (6) Complex interagency involvement.

The value engineering study is completed when the local agency submits the recommendation report to TIB. TIB may consider what recommendations are accepted or rejected when evaluating any funding increase or scope change request.

[Statutory Authority: Chapter 47.26 RCW. WSR 12-08-060, § 479-05-040, filed 4/3/12, effective 5/4/12. Statutory Authority: Chapters 47.26 and 47.66 RCW. WSR 08-10-012, § 479-05-040, filed 4/24/08, effective 5/25/08. Statutory Authority: Chapter 47.26 RCW. WSR 07-18-050, § 479-05-040, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapters 47.26 and 47.66 RCW. WSR 99-24-038, § 479-05-040, filed 11/23/99, effective 12/24/99.]

**WAC 479-05-051 Project phases.** Projects authorized by the board are divided into the following phases:

(1) Design phase - Documents that must be received prior to phase approval include:

(a) Signed funding status form confirming that the funding partners are fully committed;

(b) Page from the adopted six-year transportation plan which lists the project;

(c) Signed fuel tax agreement;

(d) Consultant agreement when a small city contracts with an engineering firm or consultant to administer a transportation improvement board project on behalf of the small city (~~small city arterial programs, and small city active transportation programs, only~~)).

(2) Bid advertisement phase - Documents that must be received prior to phase approval include:

(a) Signed bid authorization form that contains:

(i) Plans and specification package;

(ii) Written confirmation of funding partners; and



(iii) Confirmation that full funding is available for the project;

(b) Signed confirmation that right of way is acquired or possession and use agreement is in place;

(c) Engineer's estimate is in final format;

(d) Consultant agreement when a small city contracts with an engineering firm or consultant to administer a transportation improvement board project on behalf of the small city (~~((small city arterial and small city active transportation programs only)))~~);

(e) Certification that a cultural resource assessment was completed; and

(f) Traffic signal warrants.

(3) Construction phase - Documents that must be received prior to phase approval include:

(a) Updated cost estimate form signed by a local agency official and the project engineer;

(b) Bid tabulations; and

(c) Description of cost changes.

(4) Project closeout phase - Documents that must be received prior to phase approval include:

(a) Updated cost estimate form signed by a local agency official and the project engineer;

(b) Final summary of quantities; and

(c) Accounting history signed by a local agency official or the financial manager.

(5) Original signatures, or a scan of an original signature is accepted for agreements, forms, or documents.

[Statutory Authority: Chapter 47.26 RCW. WSR 22-07-023, § 479-05-051, filed 3/9/22, effective 4/9/22; WSR 12-08-060, § 479-05-051, filed 4/3/12, effective 5/4/12; WSR 07-18-050, § 479-05-051, filed 8/30/07, effective 9/30/07.]

**WAC 479-05-080 Standard specifications.** The current edition of *the Standard Specifications for Road, Bridge, and Municipal Construction* (~~(or equivalent)~~), will be used as the standard for design and construction of board funded projects.

[Statutory Authority: Chapter 47.26 RCW. WSR 12-08-060, § 479-05-080, filed 4/3/12, effective 5/4/12; WSR 07-18-050, § 479-05-080, filed 8/30/07, effective 9/30/07. Statutory Authority:

Chapters 47.26 and 47.66 RCW. WSR 99-24-038, § 479-05-080, filed 11/23/99, effective 12/24/99.]

**WAC 479-05-130 Project landscaping and aesthetic**

**improvements.** Cost of landscaping and aesthetic improvements is limited to five percent of the total eligible construction contract amount.

(1) Landscaping includes:

(a) Cost of trees, shrubs, sod, and other plant material.

(b) Top soil and bark.

(c) Irrigation and tree grates.

(d) Labor for installation.

(2) Aesthetic improvement includes:

(a) Ornamental lighting.

(b) The local agency share of the cost of undergrounding of utilities.

(c) Public art.

(d) Special surfacing treatments (stamped concrete, pavers).

(e) Labor for installation.

(3) Items not considered landscaping or aesthetic improvements are:

(a) Erosion control treatments.

