



Washington State Transportation Commission

Regional Transportation Priority Projects

January 2011
Prepared by the Washington State Transportation Commission
In Cooperation With:
Regional & Metropolitan Transportation Organizations





STATE OF WASHINGTON
TRANSPORTATION COMMISSION

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January 28, 2011

The Honorable Governor Gregoire
PO Box 40002
Olympia, WA 98504-0002

The Honorable Members
Washington State Senate
PO Box 40482
Olympia, WA 98504-0482

The Honorable Members
Washington State House of Representative
PO Box 40600
Olympia, WA 98504-0600

Dear Governor Gregoire and Honorable Members of the Senate and House of Representatives:

The Washington State Transportation Commission is pleased to submit this report on regional transportation priority projects as collected from Regional Transportation Planning Organizations (RTPO's). The WSTC was given this mandate in a proviso contained in the 2010 Supplemental Transportation Budget (*ESSB 6381, Sec. 205 (8)*).

As you will see in reading this report, the transportation needs of this state are tremendous and preservation needs in particular present a significant unfunded need. We hope you find this information useful as you contemplate future funding levels for Washington State's transportation system.

Sincerely,

A handwritten signature in cursive script that reads "Philip Parker".

Philip Parker, Chairman
Washington State Transportation Commission



Washington State Transportation Commission Members

Philip Parker, Chairman

Richard Ford, Vice-Chairman

Dan O'Neal

Carol Moser

Latisha Hill

Reema Griffith, Executive Director

Acknowledgements

We want to thank the MPOs and RTPOs throughout the state. Your collective assistance, cooperation, support and responsiveness resulted in a successful process which produced a valuable outcome for the State of Washington.

We also want to thank the County Road Administration Board who provided engineering & technical analysis support to the Commission.

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INTRODUCTION

The enacted 2010 Supplemental Transportation Budget contained a proviso directing the Transportation Commission (WSTC) as follows (*ESSB 6381, Sec. 205 (8)*):

“As part of its development of the statewide transportation plan, the commission shall review prioritized projects, including preservation and maintenance projects, from regional transportation and metropolitan planning organizations to identify statewide transportation needs. The review should include a brief description and status of each project along with the funding required and associated timeline from start to completion. The commission shall submit the review, along with recommendations, to the house of representatives and senate transportation committees by January 2011.”

Based upon the budget directive, the Commission requested that Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Organizations (RTPOs) submit up to 20 priority projects for their region, along with an estimate of their 10-year road and bridge preservation need.

Some caveats to consider:

- The information submitted by the regional organizations represents their priority projects but the lists are not prioritized nor do they reflect the complete need of each region.
- The lists submitted are selective in that they were not created based upon a prescribed selection process as defined by the WSTC.
- The preservation needs identified by each region vary based upon how they define “preservation”. There is not a consistent, agreed to definition of this term in use by all, nor is there a consistent approach from region to region as to what types of projects should be placed under this category.

The transportation needs across the state vary and there is no question that the need is well beyond available revenues, even perhaps in excess of what can realistically be accomplished in a single, future revenue package. Based upon the caveats and limitations discussed above, the **total estimated priority project need** as indicated by the regional project lists totals **\$22.6 billion** over several biennia.* **The estimated statewide preservation need** for roads and bridges over the next 10 years totals **\$6.6 billion**. (*For more detail see page 9.*)

*This estimate reflects the regional project lists only and is therefore less than the total need identified in WTP 2030 which included the additional estimated needs for: WSDOT, cities, counties, and transit.

BACKGROUND

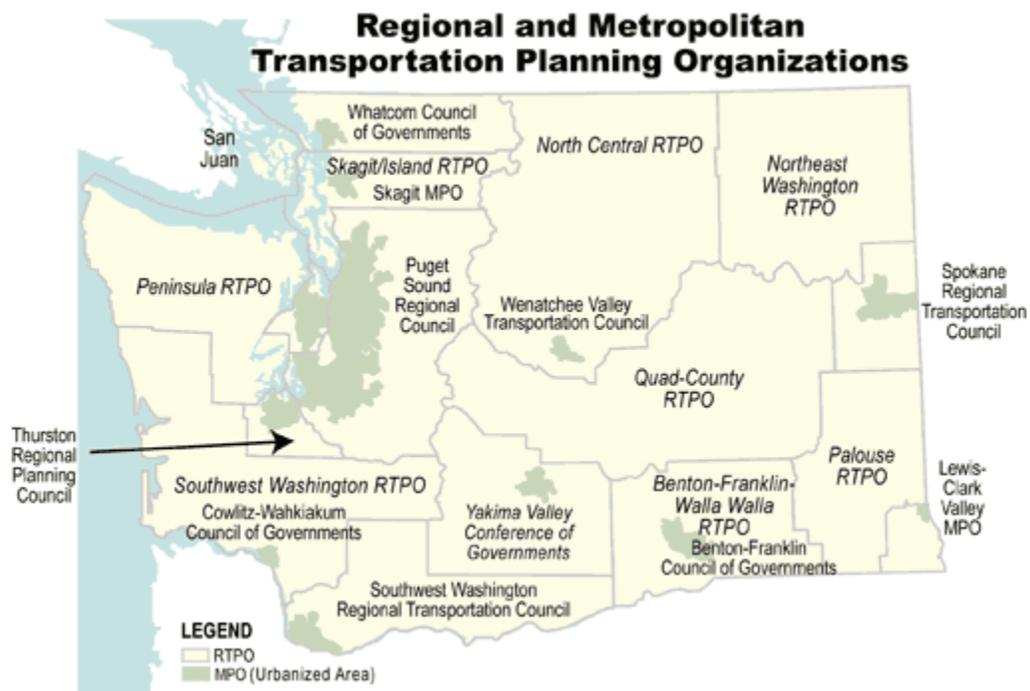
MPOs and RTPOs

There are a total of fourteen RTPOs in the State of Washington covering 38 of the 39 counties (see *Exhibit 1 below*). There are eleven MPOs in the state, each of which is contained within an RTPO boundary. Therefore, it should be noted that those RTPOs that have an MPO in their area, submitted one project list for the purpose of this exercise.

An RTPO is formed through a voluntary association of local governments within a county or contiguous counties. RTPO members include cities, counties, WSDOT, tribes, ports, transportation service providers, private employers and others. RTPOs were authorized as part of the 1990 Growth Management Act to ensure local and regional coordination of transportation plans. An RTPO covers both urban and rural areas and receives state funding in support of its planning efforts.

An MPO is a federally required planning organization in urbanized regions with 50,000 or more population. MPOs provide a forum for local decision-making on transportation issues of a regional nature. Under SAFETEA-LU, the policy for the metropolitan planning process is to promote consistency between transportation improvements and state and local planned growth and economic development patterns. MPOs are designated jointly by local elected officials and the governor. They cover urbanized areas and receive federal funding in support of their planning efforts.

Exhibit 1



COUNTIES WITHIN RTPOs

Following is a list of each RTPO and the counties within each of them.

(NOTE: San Juan County does not belong to an RTPO.)

- Northeast Wash. RTPO: Ferry, Stevens, and Pend Oreille Counties
- Spokane Regional Transportation Council: Spokane County
- S.W. Wash. Regional Transportation Council: Clark, Klickitat, and Skamania Counties
- Yakima Valley Conference of Governments: Yakima County
- S.W. Wash. RTPO: Cowlitz, Grays Harbor, Lewis, Pacific, and Wahkiakum Counties
- Thurston Regional Planning Council: Thurston County
- Benton-Franklin-Walla Walla RTPO: Benton, Franklin, and Walla Walla Counties
- Skagit/ Island RTPO: Island and Skagit Counties
- Whatcom Council of Governments: Whatcom County
- Palouse RTPO: Asotin, Columbia, Garfield, and Whitman Counties
- Wenatchee Valley Transportation Council/ North Central RTPO: Chelan, Douglas, and Okanogan Counties
- Peninsula RTPO: Clallam, Jefferson, Kitsap, and Mason Counties
- PSRC: King, Kitsap, Pierce, and Snohomish Counties
- QuadCo: Adams, Grant, Kittitas, and Lincoln Counties

COLLECTION OF PROJECT LISTS

This was the first time the state Legislature has directed the collection of regional project information directly from the Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Organizations (RTPOs). As such, this was a new endeavor for all involved requiring the establishment of a new process and way of thinking about regional transportation priorities.

In May 2010 the WSTC met with the statewide MPO/RTPO coordinating committee to discuss the Legislative mandate and get input on how to collect the project information from the regional organizations. To ensure MPOs and RTPOs had direct involvement in this effort from start to finish, an advisory committee was established, made up of staff from four regional organizations:

- Puget Sound Regional Council
- Spokane Regional Transportation Council
- Whatcom Council of Governments
- Wenatchee Valley Transportation Council/ North Central RTPO

Based upon input and guidance from the advisory committee, the WSTC issued an instruction memo to all MPOs and RTPOs statewide on June 25, 2010. (See Appendix B) The memo outlined the mandate and the process to be followed, along with templates for the regional organizations to use for both ease and consistency of project reporting.

The instruction memo indicated the WSTC was requesting 20 priority projects (in no particular order) from each regional organization. Given the limited number of projects being requested, mega projects were excluded from the WSTC request because they have already been identified as high priority state projects. The “mega projects” were defined to include: SR 520 bridge replacement; Alaskan Way Viaduct replacement; I-405; Columbia River Crossing; Spokane North/South Freeway; Tacoma HOV; Snoqualmie Pass; and SR 167 extension to the Port of Tacoma. Funding for Washington State Ferries was also identified as a high priority for the state and thus was excluded from the WSTC request as well.