(b) Wetland mitigation (plantings) required by federal or state regulations.

(c) Property restoration.

(d) Landscaping integral to safety performance of active transportation separation/buffers.

(e) Landscaping and aesthetic improvements (excepting cost of undergrounding utilities) when the project is located within zoned or planned central business center/district.

(f) Landscaping contributing to speed management treatments (such as but not limited to: traffic circles, chicanes, lane shifts, median refuge areas, or added vertical friction to induce slower speed selection, etc.)

Requests for increases in landscaping and related costs are subject to WAC 479-05-201, 479-05-202, and 479-05-203.

Landscaping costs in excess of the five percent limit may be paid for by funding sources other than TIB funds.

[Statutory Authority: Chapter 47.26 RCW. WSR 12-08-060, § 479-05-130, filed 4/3/12, effective 5/4/12; WSR 07-18-050, § 479-05-130, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapters 47.26 and 47.66 RCW. WSR 99-24-038, § 479-05-130, filed 11/23/99, effective 12/24/99.]

**WAC 479-05-131 Mitigation costs and limitations.**

Mitigation costs may include:

- (1) Sound walls/berms: Unless required by specific regulations, TIB will not participate in this cost.
- (2) Superfund sites: TIB funds will not participate in the cost of cleanup.
- (3) Bridges: Bridge designs exceeding the most cost effective are not eligible for participation.
- (4) Wetlands: Mitigation in excess of what is required by federal or state requirements is not eligible to be reimbursed.
- (5) Stormwater treatment: treatment in excess of what is required by federal or state requirements is not eligible to be reimbursed.

TIA funds may not be used for excessive design, mitigation beyond federal or state requirements, or other unusual project features.

[Statutory Authority: Chapter 47.26 RCW. WSR 12-08-060, § 479-05-131, filed 4/3/12, effective 5/4/12; WSR 07-18-050, § 479-05-131, filed 8/30/07, effective 9/30/07.]

**WAC 479-05-140 Acquisition of rights of way.** Right of way for board funded projects shall be acquired in accordance with chapters 8.26 RCW and 468-100 WAC. Reimbursement of right of way acquisition costs are eligible within the design phase of the project.

At bid advertisement phase, right of way acquisitions should be completed and certified. If all right of way cannot be certified, the local agency must have possession and use agreements for the remaining parcels.

If under any circumstances right of way purchased with board funds is subsequently sold or transferred to a nontransportation purpose, the proceeds of the sale or equivalent value shall be placed in the local agency's

appropriate transportation fund and expended solely for street or road improvement purposes.

[Statutory Authority: Chapter 47.26 RCW. WSR 12-08-060, § 479-05-140, filed 4/3/12, effective 5/4/12; WSR 07-18-050, § 479-05-140, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapters 47.26 and 47.66 RCW. WSR 99-24-038, § 479-05-140, filed 11/23/99, effective 12/24/99.]

**WAC 479-05-170 Reimbursement of engineering costs.** Design and construction engineering costs eligible for reimbursement are limited to thirty percent, or twenty percent if funded as construction ready, of the approved contract bid amount(~~((, plus costs designated as construction other))~~).

Surveying and materials testing costs, even if they are part of the contract costs, are considered part of construction engineering and are subject to the thirty percent limit or twenty percent limit if funded as construction ready. Exceptions to the thirty percent engineering limit, or twenty percent engineering limit if funded as construction ready, may be considered for small city projects when an unforeseen issue arises that is beyond the control of the local agency. The local agency may request an increase through WAC 479-05-202 processes.

[Statutory Authority: Chapter 47.26 RCW. WSR 12-08-060, § 479-05-170, filed 4/3/12, effective 5/4/12; WSR 07-18-050, § 479-05-170, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapters 47.26 and 47.66 RCW. WSR 99-24-038, § 479-05-170, filed 11/23/99, effective 12/24/99.]

**WAC 479-05-201 When an agency may request an increase in TIB funds.** Local agencies may request an increase in funds at ~~((the bid,))~~ or during the construction phase, and project closeout ~~((phases))~~.

[Statutory Authority: Chapter 47.26 RCW. WSR 07-18-050, § 479-05-201, filed 8/30/07, effective 9/30/07.]

**WAC 479-05-202 How an agency requests an increase in TIB funds.** Increases in TIB funds may be requested by the lead local agency and submitted to TIB staff through the ~~((bid authorization form or))~~ updated cost estimate form or change order form.

The executive director will consider increase requests up to the levels in WAC 479-01-060.

Increase requests above the executive director administrative authority require board action. The local agency



may be asked to prepare and make a presentation to the board justifying the increase.

[Statutory Authority: Chapter 47.26 RCW. WSR 07-18-050, § 479-05-202, filed 8/30/07, effective 9/30/07.]

**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 approval 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.

[Statutory Authority: Chapter 47.26 RCW. WSR 07-18-050, § 479-05-203, filed 8/30/07, effective 9/30/07.]

## Chapter 479-06 WAC

### FINANCIAL REQUIREMENTS

Last Update: 4/2/18

#### WAC

479-06-010 Transportation improvement board ~~sixteen-ten~~ year financial plan.

479-06-020 Reimbursable costs.

479-06-030 Direct costs.

479-06-040 Indirect/overhead costs.

479-06-050 Progress payments.

479-06-060 Financial records requirement.

479-06-070 Project record review.

479-06-080 Final settlement.

479-06-090 Recovery of board funds on canceled projects.

**WAC 479-06-095 Disqualification or ineligibility of an agency.**

479-06-100 Programming of funds.

**WAC 479-06-010 Transportation improvement board**

**((~~sixteen~~))-ten-year financial plan.** The board will update its ((~~sixteen~~)) ten-year financial plan at the beginning of each fiscal year. The financial plan will include estimated revenue to be available for new project starts in the ensuing biennium based on forecast council's revenue forecast. Other factors included are fund balance, bond debt, interest revenue, legislative appropriation, projected expenditures by program, and any other issues that may impact new project starts.

[Statutory Authority: Chapter 47.26 RCW. WSR 07-18-050, § 479-06-010, filed 8/30/07, effective 9/30/07.]

**WAC 479-06-095 Disqualification or ineligibility of an agency.**

- 1) The board may determine an agency is ineligible to apply for future project applications if there a finding an agency has withdrawn or cancelled a grant award and has spent transportation improvement board funds.
- 2) The board may determine the number of grant award cycles before reinstating agency eligibility.

## Chapter 479-10 WAC

### PRESERVATION PROGRAMS, STREETLIGHT PROGRAM, AND COMPLETE STREETS GRANT PROGRAM

**Last Update:** 3/9/22

#### **WAC**

479-10-011 Small city pavement preservation and sidewalk  
account additional uses.

479-10-100 Intent of the small city preservation program.

479-10-110 Who is eligible for small city preservation program  
funds.

479-10-120 Projects that are eligible for small city  
preservation program funds.

479-10-121 Types of street system treatments allowed under  
small city preservation program.

479-10-122 Qualification for the small city preservation  
program-Pavement condition ratings.

479-10-130 Identification of funding requests for the small  
city preservation program.

479-10-140 Project selection for the small city preservation program.

479-10-150 Project phases for the small city preservation program.

479-10-160 City matching funds or services for small city preservation program.

479-10-170 Small city match funding eligibility and application.

479-10-171 Restriction on use of small city match funding.

479-10-172 Small city match funding priority.

479-10-173 If small city match funding is fully allocated.

479-10-174 Small city match funding increases.

479-10-200 Intent of the city hardship assistance program.

479-10-210 Who is eligible for city hardship assistance program funds.

479-10-220 What routes are eligible for city hardship assistance program funds.

479-10-230 How to request city hardship assistance program funds.

479-10-240 Phases for city hardship assistance program.

479-10-250 Funding limitations for city hardship assistance program projects.

479-10-260 No match is required for city hardship assistance program projects.

479-10-270 Spending any residual amount of city hardship assistance program funds.

479-10-300 Intent of the arterial preservation program.

479-10-310 Who is eligible for arterial preservation program funds.

479-10-320 Projects eligible for arterial preservation program funds.