The WSTC left it open to the regional organizations to put any transportation project on their priority list. This meant road projects could include those located on city streets, county roads or state highways and could be any type of road project such as but not limited to preservation, maintenance, safety or improvement. Projects on the regional lists could also be multi-modal projects such as but not limited to transit, air, or intermodal freight. The deadline for submitting the priority project lists was October 29, 2010.

On July 30, 2010 the WSTC issued an addendum to their June 25th instruction memo, in response to concerns that were raised by various MPOs and RTPOs related to preservation projects and needs. It was brought to our attention that many of the regional organizations were struggling with the WSTC instructions because they allowed for the inclusion of preservation projects in the priority project list, but if included, required those projects be listed as discrete activities rather than as a programmatic total. This requirement placed preservation needs in competition with the other projects, and this was not the intent realizing there is a tremendous preservation backlog statewide that must be addressed as a top priority.

It was determined that preservation needs required an alternative approach so that those needs did not compete for a spot on the regional priority project lists, given preservation investments are so far behind and yet are so critical in order to preserve existing investments. Based upon guidance from the advisory committee, the WSTC modified its original instructions and requested each region provide a 10-year (2011-2021) road and bridge preservation need (rather than discrete, individual preservation projects) along with a short narrative that would help give a sense of what their total preservation need is comprised of.

Some have asked why the WSTC limited the list to 20 projects. The budget proviso directed the WSTC to gather and review “...prioritized projects...” from the regional organizations. As discussions were held with RTPOs, it became clear that they did not have a general list of “prioritized projects.” Rather, they had several different lists that were tailored to respond to specific efforts such as various grant programs or state requirements. The exercise of project prioritization was and continues to be a very difficult exercise when done in a generalized manner. The result of this effort by the WSTC is the closest we have come to such a list, although it is made clear by each region that the list they submitted is not in “priority order.”

In order to be responsive to the direction of the budget proviso, recognizing the significant time constraint we had to create a process, execute it, analyze the results and report findings, there was simply not enough time or the resources to develop a formalized project prioritization process or establish a structured project allocation process. It was therefore determined that the project lists should be constrained, if they cannot be prioritized, so that the lists at least reflect a limited number of priority projects. Along these lines, the majority of the Commission felt that absent the creation of a structured process that could allocate a varied number of projects by region based upon some pre-determined factors, the most straight forward and fairest way was to give every region the same number of projects across the board. Based upon this, the 20 project limitation was established. The result of this is that the WSTC received hundreds of projects statewide, creating a very ambitious program if funding were to become available in the near future.

FINDINGS & RECOMMENDATIONS

FINDINGS

All fourteen RTPOs in the state responded to the WSTC's request for priority projects. Twelve of the fourteen project list submittals were accepted based upon their compliance with the instructions. Two regional organizations submitted project lists which significantly exceeded the 20 project limitation (Puget Sound Regional Council (PSRC) and QuadCo). The project lists submitted by these two organizations are provided in Appendix A of this report.

Per the WSTC instructions, project lists could include any type of project related to transportation including roads, bridges, and multi-modal facilities such as transit and aviation. Projects could also belong to any of the governmental jurisdictions and were thus not limited to only state highway projects.

The estimated priority project need by regional organization which submitted 20 projects is as follows:

- Northeast Wash. RTPO = \$536 million
- Spokane Regional Transportation Council = \$595 million
- SW Wash. Regional Transportation Council = \$1.5 billion
- Yakima Valley Conference of Governments = \$1.8 billion
- S.W. Wash. RTPO = \$1.4 billion
- Thurston Regional Planning Council = \$157 million
- Benton-Franklin-Walla Walla RTPO = \$433 million
- Skagit/ Island RTPO = \$691 million
- Whatcom Council of Governments = \$306 million
- Palouse RTPO = \$195 million
- Wenatchee Valley Transportation Council/ North Central RTPO = \$662 million
- Peninsula RTPO = \$371 million

Sub-Total: \$8.6 Billion

- PSRC submitted 96 projects totaling \$12.2 billion
- QuadCo submitted 72 projects totaling \$1.8 billion

Grand Total: \$22.6 Billion

The estimated 10-year road and bridge preservation need by regional organization is as follows *(the following estimates are in addition to the project need estimates listed above):*

- Northeast Wash. RTPO = \$61 million
- Spokane Regional Transportation Council = \$1.1 billion
- S.W. Wash. Regional Transportation Council = \$750 million
- Yakima Valley Conference of Governments = \$295 million

- S.W. Wash. RTPPO = \$500 million
- Thurston Regional Planning Council = \$46 million
- Benton-Franklin-Walla Walla RTPPO = \$160 million
- Skagit/ Island RTPPO = \$328 million
- Whatcom Council of Governments = \$351 million
- Palouse RTPPO = \$193 million
- Wenatchee Valley Transportation Council/ North Central RTPPO = \$94 million
- Peninsula RTPPO = \$303 million
- PSRC = \$2.2 billion
- QuadCo = \$175 million

Grand Total: \$6.6 Billion

In reviewing all the information submitted, there are a few statewide trends and observations that can be made:

- Overall priority needs statewide far exceed current revenues and will require significant future investments to address.
- Preservation needs are a growing, critical need for each and every region across the state – in fact for some their total preservation needs exceed their total project needs in terms of dollars.
- There are no consistent, agreed to definitions of major transportation project terms such as preservation, maintenance, re-construction, new construction, etc. The result is an inconsistent application which makes it very difficult to analyze the needs of each jurisdiction and arrive at accurate conclusions which are comparable between jurisdictions across the state.
- Regional organizations were asked to indicate which of the six statutory policy goals each of their projects addressed. The following indicates what was identified by policy goal area, and by east and west of the cascade mountains:
 - **Economic Vitality:** 84 total projects – 10 on the west side, 74 on the east side
 - **Preservation:** 68 total projects – 7 on the west side, 61 on the east side
 - **Safety:** 94 total projects – 12 on the west side, 82 on the east side
 - **Mobility:** 269 total projects – 161 on the west side, 108 on the east side
 - **Environmental:** 43 total projects – 8 on the west side, 35 on the east side
 - **Stewardship:** 88 total projects – 18 on the west side, 70 on the east side
- Of all the lists submitted, only two regional organizations, PSRC and the Peninsula RTPPO, had three projects that appeared on both of their lists:
 - Gorst area interchange – SR 3/ SR 16/ SR 304
 - SR 3 in the vicinity of Hood Canal Bridge Improvements
 - Widen SR 3 in the vicinity of the SR 3/ SR 304 interchange

RECOMMENDATIONS

Based upon the information submitted and the findings previously discussed, the WSTC offers the following recommendations for the Legislature's consideration.

- With the total 10-year road and bridge preservation need for the fourteen responding regional organizations totaling an estimated \$6.6 billion, any new state funding to regional and/or local jurisdictions should be first and foremost dedicated to addressing their preservation needs.
 - A dedicated state funding source and program should be established for regional/ local road and bridge preservation so the entire surface system is maintained before it moves into the “reconstruction” category.
 - Preservation funding provided to regional organizations should be based upon scheduled/ planned preservation work for each biennium as identified by the regional organizations.
- All direct state appropriations to regional organizations/ locals should require some level of local match and should identify performance/ project delivery expectations. It should be further required that regional organizations submit annual status reports to the state on the work accomplished as compared to the plan they submitted for funding, along with performance data indicating the accomplishment of the identified performance expectations.
- Consideration should be given to clarifying common transportation project terminologies such as “preservation” and “maintenance” so that project reporting from jurisdictions is derived from the same basis. Doing so will result in comparable data across the board thus allowing for more accurate analysis and a clearer understanding of the overall need.
- The Legislature should consider establishing overarching policies aimed at guiding the project prioritization process to be used by regional organizations when seeking state revenues. In developing the prioritization guidance policies, the “policy goals” currently in statute (*RCW 47.04.280*) should be incorporated as appropriate. This standardization will help to ensure consistency in the formulation of priority transportation investment needs by region and thus benefit legislative investment decision making, among other things.
- As identified in the 2011 WTP, the WSTC supports the following local funding options and opportunities for local jurisdictions to generate revenue:

- Authorize cities to create street maintenance utilities.
 - Allow transportation benefit districts (TBDs) to impose license fees up to \$100 by councilmanic vote and provide flexibility in the use of the funds.
 - Amend authority for counties and cities to impose a fuel tax, allowing it to be set at cents per gallon, and providing councilmanic authority to impose the tax.
 - Increase local authority for transit operations and capital, such as vehicle license fees or sales tax increases.
 - Given the increased demand for safe bicycle paths and facilities, it may be appropriate to implement a fee levied on bicycle users that is dedicated to bicycle facility improvements.
- If funding is not secured in the next year, this project information will need to be updated. Future project list information should be collected from the regional organizations in a more focused and refined manner so that separate, constrained projects lists are sought on the following:
 - Road and bridge projects
 - Preservation projects for roads and bridges
 - Transit operating and capital projects (new and preservation separated out)



NEW RTPO
Northeast Washington
Regional Transportation Planning Organization

October 29, 2010

Reema Griffith, Executive Director
Washington State Transportation Commission
P.O. Box 47308
Olympia, WA 98504-7308

Re: 20 Regional Priority Projects
Northeast Washington Regional Transportation Planning Organization

Dear Ms. Griffith:

The Northeast Washington Regional Transportation Planning Organization is please to respond to the Commission request for 20 regional priority projects. We have enclosed the requested information and would offer the following comments for consideration.