479-10-323 Arterial preservation program allowable street system treatments and funding uses.

479-10-330 Consideration of arterial preservation program funding requests.

479-10-370 Arterial preservation program city matching funds.

479-10-400 Intent of the streetlight program.

479-10-410 Who is eligible for streetlight program funds.

479-10-420 Work eligible for streetlight program funds.

479-10-422 When streetlights are on state routes facilities.

479-10-430 Project types for the streetlight program.

479-10-440 Project award criteria for the streetlight program.

479-10-450 Project phases for the streetlight program.

479-10-500 What is the purpose and authority for the complete  
streets grant program?

479-10-510 What local governments are eligible for the complete  
streets grant program?

479-10-520 How are local governments selected for complete  
streets grant funding?

479-10-530 Who can nominate?

479-10-540 How many nominations may each nominator submit?

479-10-550 The board may nominate eligible local governments.



- 479-10-560 How will nominated local governments be evaluated  
for the complete streets grant program?
- 479-10-570 What projects are eligible?
- 479-10-580 How is the work plan determined?
- 479-10-590 How to make changes to the work plan.
- 479-10-600 When will the grant award payment be made?
- 479-10-610 How is the amount of the incentive payment  
determined?
- 479-10-620 What is required at grant award closeout?
- 479-10-630 When can eligible local governments who have already  
received an award, receive a new award?

**DISPOSITION OF SECTIONS FORMERLY CODIFIED IN THIS CHAPTER**

- 479-10-005 Purpose, authority, and funding. [Statutory  
Authority: Chapter 47.26 RCW. WSR 13-20-087, § 479-  
10-005, filed 9/30/13, effective 10/31/13; WSR 08-  
21-005, § 479-10-005, filed 10/2/08, effective  
11/2/08.] Repealed by WSR 15-22-052, filed 10/29/15,

effective 11/29/15. Statutory Authority: Chapter  
47.26 RCW.

**WAC 479-10-011 Small city pavement preservation and sidewalk account additional uses.** If available, funds from the small city pavement preservation and sidewalk account may be provided to small cities to match federal funding provided for local government federal aid of transportation (~~(, on a first come/first served basis))~~).

[Statutory Authority: Chapter 47.26 RCW. WSR 13-20-087, § 479-10-011, filed 9/30/13, effective 10/31/13; WSR 10-14-027, § 479-10-011, filed 6/28/10, effective 7/29/10; WSR 08-21-005, § 479-10-011, filed 10/2/08, effective 11/2/08.]

**WAC 479-10-122 Qualification for the small city preservation program—Pavement condition ratings.** To qualify for funding in the current program year, a city's pavement condition rating must be less than four years old on or by the application date.

For the cities' convenience, TIB staff will conduct all pavement condition ratings on a rotational basis every four

~~years. ((If the city maintains their own pavement condition rating, the methods used for scoring must comply with TIB's methodology. If scores submitted by the city are substantially different than the TIB pavement scores, the difference will be resolved through an on-site review coordinated between TIB and city staff.))~~

[Statutory Authority: Chapter 47.26 RCW. WSR 08-21-005, § 479-10-122, filed 10/2/08, effective 11/2/08.]

**WAC 479-10-150 Project phases for the small city preservation program.** Small city preservation program projects will have three phases. Each phase will require specific documentation as described below and each phase must be approved before the applicant agency is eligible to receive the related funding:

(1) Application phase - The city shall submit an application form as well as documentation showing route and treatment plan.

(2) Design and construction phase - TIB will provide documents for the city to sign and return. The city must submit the following agreements where utilized:

(a) Fuel tax agreement (~~((except if services are provided by WSDOT)))~~).

(b) Rights of entry agreement (if applicable).

(c) Consultant agreement (if applicable).

~~((If pavement services will be provided through WSDOT, TIB will maintain the task order agreement and subsequent amendments.))~~

(3) Project closeout phase - All necessary project cost documentation must be received prior to final payment.

[Statutory Authority: Chapter 47.26 RCW. WSR 08-21-005, § 479-10-150, filed 10/2/08, effective 11/2/08.]