The Northeast Washington Region Transportation Planning Organization serves the counties of Ferry, Pend Oreille and Stevens, including nearly half of the Colville Reservation as well as the Spokane and Kalispel Reservations. The total land area is 6,085 square miles, approximately 9% of the state's total land area. Much of the region is mountainous terrain giving way to forested foothills, drier hills and valleys dotted with low-lying vegetation towards the south. Lakes and rivers are a significant aspect of the region's geography. The majority of property in the region is held as public property managed by the US Forest Service or as Tribal Lands. The population of the region is approximately 65,000. The Cities of Republic, Colville, Chewelah and Newport serve as the primary service centers for the region.

During the recent update to the Regional Transportation Plan the Regional Transportation Planning Organization identified the following overarching goals. These goals are summarized as: preserving and maintaining the existing system; providing for the efficient movement of freight and goods; supporting the development of a multi-modal transportation system in the region; being responsive to the cultural, historic and environmental assets; coordinating the planning efforts; and providing opportunities for citizens and stakeholders to participate.

Over the past several months the Northeast Washington Regional Transportation Planning Organization has been engaged in a discussion about our priority projects. It is against this backdrop the Northeast Washington Regional Transportation Planning Organization developed our list of 20 regional projects.

Preservation

Many of the transportation systems needs in northeast Washington could be categorized as preservation projects. In rural areas it is extremely important to maintain and preserve the existing system since investments in new systems are unlikely. Local, county and tribal roads represent the largest portion of lane miles in the region. The aging surfaces of many of the roads are in need of repair. There is a significant need for road reconstruction to meet all weather road design standards to facilitate year-round freight movement throughout the region.

The estimate from the Washington Department of Transportation for state system preservation needs in our area is \$61 million dollars. This need together with the county and local roadway needs represents a significant issue for the Regional Transportation Planning Organization.

20 Regional Priorities

1. Ferries

As noted in the memorandum the Washington State Ferry System is a high priority. We would emphasize the importance of replacing the Keller Ferry vessel for both freight and passenger mobility in eastern Washington.

The Inchelium/Gifford Ferry is operated by the Colville Confederated Tribes. Financial support for the ongoing maintenance and operations of the vessel is an important consideration for the region.

2. All Weather Road Deficiencies

One of our most important needs is the reconstruction of several roadway segments throughout the three-county area to bring them up to an all weather design standard and to improve safety. Because these roadways do not meet all weather design standards, weight restrictions and seasonal closures impact freight movement. For example, logging trucks may be restricted from using these roadways in the spring and this has a significant impact on the local and regional economy.

The Flowery Trail, all weather road project, is important regionally since it serves as an east-west route between Pend Oreille and Stevens County. This is an important commuter and freight route for the region. Portions of the entire route have been improved to all weather design standards, however, segments on either end connecting to the state highways need to be improved to the same standard.

3. Bridges

Our bridges serve a significant role in the mobility of the region. Many of our bridges are in need of deck repairs. The Usk Bridge, while recently repaired, remains a priority project for replacement. Although this bridge's average daily traffic is not significant, the bridge's value comes from connecting the east and west sides of the Pend Oreille River connecting the Kalispel Reservation to the western part of the state.

4. Border Crossings

The Northeast Washington Regional Transportation Planning Organization has six border crossings into Canada. These crossings are important for freight mobility in and out of the area.

5. Colville Regional Airport

Efforts are underway to study and plan for a new regional airport in the Colville area. An economic development impact study is currently being developed. Future funding will be needed for site analysis, environmental reviews, property acquisition, engineering and facility construction.

6. Highway 395 Corridor

Highway 395 is a major corridor running through the region. There is a need for long range planning in this corridor to identify multi-modal opportunities, freight mobility issues, capacity and major reconstruction needs. In the short-term, safety and capacity needs will need to be addressed for certain segments.

7. Other

While not included on the region's list of twenty projects there are a couple of other aspects of the transportation system in northeastern Washington worth mentioning.

Trails

There are currently two multi-jurisdictional trail projects in the development stage in the region. These are the Kettle Falls to Colville trail and the Rail Trail in Ferry County.

Rails

The rail infrastructure in the region is threatened. While the current freight opportunities for the lines are declining, it is important to preserve and maintain the rail infrastructure for the future. Significant investments are needed for track repairs, road bed rehabilitation, and crossing upgrades.

The Northeast Washington Regional Transportation Planning Organization extends our appreciation to the Washington Transportation Commission for taking an interest in statewide

transportation needs and challenges. If there are questions or you need additional information please feel free to contact us.

Sincerely,



Leslie Jones

Executive Director, Tri County Economic Development District

Enclosures: NEW RTPO Regional Priority Project List
NEW RTPO Regional Priority Project Narratives

NEW RTPO Preservation Needs Statement
RE: Regional Priority Project List

TO: Washington State Transportation Commission

Many of the transportation systems needs in northeast Washington could be categorized as preservation projects. In rural areas it is extremely important to maintain and preserve the existing system since investments in new systems are unlikely. Local, county and tribal roads represent the largest portion of lane miles in the region. The aging surfaces of many of the roads are in need of repair. There is a significant need for road reconstruction to meet all weather road design standards to facilitate year-round freight movement throughout the region.

The estimate from the Washington Department of Transportation for state system preservation needs in our area is \$61 million dollars. This need together with the county and local roadway needs represents a significant issue for the Regional Transportation Planning Organization.

County preservation needs were estimated based on Stevens County needs and county road mileage ratios and are as follows:

NEW RTPO Preservation Needs

Ferry County	\$11,400,000
Pend Oreille County	\$8,500,000
Stevens County	\$23,000,000
Grand Total	\$42,900,000

Non-County roads on tribal land are not included in the above County estimates.

Preservation needs for the Towns and Cities in our region are very difficult to gauge and estimates were not calculated due to a lack of data needed to formulate valid numbers.



NEW RTPO REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Item 1: Flowery Trail Road Completion Pend Oreille County (All Weather Roadway)

Project Description:

This project will complete the Flowery Trail Road with an all-weather road connection between State Highway 395 in Chewelah to State Highway 20 in Usk. The project consists of four separate projects in total:

- Pend Oreille County: Flowery Trail Rd from Westside Calispel Rd to Danforth Rd (MP 0.0 to MP 2.4) This project is to rehabilitate and resurface the existing roadway strengthening pavement structure to match Flower Trail standards.

Project Status and Timeline:

Preliminary engineering: 1/2012
ROW n/a
Construction 1/2013

- Pend Oreille County: McKenzie Rd from State Highway 20 to Westside Calispel Rd. (MP 0.0 to MP 2.3). This project will reconstruct, widen, and major realignment of the existing roadway to match Flowery Trail standards.

Project Status and Timeline:

Preliminary engineering: 1/2011
ROW: 1/2012
Construction 1/2013

- Pend Oreille County: Westside Calispel Rd from McKenzie Rd to Flowery Trail Rd (MP 11.0 to MP 12.6). This project intends to reconstruct, widen, and minor realignment of the existing roadway to match Flowery Trail standards.

Project Status and Timeline:

Preliminary engineering: 1/2013
ROW: 1/2014
Construction 1/2015

***Item 2: Flowery Trail Road Completion Chewelah
(All Weather Roadway)***

- City of Chewelah: Flowery Trail Rd (Segment B): On the main avenue in Chewelah from 5th Street east to Ehorn Lane. This is a project that began with Segment A (Downtown Revitalization - 1999), then moved on to Segment C (East end of City Limits - 2007) and is now ready for completion with Segment B, a section of Flowery Trail that will connect the other two (completed) sections.

Main Avenue between 5th Avenue East and Ehorn Road is a rural roadway section that connects the Chewelah downtown business corridor to the more rural area east of town. Main Avenue also serves as a connection for Flowery Trail Road to U.S. 395. Flowery Trail Road connects Chewelah to the east and leads to 49° North Ski; and further to the town of Usk in Pend Oreille County.

Because this segment is not currently all-weather, it is subject to frost and breakup damage. Therefore the city must impose load restrictions on this segment each spring. This creates an economic loss to those companies utilizing Flowery Trail as a route to transport goods.

In addition, there is only a small portion of old, cracked sidewalk along Segment B. Most of the section is without sidewalks and because there is currently no pavement along the road, pedestrians and bicyclists are forced to use the roadway causing conflict with motorists. Completion of Segment B would create a safe route for pedestrians/bicyclists and allow for year round freight mobility.

Project Status and Timeline:

Planning has been completed. The project is ready for construction. The timeline for this project will require ROW acquisition from two land owners. Once that is accomplished, the project should take 3-4 months to complete.

Item 3: Pend Oreille County: SR 20 All Weather Reconstruction

Project Description:

SR 20 MP 412.00 – 421.07: this project is for all weather reconstruction and includes preliminary engineering, right of way acquisition, and construction costs to upgrade the existing state routes to provide for all-weather conditions.

Project Status and Timeline:

Only the preliminary scoping is complete

Item 4: Pend Oreille County: SR 211 All Weather Reconstruction

Project Description:

SR 211 MP 0.00 – 15.00: this project is for all weather reconstruction and includes preliminary engineering, right of way acquisition, and construction costs to upgrade the existing state routes to provide for all-weather conditions.

Project Status and Timeline:

Only the preliminary scoping is complete.