**WAC 479-10-170 Small city federal match funding eligibility and application.** Cities may request federal matching funds for projects that meet TIB eligibility requirements for small city preservation program funding as described in WAC 479-10-120 and 479-10-121. A TIB funding application form must be submitted to apply for match funding.

~~((The executive director may award match funding on a first come, first served basis to the limit established in WAC 479-14-215 or otherwise set by the board.))~~

[Statutory Authority: Chapter 47.26 RCW. WSR 12-08-060, § 479-10-170, filed 4/3/12, effective 5/4/12; WSR 10-14-027, § 479-10-170, filed 6/28/10, effective 7/29/10.]

**WAC 479-10-300 Intent of the arterial preservation program.**

The intent of the arterial preservation program is to aid urban cities with low assessed property valuation to preserve arterial pavement.

[Statutory Authority: Chapter 47.26 RCW. WSR 13-20-087, § 479-10-300, filed 9/30/13, effective 10/31/13.]

**WAC 479-10-320 Projects eligible for arterial preservation program funds.** Eligible roadway projects are:

(1) Preservation on city-owned federally classified ~~((arterials))~~ routes;

(2) City-owned federal arterial functional classification projects within cities qualifying for urban designation upon the next federal census; and

~~((3) City-owned urban streets, not functionally classified  
at the time of award, but meeting federal functional  
classification prior to approval to expend board funds.))~~

[Statutory Authority: Chapter 47.26 RCW. WSR 13-20-087, § 479-  
10-320, filed 9/30/13, effective 10/31/13.]

## Chapter 479-14 WAC

### TRANSPORTATION IMPROVEMENT ACCOUNT PROJECTS

**Last Update:** 3/9/22

#### **WAC**

- 479-14-005 Purpose and authority.
- 479-14-006 Previously funded projects.
- 479-14-011 Programs funded from the transportation improvement account.
- 479-14-111 Who is eligible to receive urban program funding.
- 479-14-121 What projects are eligible for urban program funding.
- 479-14-131 Award criteria for the urban program.
- 479-14-141 Regions of the urban program.
- 479-14-151 Funding distribution formula for the urban program.
- 479-14-161 Matching requirement for the urban program.
- 479-14-200 Sidewalk deviation authorities for the urban and small city arterial programs.

- 479-14-211 Who is eligible to receive small city arterial program funding.
- 479-14-215 Small city match funding allocation.
- 479-14-221 What projects are eligible for small city arterial program funding.
- 479-14-223 When is a sidewalk required for the small city arterial program.
- 479-14-225 What is eligible on state highways under the small city arterial program?
- 479-14-231 Award criteria for the small city arterial program.
- 479-14-241 Regions of the small city arterial program.
- 479-14-251 Funding distribution formula for the small city arterial program.
- 479-14-261 Matching requirement for the small city arterial program.
- 479-14-270 Small city federal match funding eligibility and application.



479-14-271 Restriction on use of small city federal match  
funding.

479-14-273 If small city federal match funding is fully  
allocated.

479-14-274 Small city match funding increases.

479-14-402 Active transportation program subprograms.

479-14-411 Who is eligible to receive active transportation  
program funding.

479-14-421 What projects are eligible for active transportation  
program funding.

479-14-431 Award criteria for the active transportation  
program.

479-14-441 Regions of the active transportation program.

479-14-451 Distribution formula for the active transportation  
program.

479-14-461 Matching requirement for the active transportation  
program.

#### **DISPOSITION OF SECTIONS FORMERLY CODIFIED IN THIS CHAPTER**

479-14-008 Definitions. [Statutory Authority: Chapters 47.26 and 47.66 RCW. WSR 99-24-038, § 479-14-008, filed 11/23/99, effective 12/24/99.] Repealed by WSR 07-18-050, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapter 47.26 RCW.

479-14-010 Programs funded from the transportation improvement account. [Statutory Authority: Chapters 47.26 and 47.66 RCW. WSR 99-24-038, § 479-14-010, filed 11/23/99, effective 12/24/99.] Repealed by WSR 07-18-050, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapter 47.26 RCW.