Item 5: Stevens County: SR 231 All Weather Reconstruction

Project Description:

SR 231 MP 45.00 – 15.00: this project is for all weather reconstruction and includes preliminary engineering, right of way acquisition, and construction costs to upgrade the existing state routes to provide for all-weather conditions.

Project Status and Timeline:

Only the preliminary scoping is complete.

Item 6: Ferry County: SR 21 All Weather Reconstruction

Project Description:

SR 211 MP 0.00 – 15.00: this project is for all weather reconstruction and includes preliminary engineering, right of way acquisition, and construction costs to upgrade the existing state routes to provide for all-weather conditions.

Project Status and Timeline:

Only the preliminary scoping is complete.

Item 7: Stevens County: Williams Lake All Weather Reconstruction

Project Description:

This project is to reconstruct Williams Lake Road to an all weather standard. It is located in Stevens County north of Colville. The intended outcome is to allow all year, all weather use of high traffic, high volume freight and goods route. This project is a vital freight and goods route for Stevens County. Funding will assure continue movement of freight in a currently economically depressed region.

Project Status and Timeline:

This project is currently in a development/preliminary planning stage. Construction could occur shortly after funding.

Preliminary engineering: 6/2011

Construction: 6/2012

Item 8: Stevens County: Garden Spot Road All Weather Reconstruction

Project Description:

This project is to reconstruct Garden Spot Road to an all weather standard. It is located in Stevens County north of Colville. The intended outcome is to allow all year, all weather use of high traffic, high volume freight and goods route. This project is a vital freight and goods route for Stevens County. Funding will assure continue movement of freight in a currently economically depressed region.

Project Status and Timeline:

This project is currently in a development/preliminary planning stage. Construction could occur shortly after funding.

Preliminary engineering: 6/2011

Construction: 6/2012

Item 9: Stevens County: Aladdin Road All Weather Reconstruction

Project Description:

This project is to reconstruct Aladdin Road to an all weather standard. It is located in Stevens County north of Colville. The intended outcome is to allow all year, all weather use of high traffic, high volume freight and goods route. This project is a vital freight and goods route for Stevens County. Funding will assure continue movement of freight in a currently economically depressed region.

Project Status and Timeline:

This project is currently in a development/preliminary planning stage. Construction could occur shortly after funding.

Preliminary engineering: 6/2011

Construction: 6/2012

Item 10: Ferry County: Kettle River Road All Weather Reconstruction

Project Description:

This project is to reconstruct the Kettle River Road to all weather standard. It is located in northern Ferry County. This project will take the existing road and allow it to be converted to an all weather road, removing the disruption in the hauling of freight and goods.

Project Status and Timeline:

Ferry County is currently seeking funding for preliminary engineering and construction. It is anticipated that the project will be complete within a year and a half after approval of funding.

Additional Comments

The Kettle River road is a thoroughfare from Canada; it's also the haul route for the area's largest private employer which is beneficial to Ferry County as well as Okanogan County. It serves a Forest Service Job Corps which is the second largest population group in Northern Ferry County. Additionally the road follows beside the Kettle River which is used for recreation and Tourism. The project will remove the need for road restrictions which cause disruption of freight movement. The project was anticipated to complete in three phases. The first was the

Toroda Creek Road which was funded and completed in 2007. The second phase is to be the Kettle River Road, and the third phase is the Old Kettle Falls Road

Item 11: Ferry County: Old Kettle Falls Road All Weather Reconstruction

Project Description:

This project is to reconstruct the Old Kettle Falls Road to all weather standards located in the northern part of Ferry County. The existing roadway is 8.55 miles and 26 feet wide. The road will be overlaid with a 2.5 inch HMA; with any deficient roadway areas being repaired before the overlay. The project will convert the existing road to an all weather road, removing the disruption of the hauling of freight and goods.

Project Status and Timeline:

Ferry County is currently seeking funding for the preliminary engineering and construction phases. No exact time is known. The project will take approximately one and a half years to complete after the approval of funding.

Additional Comments

The Old Kettle Falls Road is the access road to the mill site for processing ore. This road is the haul route for the area's largest private employer which is beneficial to Ferry County. The project will remove the need for road restrictions which cause disruption of ore and freight movement. The Old Kettle Falls Road, is the third phase of a three phase project. The first phase being completed in 2007.

Item 12: Ferry/Lincoln County: SR 21 Keller Ferry Replacement

Project Description:

This project will replace the current 63 year old Keller Ferry vessel that has safety and operational issues. Review and analysis of the issues has identified a preferred solution of a new ferry vessel.

Project Status and Timeline:

The planning and design phases have been completed; approximately \$675,000 has been expended.

Additional Information:

Demand: The ferry makes an average of 30 to 35 round trips per day. Students living north of the river on the Colville Indian Reservation are bused to Wilbur for school, crossing on the ferry twice a day. The alternate route adds 60 miles one way to this trip.

While records of traffic queuing and wait times are not routinely kept, the following observations by the crew provide insight into the travel demands placed on this crossing.

At almost any time of the year, large RVs and motor homes traveling together have to cross in multiple trips as they are not able to all fit on the ferry together. Summer holiday and hunting season traffic demands routinely require travelers to wait for multiple crossings.

Large semi-truck traffic causes delay for other travelers. Standard semi-trucks utilize the full size and weight capacities of the ferry requiring any other vehicles to wait for one or more trips. This situation occurs almost daily, and sometimes (e.g. during construction/project activity or active logging) it may occur multiple times in any one day. Double trailer combinations require

the truck to cross with one trailer at a time requiring down time to disconnect and reconnect trailers and two crossings.

Emergency service's reliance on this crossing was clearly evidenced in 2003, during the Keller area fires. Travelers experience delays at various times and for various reasons with the capacity of the existing vessel. It is evident from the crew observations that this ferry crossing is vital to commerce, the local and regional traveler and the area schools.

Safety: A hull leak and resultant shut down order for safety by the United States Coast Guard in October of 2009 required an emergency dry dock of the Martha S for repair. Inspection revealed additional necessary repairs which were completed in July of 2010. While these repairs are anticipated to keep the vessel in operation for a few years it is important to note the construction of a replacement vessel is anticipated to take 14 to 27 months (depending on the alternative selected) after funding is secured. Due to her age, unanticipated problems could develop and take her out of service at any time. As a recent example, on June 10, 2010 the pilot was unable to engage the gears due to an electronics problem resulting in the vessel being adrift with passengers on board.

Other safety issues include that the Martha S does not meet today's two compartment damaged stability requirement and the low pilot house elevation results in the pilot's view

Item 13: Pend Oreille County: Usk Bridge Replacement

Project Description:

This project is to replace the USK Bridge. It is located in Pend Oreille County on Kings Lake Road MP 0.47 to 0.91. The intended outcome is to replace the structurally deficient and functionally obsolete bridge.

Project Status and Timeline:

The project is only proposed at this time.

Type size and location study: 2021

Design and construction in 2025

Additional Comments

The Usk Bridge has been identified as structurally deficient and functionally obsolete. A major maintenance project has been completed in 2010 with the intention of providing an additional 10-15 years of life of the current structure.

The Usk Bridge is one of three structures crossing the Pend Oreille River in the State of Washington. The bridge connects the communities of Cusick/Usk with the Kalispel Indian Reservation. A detour of over 33 miles is required if the bridge is closed.

Item 14: Stevens County: Columbia River Bridge at Northport

Project Description:

SR 25 Columbia River Bridge at Northport; to repair concrete deck and overlay. This repair will continue to provide mobility.

Project Status and Timeline:

The project is in the planning phase at this time and it is unknown when the project timeline would begin and end.

Item 15: Stevens County: US 395: Columbia River Bridge at Kettle Falls

Project Description:

SR 395 Columbia River Bridge at Kettle Falls; to repair concrete deck and overlay. This repair will continue to provide mobility.

Project Status and Timeline:

The project is in the planning phase at this time and it is unknown when the project timeline would begin and end.

Item 16: Stevens County: US 395: Border Crossing Revisions

Project Description:

While NEW RTPO has six border crossings in its jurisdiction, one crossing at Waneta to Northport will be revised. This project will improved roadway and/or bridge from Waneta to Northport and the cost will vary depending on whether or not a bridge replacement will be included.

Project Status and Timeline:

This project has been scoped only.

Item 17: Spokane Tribe: SR 231: Reservation Road Bridge Replacement

Project Description:

The Spokane Tribe requests that a replacement/new Reservation Road Bridge be added to the list State DOT list of 20 regionally significant projects.

The project is located on the Spokane Indian Reservation; Reservation Road Bridge, crossing Chamokane Creek at Reservation Road, just west of State Highway 231.

The intended outcome is a bridge that meets safety, mobility economic vitality and stewardship statutory policy goals of DOT by replacing the current bridge with a new one, given that a BIA written assessment said it needs to be replaced. The capacity is adequate for the use (the bridge needs the capacity to handle the frequent use by single and double load logging trucks, and cement trucks; additionally, the existing bridge has improperly installed rails and the bridge bolts are of insufficient in size.)

Project Status and Timeline:

The bridge was examined by the BIA, which determined it needed to be replaced; preliminary specifications/cost estimate for a replacement bride have been made. The current bridge in noted in the Tribe's 2008 Long Range Transportation Plan (LRTP); the replacement bridge project must be added to the Tribal TIP and, when the LRTP is updated, this need will be added and/or the new bridge will be discussed in that plan.

The soonest timeline would be FY2012 to begin the project, which would involve design/engineering, bid process and construction phases. It is estimated that a project begun in the first or second fiscal year quarter could be completed by the fourth quarter of the project start-up year.

Item 18: Colville Northeast Washington Regional Airport

Project Description:

The Colville Regional Airport project is designed to replace the current Colville Municipal Airport with a relocated airport having capacity and safety standards meeting FAA requirements for a 'regional' class airport. The new airport will serve the Northeastern Washington region air transportation and economic development needs that cannot be met with the existing and limited municipal airports currently within the region.

There have been preliminary site analysis and feasibility studies but a specific site has not been selected at this time.

The new airport will be vastly superior to the current municipal Colville airport in terms of safety and capacity to serve as an economic and business development tool. It will also have the capacity to serve small jet type aircraft and cargo carriers that is not currently available in northeastern Washington. The new airport will primarily benefit air transportation in terms of increased safety and capacity, provide additional means in which local business and industries may expand service and products, promote and attract new businesses and industries, provide much improved service to regional agencies at the federal, local, and state levels of government, be much better suited for medical emergencies and accommodating jet air travel, including business jet aircraft.

Project Status and Timeline:

The project is currently in the financial feasibility and economic impact analysis stages including public involvement processes. The next step will include a site analysis and site selection process.

2011 – 2013: Completion of Economic Impact Study currently in progress followed by site analysis and selection, environmental assessments, and alternative site analysis.

2013-2014: Property acquisition.

2014-2015: Design engineering.

2015-2016: Facility construction.

Item 19: Stevens (Spokane) County SR 291: Charles Rd. to Swenson Rd.

Project Description:

From Charles Rd to Swenson Rd: improve safety and capacity – realign highway, provide a four lane undivided limited access highway.

Project Status and Timeline:

Only scoping is done at this time.

Item 20: Spokane to Stevens County Line; US 395

Project Description:

This project is from Spokane/Stevens County line to Kettle Falls along SR 395. The purpose of this project is to improve capacity-provide additional lanes and/or provide additional passing lanes.

Project Status and Timeline:

Only scoping is done at this time.

Transportation agencies within the Spokane Metropolitan Area have been collaborating with community leaders during the past couple of years trying to quantify and document the need for preservation as well as maintenance and operations of our regions roadway system. This effort took place as part of a larger discussion on the need to establish regionally based revenue sources in light of diminishing transportation funding at all levels of government (a regional transportation benefit district).

In all, the need was estimated to be nearly \$53 million annually for maintenance and operations, which puts the 10-year need at close to \$530 million. The need for preservation was based on a recognition that all roads are not built to the same performance level, nor do they operate in a uniform fashion. As a result functionally classified arterials typically require higher activity levels (snow plowing, sweeping, crack sealing, seal coating) than local streets and many rural roads.

In the table below, are the projected needs of local jurisdictions in Spokane County over the next 10 years. In order to arrive at that number, we looked at what each jurisdiction reported to the State for Road/Street Maintenance and Operations for the period of 1997 through 2006, the costs of over 30 preservation and reconstruction projects performed in the region, as well as work conducted by local jurisdictions on unmet maintenance and operations needs. This information was then extrapolated to the ten year timeframe using current dollars.

Finally we reported them by category's used within the Local Government Financial Reporting System (<http://www.sao.wa.gov/applications/lgfrs/>) Here are the resulting ten year needs by category:

Road/Street-Preservation ¹	\$425,252,554
Road/Street-Maintenance & Operations (M&O)	\$536,140,410
Road/Street-M&O-General Admin/Eng/Facilities	\$81,563,000
Total	\$1,042,955,964

¹ This assumes nearly 10% of roadways will be on a 7 year preservation cycle; 30% of roadways will be on a 15 year preservation cycle, and 60 percent of roadways will be on a 20 year preservation cycle (most long-term are local streets and rural county roads).

**Spokane Regional Transportation Council
Regional Priority Project List
October, 2010**

Project Name, Jurisdiction & Category (i.e.: road or multi-modal)	Project Type - Indicate Applicable Number(s) (see instruction memo)	Total Project Cost*	Project Cost Breakdown By Biennia - YOE \$** (09/11; 11/13; 13/15 etc.)	Is This Project Consistent with an Approved Regional Transportation Plan?	Policy Goals Project Addresses - Indicate Applicable Numbers (see instruction memo)	Comments
Sullivan Road Corridor Project (Spokane Valley)	4,5,6,7	\$51,750,000	11/13: \$9M; remaining balance TBD	yes	1,4	
Bigelow Gulch/Forker Road Connector Project (Spokane County)	3,4,5,6	\$22,841,419	11/13: \$7.2M; 13/15: \$10.6M; 15/17: \$5M	yes	3,4	
Barker Road/BNSF Grade Separation Project (Spokane Valley)	3,5	39,100,000	11/13: \$3M; remaining balance TBD	yes	3,4	
Sprague Avenue Resurfacing Project #2 (Spokane Valley)	1,7	\$2,200,000	11/13: \$2.2M	yes	1,2	
I-90/Barker to Harvard Lane Additions (WSDOT) (WSDOT)	3,5,6	\$85,000,000	See timing in narrative	yes	4,3	
	3,5,6	\$52,500,000	See timing in narrative	yes	3,4	
Interchange (WSDOT)	3,5,6	\$10,500,000	See timing in narrative	yes	3,4	
Fish Lake Trail Phase III (Spokane)	5,3	\$2,400,000	11/13: \$2.4M	yes	5,3	
US 195 Meadowlane Interchange (WSDOT)	3,5,6	\$8,500,000	See timing in narrative	yes	3,4	
SR 902 Interchange Improvements (WSDOT)	4,3	\$7,500,000	See timing in narrative	yes	3,4	
Central City Line Project (Spokane Transit)	5,6	\$120,000,000	No request at this time	yes	1,5,4	Request is range from \$25M to 120M
Millwood - Spokane Valley Trail (Spokane Valley)	5,3	\$4,400,000	11/13: \$4.4M	yes	5,3	
South Valley Corridor High Performance Transit Project (Spokane Transit)	5,6	\$150,000,000	No request at this time	yes	5,4	Request is range from \$100M to 150M
Improvement (Cheney)	5,6,3	\$22,300,000	11/13: \$5M; remaining balance TBD	yes	3,5	
STA Transit Plaza Improvements (Spokane Transit)	4,7	\$5,000,000	No request at this time	yes	2,5	
West Plains Transit Center (Spokane Transit)	5,7,6	\$3,500,000	No request at this time	yes	4,5,6	
Smart Bus Implementation Project (Spokane Transit)	5,6	\$6,000,000	11/13: \$1M; remaining balance TBD	yes	4,5,6	
Centennial Trail to Fish Lake Trail, Connecting Trail Study (Spokane)	n/a	\$250,000	11/13: \$250K	yes	5,3	
Northwest Connector Study (Spokane Country)	n/a	\$875,000	11/13: \$875K	yes	4,1	

*Dollars in thousands

**YOE = Year of Expenditure Dollars assuming a 3%
inflation factor

SPOKANE REGIONAL TRANSPORTATION COUNCIL

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

#1 – Sullivan Road Corridor Project

Project Description

- **What is it?** The Sullivan Road Corridor Project is a series of four projects that will improve this rapidly deteriorating and vital transportation corridor. Part 1 consists of the widening and lengthening of the bridges over SR 290 (Trent Avenue) and the BNSF Railroad mainline tracks. Part 2 reconstructs the existing failing asphalt roadway with concrete for long term durability. Part 3 replaces the two lane southbound Sullivan Road West Bridge over the Spokane River with a new four lane bridge. Part 4 resurfaces the two bridge decks over the Union Pacific Railroad.
- **Where is it located?** On Sullivan Road between Indiana Avenue (near I-90) to Wellesley Avenue.
- **What is the intended outcome & benefit?** To ensure this corridor continues to adequately serve the region as well as the adjacent industrial areas by accommodating existing traffic volumes as well as the increased volume and freight traffic that will come with the completion of the county's Bigelow Gulch project. It will allow for future consolidation of two Class 1 railroads. It will eliminate the disruption of regional freight movement due to weight restrictions on the Sullivan Road West Bridge. It will improve the failing level of service at the Sullivan Road/Indiana Avenue Intersection.

Project Status & Timeline

- **Where is the project at in development?** Environmental clearances have been received and the 30% design phase has been completed for the SR 290 and BNSF overpasses. Funding in the amount of \$2 million has been awarded by FMSIB for the Sullivan Road West Bridge Replacement Project. A federal bridge replacement grant application has been submitted to WSDOT for the replacement of the Sullivan Road West Bridge.
- **What is the timeline for this project from start to completion?**
2011-2013: Complete the design of SR 290 and BNSF overpasses (Part 1), the design of the concrete resurfacing of Sullivan Road (Part 2), and the design and construction of the UPRR bridge deck resurfacing (Part 4). Begin design and environmental work on the Sullivan Road West Bridge (Part 3).

2013-2015: Construction of SR 290 and BNSF overpasses (Part 1) and of the concrete resurfacing of Sullivan Road (Part 2). Finalize design of Sullivan Road West Bridge (Part 3).