479-14-100 Intent of the transportation partnership program. [Statutory Authority: Chapters 47.26 and 47.66 RCW. WSR 99-24-038, § 479-14-100, filed 11/23/99, effective 12/24/99.] Repealed by WSR 07-18-050, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapter 47.26 RCW.

479-14-110 Priority criteria for the transportation partnership program. [Statutory Authority: Chapters 47.26 and 47.66 RCW. WSR 99-24-038, § 479-14-110, filed 11/23/99, effective 12/24/99.] Repealed by WSR 07-18-050, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapter 47.26 RCW.

479-14-120 Establishing regions for transportation partnership program. [Statutory Authority: Chapters 47.26 and 47.66 RCW. WSR 99-24-038, § 479-14-120, filed 11/23/99, effective 12/24/99.] Repealed by WSR 07-18-050, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapter 47.26 RCW.

479-14-130 Apportionment of funds to transportation partnership program regions. [Statutory Authority: Chapter 47.26 RCW. WSR 04-19-108, § 479-14-130, filed 9/21/04, effective 10/22/04; WSR 00-22-001, § 479-14-130, filed 10/19/00, effective 11/19/00. Statutory Authority: Chapters 47.26 and 47.66 RCW. WSR 99-24-

038, § 479-14-130, filed 11/23/99, effective  
12/24/99.] Repealed by WSR 07-18-050, filed 8/30/07,  
effective 9/30/07. Statutory Authority: Chapter  
47.26 RCW.

479-14-140 Eligible transportation partnership program  
projects. [Statutory Authority: Chapters 47.26 and  
47.66 RCW. WSR 99-24-038, § 479-14-140, filed  
11/23/99, effective 12/24/99.] Repealed by WSR 07-  
18-050, filed 8/30/07, effective 9/30/07. Statutory  
Authority: Chapter 47.26 RCW.

479-14-150 Designation of lead agency for transportation  
partnership program projects. [Statutory Authority:  
Chapters 47.26 and 47.66 RCW. WSR 99-24-038, § 479-  
14-150, filed 11/23/99, effective 12/24/99.]  
Repealed by WSR 07-18-050, filed 8/30/07, effective  
9/30/07. Statutory Authority: Chapter 47.26 RCW.

479-14-160 Verification of coordination with planning authority  
for transportation partnership program projects.

[Statutory Authority: Chapters 47.26 and 47.66 RCW.

WSR 99-24-038, § 479-14-160, filed 11/23/99,

effective 12/24/99.] Repealed by WSR 07-18-050,

filed 8/30/07, effective 9/30/07. Statutory

Authority: Chapter 47.26 RCW.

479-14-170 Planning requirements for multiagency transportation

partnership program projects. [Statutory Authority:

Chapters 47.26 and 47.66 RCW. WSR 99-24-038, § 479-

14-170, filed 11/23/99, effective 12/24/99.]

Repealed by WSR 07-18-050, filed 8/30/07, effective

9/30/07. Statutory Authority: Chapter 47.26 RCW.

479-14-180 Local/private matching funds on transportation

partnership program projects. [Statutory Authority:

Chapter 47.26 RCW. WSR 05-05-004, § 479-14-180,

filed 2/4/05, effective 3/7/05. Statutory Authority:

Chapters 47.26 and 47.66 RCW. WSR 99-24-038, § 479-

14-180, filed 11/23/99, effective 12/24/99.]

Repealed by WSR 07-18-050, filed 8/30/07, effective  
9/30/07. Statutory Authority: Chapter 47.26 RCW.

479-14-190 Certification of local/private matching funds for  
transportation partnership program projects.

[Statutory Authority: Chapters 47.26 and 47.66 RCW.

WSR 99-24-038, § 479-14-190, filed 11/23/99,  
effective 12/24/99.] Repealed by WSR 07-18-050,  
filed 8/30/07, effective 9/30/07. Statutory  
Authority: Chapter 47.26 RCW.

479-14-272 Small city federal match funding priority.

[Statutory Authority: Chapter 47.26 RCW. WSR 12-08-  
060, § 479-14-272, filed 4/3/12, effective 5/4/12.]