2015-2017: Construction of Sullivan Road West Bridge (Part 3)

#2 Bigelow Gulch/Forker Road Connector Project

Project Description

- **What is it?** The Bigelow Forker Connector is the improvement of an existing narrow Rural Minor Arterial with minimal or no shoulders to a multi-lane facility with protected turn lanes on mostly the existing alignment. The two segments of new alignment mitigate the existing route as it passes thru a winding canyon and its proximity to a public middle school and residential area.
- **Where is it located?** This Urban Connector project lies in the northeast portion of Spokane County and serves to connect the Cities of Spokane and Spokane Valley.
- **What is the intended outcome & benefit?** This project would improve traffic flow by decreasing congestion and delays while providing a more attractive route for freight movement and is anticipated to greatly reduce collisions. The collision rate on this corridor exceeds the average total collision rate for state highways and exceeds the fatal collision rate for state highways by more than three fold.

Project Status & Timeline

- **Where is the project at in development?** The environmental review for this project has been completed and a Finding Of No Significant Impact and Final 4(f) Evaluation has been issued. The project was separated into eight constructible segments with two of the segments having been constructed and the design is on-going on the remainder of the project.
- **What is the timeline for this project from start to completion?** The environmental review for this project commenced in 1999 and the first segment was constructed in 2005. Subject to available funding being secured, the project should be completed in 2025.

Additional Comments

Funding request:

2009 – 2011	\$ 7.2 M
2011 – 2013	\$10.6M
2013 – 2015	\$ 5.0 M

#3 – Barker Road/BNSF Grade Separation Project

Project Description

- **What is it?** Construction of an overpass providing grade separation for Barker Road to cross over the BNSF mainline and SR 290 (Trent Avenue).
- **Where is it located?** At the junction of SR 290 (Trent Avenue) and Barker Road.
- **What is the intended outcome & benefit?** The grade separation will improve the safety of both the railroad crossing and the intersection with SR 290. It will correct an existing transportation concurrency problem therefore allowing for future industrial development of the area. It will improve freight mobility within the industrial district in the northeast part of Spokane Valley. The grade separation of Barker Road will allow for the future closure of the nearby at-grade Flora Road crossing.

Project Status & Timeline

- **Where is the project at in development?** Environmental clearances have been received and the 30% design has been completed. Funding in the amount of \$10 million has been awarded by FMSIB towards the completion of this project.
- **What is the timeline for this project from start to completion?**
2011-2013: finalize design, right-of-way acquisition
2013-2015: construction

#4 – Sprague Avenue Resurfacing Project

Project Description

- **What is it?** *A grind and asphalt inlay of Sprague Avenue.*
- **Where is it located?** Sprague Avenue from Evergreen Road to Sullivan Road.
- **What is the intended outcome & benefit?** To extend the useful life of this major principal arterial and prevent the need for a more costly full reconstruction, which would have a much greater impact on the business community, freight movement, transit, and commuters. The project will also include stormwater upgrades, ADA improvements, widening the curb lane to provide for safer non-motorized travel, and modifying intersection turn pockets to improve safety and congestion.

Project Status & Timeline

- **Where is the project at in development?** It is 95% designed.
- **What is the timeline for this project from start to completion?**
2009-2011: complete design, construction in summer 2011 if funds become available

#5 -- I-90/Barker to Harvard MP 293.61 to MP 296.64

Project Description

- **What is it?** This project adds capacity to Interstate 90 as well as address off and on connections at Harvard and Barker.
- **Where is it located?** I90 MP 293.61 to MP 296.64
- **What is the intended outcome & benefit?** This project addresses current congestion on Interstate 90 east of Spokane by adding a lane in each direction between Barker Rd and Harvard Rd. This will also improve the interchanges and access from Barker to Harvard Roads, this improvement is the next in line to continue the expansion of I-90 from four lanes to six lanes from Sprague Ave I/C to the Idaho border. The work began in 2003 with the passage of the nickel gas tax. This project also addresses possible changes to the interchange layouts sought by the City of Liberty Lake to better fit with their long range planning for the entrance to the City.

Project Status & Timeline

- **Where is the project at in development?** This project is part of the corridor environmental impact statement that was done from Four Lakes to the Idaho State Line in the late 80's. We have conceptual designs that will be refined through value engineering during the development of the interchange justification report (IJR). We have some design funds, but need funds to complete the design as well as right of way & construction funds
- **What is the timeline for this project from start to completion?** Estimate 24 months to get on Ad and another 24 months for construction.

#6 -- US 195 MP 91.17- Hatch Road Interchange and US 195 alignment shift

Project Description

- **What is it?** This project constructs a new Hatch Road Interchange and the necessary US 195 alignment shift to implement full access control at this location.
- **Where is it located?** US 195 MP 91.17
- **What is the intended outcome & benefit?** This project maintains the free flow characteristics of this high priority freight corridor by completing the Hatch Road interchange as well as some local streets and alignment changes on US195. This project will benefit safety and mobility on the corridor by removing conflicting at grade movements.

Project Status & Timeline

- **Where is the project at in development?** Corridor design concepts and right of way plans are complete. We are waiting for design and right of way funds to make shovel ready.
- **What is the timeline for this project from start to completion?**
Estimate 24 months to get on Ad and another 24 months for construction.

#7 -- US 195 MP 93.83- Cheney-Spokane finish

Diamond interchange. This project completes the remaining west half of the Diamond interchange funded from the Section 164 grant which is currently shown as funded in the Department's agency request budget to the Governor.

Project Description

- **What is it?** This project completes the remaining west half of the Diamond interchange. The east half was funded from a Section 164 grant.
- **Where is it located?** US 195 MP 93.83
- **What is the intended outcome & benefit?** This project completes the Diamond Interchange that was started with the Section 164 grant funds. Safety and mobility within the US 195 corridor will be enhanced with the completion of the removal of the at grade intersection.

Project Status & Timeline

- **Where is the project at in development?** The project is substantially designed as the East half is headed to construction. We need funding to complete the design and to purchase remaining right of way
- **What is the timeline for this project from start to completion?**
Project will require completion of Right of way purchases and completion of set of contract plans before the Construction phase can begin, estimate 18 months.

Additional Comments

This is a high priority corridor within the Spokane metropolitan area. Improvements are necessary to preserve the free flowing character of this freight facility.

#8 -- Fish Lake Trail Phase III

Project Description

- **What is it?** This is a regional trail project, which will construct the final phase. The project includes two new grade separated crossings of BNSF's main rain line. Constructing 2.5 miles of trail between Scribner Road and Fish Lake Trail will complete the 10.5 mile trail system between Spokane and Fish Lake.

- **Where is it located?** The final phase of the trail starts at Scribner Road and runs south to Fish Lake. Scribner Road is approximately 2.5 miles north of Fish Lake.

- **What is the intended outcome & benefit?**

In 1991 the City of Spokane acquired approximately 10.5 linear miles of railroad corridor right-of-way from Government Way in west Spokane to Fish Lake, a Spokane County park south of Spokane. An initial phase (Phase I) of construction was completed in 1997 when the City paved approximately 3.5 miles of the trail from Scribner Road to the north. Phase II was completed in 2009 which constructed 4.4 miles between Government Way and the section completed in 1997. The intended outcome of this project is to complete the last remaining 2.5 miles of trail (including the two new pedestrian bridges).

Completing the trail will create a continuous non-motorized trail system between Spokane and Cheney. Fish Lake Trail connects to the existing Columbia Plateau Trail at Fish Lake. The Plateau Trail provides connection to Cheney (Wa), Pasco (Wa) and crosses the John Wayne Trail, which is a cross-state trail connecting to the Puget Sound area.

Project Status & Timeline

- **Where is the project at in development?** The project has environmental approval and is funded for design. The funds being requested will help construct the project.
- **What is the timeline for this project from start to completion?** Design is 20% complete for phase III. While no right-of-way is needed, the City will need overhead easements and rights to enter during construction from BNSF to cross their right-of-way. The City has been working with BNSF to obtain their approval of the project and will be working on the needed easements in the coming months. Design is scheduled to be completed by June of 2011.

#9 -- US 195 - Meadowlane Interchange. This project constructs a new Meadowlane half Diamond Interchange

Project Description

- **What is it?** This project constructs a new Meadowlane half Diamond Interchange.
- **Where is it located?** US 195 MP 92.28
- **What is the intended outcome & benefit?** This project completes a half diamond interchange at Meadowlane. This project will benefit safety and mobility on the corridor by removing conflicting at grade movements as developed in the US 195; Hatch road to I-90 corridor plan.

Project Status & Timeline

- **Where is the project at in development?** Design concept is complete and we are waiting for design and right of way funds to make the project shovel ready.
- **What is the timeline for this project from start to completion?**
Estimate 18-24 months to get on Ad and another 18-24 months for construction.

#10 -- SR 902 - Interchange Improvements

Project Description

- **What is it?** Modify the interchange by eliminating the double intersection on the north side of the Interchange. This would be accomplished by introducing a loop ramp westbound off, moving White Road, and combining all of the interesection/ramp movements into one signalized intersection.
- **Where is it located?** I90 MP 272.81
- **What is the intended outcome & benefit?** This project eliminates truck turning conflicts created from recent development, this project may also allows for capacity needed to site a new jail and a possible STA facility, more study is needed to confirm this.

Project Status & Timeline

- **Where is the project at in development?** This project has a scope identified, and is waiting for design and right of way funds.
- **What is the timeline for this project from start to completion?**
Estimate 18-24 months to get on Ad and another 18-24 months for construction.

Additional Comments

This project benefits and is supported by Spokane County due to the siting of the new Jail, as well as STA due to the addition of planned transit facilities.

#11 -- Central City Line Project

Project Description

- **What is it?** The purpose of the project is to design and construct a high performance transit service that serves local circulation within the central city of Spokane.
- **Where is it located?** Exact alignment under development but will serve central city districts such as Browne's Addition, Central Business District, Medical District, Kendall Yards, North Bank and University District.
- **What is the intended outcome & benefit?** Increase transit ridership and convenience, stimulate new development; maximize regional resources and transit mobility; support local and regional land use goals, objectives and plans; is

environmentally sensitive; and garners broad public support within the greater central city area.

Project Status & Timeline

- **Where is the project at in development?** Alternatives Analysis (planning)
- **What is the timeline for this project from start to completion?**
“locally preferred alternative” decision is expected Q1 2011; Small Starts Application to FTA in Q3 2011; Environmental, Design and Engineering 2012-2014; Construction completed 2015

Additional Comments

Project contingent upon increased capital and operating resources. No state funding request in 2011-13 biennium anticipated at this time.

#12 – Spokane Valley – Millwood Trail Project

Project Description

- **What is it?** Construction of a 6.5-mile multi-use pathway on old railroad right-of-way.
- **Where is it located?** From Spokane Community College (City of Spokane) to the Spokane Valley Mall (City of Spokane Valley), and passing through the City of Millwood. Much of the route parallels the Union Pacific tracks. It will connect two elementary schools, a high school, several junior colleges, an STA park-n-ride, and several parks. The route also runs through several built-out residential neighborhoods, two industrial districts, and downtown Millwood.
- **What is the intended outcome & benefit?** To enhance non-motorized transportation in the north part of Spokane Valley and between some of the highest traffic generators. It is expected to be used primarily by commuters.

Project Status & Timeline

- **Where is the project at in development?** The planning and design have been funded. Planning work will begin in early 2011.
- **What is the timeline for this project from start to completion?**
2009-2011: initiate planning and design
2011-2013: finalize design, right-of-way acquisition (if needed), begin construction

#13 -- Spokane South Valley Corridor High Performance Transit Project

Project Description

- **What is it?** High performance transit investment that may include bus rapid transit utilizing advanced electric trolley bus infrastructure.
- **Where is it located?** Generally an east-west alignment between City of Spokane and Liberty Lake via City of Spokane Valley and generally following parallel Sprague and Appleway avenues.
- **What is the intended outcome & benefit?** Improved mobility, connectivity and increased service frequency and quality of service.

Project Status & Timeline

- **Where is the project at in development?** Planning concept. Previous studies indicated preference for diesel-powered light rail.
- **What is the timeline for this project from start to completion?**
Timeline is yet to be determined.

Additional Comments

No appropriation is requested at this time. The project is part of the proposed High Performance Transit network for the Spokane region.

#14 – SR 904 Cheney to Four Lakes Transportation Improvement

Project Description

- **What is it?**
 - To accommodate existing and projected growth, enhance safety and preserve capacity, the project provides a five lane undivided alignment (\$22.3 million) the entire length of the corridor by:
 - • Constructing two additional lanes for through traffic
 - • Constructing one additional lane through the center for a two way left turn lane
 - • Implementing partial access control along segment
- **Where is it located?**
 - The Route Development Plan, completed in 2003, addresses a segment of SR 904 located in Spokane County. The project begins at MP 12.56 (Betz Road vicinity) and extends just over four miles north of the City of Cheney to MP 16.81 (Four Lakes).
- **What is the intended outcome & benefit?**
 - The segment of SR 904 is a major commuter link between metropolitan Spokane and the City of Cheney, providing access to residential development along the route. This portion of SR 904 also serves as the primary route between Spokane and Eastern Washington University. With hourly STA service to EWU for students, Cheney School District buses morning and afternoon and the personal car commuting of EWU students this route is one of the highest multi-passenger routes in the

State. Head-on collisions and rear-ender collisions due to turning have been decreased since the addition of centerline rumble strips but the highway continues to be a major hazard. With the increased use by grain-hauling trucks to the flour mill in Cheney and the new industrial users in the Cheney Business Park the mix of auto, semi trucks and busses have seriously congested this highway. Present traffic count is at 19,000 ADTs.

Project Status & Timeline

- **Where is the project at in development?**
 - SR 904 from Cheney to Four Lakes was the subject of a WSDOT Route Development Plan that was completed in 2003. No additional engineering design has been completed. Nearly all of the right-of-way is in place.
- **What is the timeline for this project from start to completion?**
 - Engineering can be completed in 6 months with construction taking 1 year.

Additional Comments

Letters of support and advocacy is forthcoming from Eastern Washington University, Cheney School District, Allpak Container, LTD, Haakon Industries, ADM Milling and the Cheney City Council.

#15 -- STA Transit Plaza Improvements Project

Project Description

- **What is it?** Spokane Transit is seeking to improve the efficiency of circulation in and around the Plaza facility and to convert Wall Street from a one-way street to two-way from Riverside Avenue to Third Avenue. In addition, the sidewalk along Sprague Avenue adjacent to the Peyton Building will be widened to reduce pedestrian traffic congestion along that stretch of the sidewalk. Converting Wall Street to two-way will require revision to the traffic signals at the affected intersections, re-striping Wall Street, and relocating parking meters on the west side of Wall Street.
- **Where is it located?** Downtown Spokane between Sprague and Riverside avenues, Wall and Post streets plus Wall Street from Riverside to 3rd Avenue.
- **What is the intended outcome & benefit?** The primary intent of the interior work is to relocate all of the direct transit activities to the main floor of the building, thus relieving customers/patrons from having to access the second floor for Customer Services. The exterior portion of the project will create bus zones allowing buses to operate more efficiently in general, and specifically along Wall Street, by allowing travel for both north and southbound buses. Reduction of pedestrian congestion is also anticipated.

Project Status & Timeline

- **Where is the project at in development?** Design of exterior improvements and coordination with City of Spokane.
- **What is the timeline for this project from start to completion?** Design of exterior improvements complete Spring 2011; exterior construction complete Fall 2011; interior improvements construction to be determined

Additional Comments

No financial assistance is requested of Washington State at this time.

#16 -- West Plains Transit Center Project

Project Description

- **What is it?** The purpose of the project is to design and construct a 200-300 car park facility located on the north side of I-90 at the West Plains Interchange (Exit 272 - see Attachment A). The project includes: up to four bus bays, driver restroom, lighting, shelters and bicycle parking. Construction of the park and ride will improve pedestrian access and safety, allow public transit to operate more effectively to Medical Lake, connect Cheney, Medical Lake, Airway Heights, and Spokane, provide public transportation options for regional high school students, provide coordination with the proposed regional jail, and tie into a proposed WSDOT project intending to make improvements at the interchange.
- **Where is it located?** Adjacent to I-90 Exit 272 west of City of Spokane
- **What is the intended outcome & benefit?** Improve service efficiency, improve regional connections to West Plains area of Spokane County, reduce vehicle miles traveled.

Project Status & Timeline

- **Where is the project at in development?** Planning.
- **What is the timeline for this project from start to completion?** Complete preliminary design 2011. Complete environmental review and 30% design Summer 2012. Submit Regional Mobility Grant Fall 2012. Construction completed 2015 contingent upon successful grant application(s).

#17 -- Smart Bus Implementation Project

Project Description

- **What is it?** Spokane Transit is seeking \$6 million to install and implement Smart Bus technology on 156 fixed-route buses and supervisor vehicles including the necessary infrastructure to support the project (see Attachment A for Service Area). Smart Bus

provides for an on-board electronics and data system that monitors and reports on the operational and maintenance status of the bus, including security and safety incidents, as well as its current location and schedule adherence. The project will provide improved customer service with access to real time information through the internet, telephones, personal digital assistants (PDA's), variable message signs and information kiosks to allow riders to make more dynamic travel decisions.

- **Where is it located?** ITS components will be installed on each fixed route bus in the Spokane Transit system and in STA facilities.
- **What is the intended outcome & benefit?** The Smart Bus project will increase ridership and safety which in turn will lead to numerous benefits to the region. Increased ridership assists the region with a reduction in carbon monoxide pollutants (improved air quality), increased access to potential employees, and reduced traffic congestion. Cameras and real-time information on the buses will improve safety by assisting drivers and dispatchers to quickly react to incidents occurring throughout the transportation system. It will also allow STA staff to better coordinate with police and fire departments.

Project Status & Timeline

- **Where is the project at in development?** Installation of onboard cameras will begin this fall (contract has been awarded).
- **What is the timeline for this project from start to completion?** Design of the architecture for automatic vehicle location and computer aided dispatch will begin in 2011. Vendor selection and negotiations in 2012. System engineering in 2012-2013. System procurement and installation in 2013-2014. System acceptance and testing 2015.

Additional Comments

Up to \$1 million will be requested in the 2011 Legislative Session in order to fund the stop annunciators for improved ADA accessibility.

#18 -- Centennial Trail to Fish Lake Trail, Connecting Trail Study

Project Description

- **What is it?** This is a “study only” to analyze the potential of creating a trail connection between two regional trail systems; the Centennial and Fish Lake Trails.
- **Where is it located?** The missing link is located from the south end of the Sandifur Bridge to the Fish Lake Trail Head.
- **What is the intended outcome & benefit?** Two proposed trail alignments need more study to confirm if one or both are viable options to pursue. One alignment would follow existing State owned land towards Latah

Creek from the trail head at Government Way. The proposed alignment would then go under the Sunset Hwy Bridge and into High Bridge Park and utilize the Marne Bridge to access the Centennial Trail at the south end of the Sandifur Bridge. The other proposed trail alignment would follow existing roadways to the Marne Bridge and access the Centennial Trail at the south end of Sandifur Bridge. The future benefit will be to have a direct connection from one regional trail system to the other.