Repealed by WSR 18-08-068, filed 4/2/18, effective  
5/3/18. Statutory Authority: Chapter 47.26 RCW.

**WAC 479-14-111 Who is eligible to receive urban program funding.**

Eligible agencies are:

- (1) Counties that have an urban area;

(2) Incorporated cities with a population of five thousand or more. For the purposes of determining population, cities may include the population of any state correctional facility located within the city. Agencies exceeding population of five thousand are eligible pending designation as a federal urban area following the next federal census; and

~~((3) Transportation benefit districts.))~~

Generally, the eligible agency will be designated as the project lead. However, the executive director may designate another agency as lead in the best interest of project completion or for convenience to both parties.

[Statutory Authority: Chapter 47.26 RCW. WSR 12-08-060, § 479-14-111, filed 4/3/12, effective 5/4/12; WSR 07-18-050, § 479-14-111, filed 8/30/07, effective 9/30/07.]

**WAC 479-14-121 What projects are eligible for urban program funding.** Eligible roadway projects are:

Improvements on federally classified ~~((arterials))~~; and

(a) Within a city qualifying for urban designation upon the next federal census ~~((as long as the project carries a federal arterial functional classification))~~; or

(b) Within the urban growth area in counties.

~~((Any urban street that is not functionally classified at the time of award must obtain federal functional classification prior to approval to expend board funds.))~~

Sidewalks with five feet minimum clear width are required on both sides of the arterial unless a deviation is granted under WAC 479-14-200.

[Statutory Authority: Chapter 47.26 RCW. WSR 18-08-068, § 479-14-121, filed 4/2/18, effective 5/3/18; WSR 12-08-060, § 479-14-121, filed 4/3/12, effective 5/4/12; WSR 07-18-050, § 479-14-121, filed 8/30/07, effective 9/30/07.]

**WAC 479-14-131 Award criteria for the urban program.** The board establishes the following criteria for use in evaluating urban program grant applications:

(1) Mobility improvements - Includes system connectivity, improves flow of vehicles and freight, and extends or completes corridor for network connections.

(2) Physical condition - Includes pavement, structural, and geometric design features of the arterial.



(3) Growth and development improvements - Provides or improves access to urban centers, economic development, supports annexation agreements, and increases residential density.

(4) Safety improvements - Addresses crash or severity reduction, (~~((elimination))~~) reduction of roadway hazards, (~~((corrects))~~) reduction of roadway deficiencies, and eliminates or reduces railroad at-grade crossing hazards.

(5) Sustainability - Improves mode accessibility, reduces or eliminates water detention, supports native vegetation, and encourages energy reduction technology and use of recycled materials or increases the lifecycle of the facility.

(6) Constructability - Demonstrates a strong likelihood to achieve full funding, obtain permits, acquire right of way, and reach construction within the timelines established in WAC 479-05-211.

[Statutory Authority: Chapter 47.26 RCW. WSR 22-07-023, § 479-14-131, filed 3/9/22, effective 4/9/22; WSR 12-08-060, § 479-14-131, filed 4/3/12, effective 5/4/12; WSR 07-18-050, § 479-14-131, filed 8/30/07, effective 9/30/07.]

**WAC 479-14-225 What is not eligible on state highways under the small city (()) preservation program?** State highways in small cities are not eligible for preservation projects inside the curb face.

[Statutory Authority: Chapter 47.26 RCW. WSR 15-22-052, § 479-14-225, filed 10/29/15, effective 11/29/15.]

**WAC 479-14-231 Award criteria for the small city arterial program.** The board establishes the following criteria for use in evaluating small city arterial program grant applications:

- ~~(1) Condition of surface;~~
- ~~(2) Stability of subsurface base structure;~~
- ~~(3) Condition of subsurface utilities;~~
- ~~(4) Accessibility;~~
- ~~(5) Leveraging of funding sources;~~
- ~~(6) Elimination of hazards;~~
- ~~(7) Continuity of improved street segments including sidewalk;~~
- ~~(8) Community needs;~~
- ~~(9) Sustainable design;~~

~~(10) Efficient project implementation.~~

(1) Economic Vitality - Improves central business district, considering all users.

(2) Physical condition - Includes pavement, structural, and geometric design features of the arterial.

(3) Safety improvements - Addresses crash or severity reduction, reduction of roadway hazards, reduction of roadway deficiencies, and eliminates or reduces railroad at-grade crossing hazards.

(4) Sustainability - Improves mode accessibility, reduces or eliminates water detention, supports native vegetation, and encourages energy reduction technology and use of recycled materials or increases the lifecycle of the facility.

(5) Constructability - Demonstrates a strong likelihood to achieve full funding, obtain permits, acquire right of way, and reach construction within the timelines established in WAC 479-05-211.

[Statutory Authority: Chapter 47.26 RCW. WSR 15-22-052, § 479-14-231, filed 10/29/15, effective 11/29/15; WSR 12-08-060, § 479-14-231, filed 4/3/12, effective 5/4/12.]

**WAC 479-14-411 Who is eligible to receive active transportation program funding.** Each of the subprograms has separate criteria for agency eligibility as follows:

(1) Urban active transportation program agency eligibility:

(a) Incorporated cities with a population of 5,000 and over.

(b) ~~((Incorporated cities with a population less than 5,000 which are located within a federally designated urban area.~~

~~(c))~~ Counties with a federally designated urban area.

(2) Small city active transportation program agency eligibility: Incorporated cities with a population under 5,000.  
[Statutory Authority: Chapter 47.26 RCW. WSR 22-07-023, § 479-14-411, filed 3/9/22, effective 4/9/22; WSR 12-08-060, § 479-14-411, filed 4/3/12, effective 5/4/12.]

**WAC 479-14-421 What projects are eligible for active transportation program funding.** Minimum project requirements for each subprogram are as follows:

(1) Urban active transportation program project  
eligibility:

(a) Must be on or related to a (~~functionally~~) federally  
classified route; and

(b) Primary purpose of the project is transportation and  
not recreation.

(2) Small city active transportation program project  
eligibility:

(a) The project must be located on or related to a street  
within the TIB designated arterial system; and

(b) Primary purpose of the project is transportation and  
not recreation.

For both of the subprograms, TIB does not participate in  
the cost for right of way acquisitions.

[Statutory Authority: Chapter 47.26 RCW. WSR 22-07-023, § 479-  
14-421, filed 3/9/22, effective 4/9/22; WSR 13-24-092, § 479-14-  
421, filed 12/3/13, effective 1/3/14; WSR 12-08-060, § 479-14-  
421, filed 4/3/12, effective 5/4/12.]

**WAC 479-14-431 Award criteria for the active  
transportation program.** The board establishes the following

criteria for use in evaluating ((sidewalk)) active transportation program grant applications for both urban and small city active transportation projects:

(1) Safety improvement - Projects that address hazard mitigation and crash reduction.

(2) Mobility access - Projects that improve or provide access to facilities including, but not limited to:

(a) Schools;

(b) Public buildings;

(c) Central business districts;

(d) Medical facilities;

(e) Activity centers;

(f) High density housing (including senior housing);

(g) Transit facilities;

(3) Completes or extends existing active transportation facilities.

(4) Completes or extends sidewalks to facilities listed in subsection (2) of this section that are identified in local agency latecomer agreements. The local agency must agree to

collect the latecomer fee at the time of development and place the fee in its transportation improvement program.

(5) Local support - Addresses local needs and is supported by the local community.

(6) Constructability - Demonstrates a strong likelihood to reach construction within the timelines established in WAC 479-05-211.

(7) Sustainability - Right sizing sidewalk or shared use path width and material type, provides hardscaping and native plantings, addresses low impact development or natural drainage practices.

[Statutory Authority: Chapter 47.26 RCW. WSR 22-07-023, § 479-14-431, filed 3/9/22, effective 4/9/22; WSR 18-08-068, § 479-14-431, filed 4/2/18, effective 5/3/18; WSR 12-08-060, § 479-14-431, filed 4/3/12, effective 5/4/12.]