Project Status & Timeline

- **Where is the project at in development?** We are at the very beginning of this process in that a Study is needed to determine an appropriate connection that meets the needs from both the user and financial perspective.
- **What is the timeline for this project from start to completion?** This study would take 12 to 16 months to complete.

#19 Northwest Connector Study

Project Description

- **What is it?** This project is a route development and feasibility study for a new connector route to provide an efficient transportation facility to connect the areas of north Spokane County, City of Spokane and southeast Stevens County to West Spokane, Spokane International Airport, Fairchild Air Force Base, Interstate 90 and US Route 2.
- **Where is it located?** This proposed facility lies northwest of the City of Spokane in Spokane County.
- **What is the intended outcome & benefit?** This project will provide an efficient transportation facility for the commuters of the region and alleviate the congestion that currently exists on the City of Spokane arterials and the segment of Interstate 90 traversing through the downtown core area.

Project Status & Timeline

- **Where is the project at in development?** This project is in the public information and review phase, the important first stage of development. It has been discussed as a desirable companion project with the US 2 Route Development Plan.
- **What is the timeline for this project from start to completion?** This project is in the planning stage and the schedule for completion will be subject to the outcome of the study and available finances.

Additional Comments

Funding Request:

2011 – 2013 \$875K



1300 Franklin Street, Floor 4
P.O. Box 1366
Vancouver, WA 98666-1366

360-397-6067
360-397-6132 fax
<http://www.rtc.wa.gov>

Member Jurisdictions

Clark County
Skamania County
Klickitat County
City of Vancouver
City of Camas
City of Washougal
City of Battle Ground
City of Ridgefield
City of La Center
Town of Yacolt
City of Stevenson
City of North Bonneville
City of White Salmon
City of Bingen
City of Goldendale
C-TRAN
Washington DOT
Port of Vancouver
Port of Camas-Washougal
Port of Ridgefield
Port of Skamania County
Port of Klickitat
Metro
Oregon DOT
15th Legislative District
17th Legislative District
18th Legislative District
49th Legislative District

November 3, 2010

Reema Griffith, Executive Director
Washington State Transportation Commission
PO Box 47308
Olympia, Washington 98504-7308

Dear Ms. Griffith:

We are pleased to submit Southwest Washington Regional Transportation Council's recommendation for the Washington State 2010 Supplemental Transportation Budget Proviso for Clark, Skamania, and Klickitat Counties. The proposed recommendation is a product of the regional transportation planning process. A copy of the RTC resolution approving the recommendation and project information, along with the spreadsheet of Top 20 Projects are attached.

The project list being recommend to the Washington State Transportation Commission along with the \$75 million annual estimated need for preservation and maintenance provides a picture of the need to have a significant share of any new statewide transportation revenue package come to local governments. While the attached list of projects is focused on regional projects, there is considerable need beyond this list of projects for local scale capital projects on city and county arterial roadways. There is also a need to fund a statewide program for bike and trail projects, as well as an annual direct allocation to local governments for a preservation and maintenance program

The attached project priority recommendation is not intended to represent a final or complete list of transportation project priorities for our region. The proposed list of projects priorities should be viewed as a range of priority needs, given the budget proviso, that are of a high priority to our region.

If you need additional information, please call me at (360) 397-6067 x5208.

Sincerely,

Transportation Director

Attachments

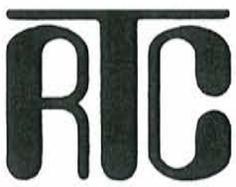
Southwest Washington Regional Transportation Council (RTC)
Washington State 2010 Supplemental Transportation Budget Proviso: Top 20 Priority Projects

October 2010

Project Number	Project Name, Jurisdiction & Category <i>(i.e.: road or multi-modal)</i>	State Route	Begin MP	End MP	Project Type - Indicate Applicable Number(s)	Total Project Cost* (Adjusted to Year of Expenditure)	Project Cost Breakdown By Biennia - YOY	Is This Project Consistent with an Approved RTP?	Policy Goals Project Addresses	Level of Development	Comments
Preservation and Maintenance											
	Annual Preservation and Maintenance Cost for Clark, Skamania, and Klickitat Counties				1 - Preservation 2 - Maintenance	\$75,000	11/13 : \$150,000 13/15 : \$150,000 15/17 : \$150,000	Yes	1 - Economic Vitality 2 - Preservation 3 - Safety 6 - Stewardship		
Regional Arterials											
RA-1354	18th Street Corridor, Four Seasons to 162nd Av.- Add lanes, City of Vancouver, Road Project				3 - Safety 4 - Reconstruction 5 - New Construction 6 - Adds Capacity	\$34,000	11/13 : \$4,000 13/15 : \$9,000 15/17 : \$21,000	Yes	1 - Economic Vitality 3 - Safety 4 - Mobility 6 - Stewardship	Environmental Completed	Provide a direct link to future I-205 interchange. Interchange construction to begin in 2014.
RA-1352	137th/138th Avenue, 28th St. to Four Plain Blvd.- Add Lanes, City of Vancouver, Road Project				3 - Safety 4 - Reconstruction 5 - New Construction 6 - Adds Capacity	\$19,000	11/13 : \$2,600 13/15 : \$3,800 15/17 : \$12,600	Yes	1 - Economic Vitality 3 - Safety 4 - Mobility 6 - Stewardship	Design beginning 2011	NE 28th St. to 49th St. is schedule for 2012 construction. NE 49th St. to Fourth Plain design will begin in 2011.
RA-1315	Fruit Valley Road Corridor, NW 61st Av. to 78th St.-Widen to Urban Standards, City of Vancouver, Road Project				3 - Safety 4 - Reconstruction 5 - New Construction 6 - Adds Capacity	\$22,000	11/13 : \$3,000 13/15 : \$3,500 15/17 : \$15,500	Yes	1 - Economic Vitality 3 - Safety 4 - Mobility 6 - Stewardship	Planning	Provides freight access between Port of Vancouver and I-5.
RA-0628	Highway 99, S. of RR Bridge to 129th St., Reconstruct Road and Replace RR Bridge, Clark County, Road Project				3 - Safety 4 - Reconstruction 5 - New Construction 6 - Adds Capacity	\$35,000	11/13 : \$5,000 13/15 : \$10,000 15/17 : \$20,000	Yes	1 - Economic Vitality 3 - Safety 4 - Mobility 6 - Stewardship	10% Design	Highway 99 is a regional corridor that parallels I-5, providing an alternate route.
Multimodal Projects											
M-4BRT	Fourth Plain Bus Rapid Transit, Van Mall to Downtown Vancouver-Transit, C-TRAN, Multimodal				5 - New Construction 6 - Adds Capacity 7 - Adds Multi-Modal Facility	\$82,750	11/13 : \$10,000 13/15 : \$22,000 15/17 : \$50,750	Yes	1 - Economic Vitality 3 - Safety 4 - Mobility 6 - Stewardship	Alternative Analysis	Project includes the construction of a high quality high capacity transit service along a 4.9 mile segment of Fourth Plain Boulevard corridor, between Westfield Vancouver Mall and downtown Vancouver.
M-6375	West Vancouver Freight Access Project, Rail and Grade Separation, Port of Vancouver, Multimodal				3 - Safety 4 - Reconstruction 5 - New Construction 6 - Adds Capacity	\$126,690	11/13 : \$3,000 13/15 : \$34,000 15/17 : \$56,000	Yes	1 - Economic Vitality 3 - Safety 4 - Mobility 6 - Stewardship	10%-30% Design	Construction began in 2007. Outstanding elements of the project are between 10-30 percent designed, with discrete elements nearing construction. NEPA process is completed.
State Facilities											
5-2	I-5/SR 500 - Construct Direct Connections, WSDOT, 1 - Road Project	5	2.35	2.50	3 - Safety 5 - New Construction 6 - Adds Capacity	\$140,000	11/13 : \$40,000 13/15 : \$34,000 15/17 : \$66,000	Yes	1 - Economic Vitality 3 - Safety 4 - Mobility 6 - Stewardship	20% Design	This project is a continuation of the I-5/Columbia River Crossing/Vancouver - EIS TPA Project.
5-7	I-5/I-205 - NE 134th St Interchange, Stage II, WSDOT, 1 - Road Project	5	6.80	8.00	3 - Safety 4 - Reconstruction 5 - New Construction 6 - Adds Capacity	\$42,000	11/13 : \$12,000 13/15 : \$10,000 15/17 : \$20,000	Yes	1 - Economic Vitality 3 - Safety 4 - Mobility 6 - Stewardship	5% Design	The project will complete the second phase of the Salmon Creek Interchange Project
14-6	SR 14/I-205 to SE 164th Ave - Add Auxiliary Lanes, WSDOT, 1 - Road Project	14	6.45	8.00	3 - Safety 5 - New Construction 6 - Adds Capacity	\$37,000	11/13 : \$4,000 13/15 : \$10,000 15/17 : \$23,000	Yes	1 - Economic Vitality 3 - Safety 4 - Mobility 6 - Stewardship	Planning	This highway segment is identified bottleneck/chokepoint and is part of the "Moving Washington" program.

Project Number	Project Name, Jurisdiction & Category <i>(i.e.: road or multi-modal)</i>	State Route	Begin MP	End MP	Project Type - Indicate Applicable Number(s)	Total Project Cost* (Adjusted to Year of Expenditure)	Project Cost Breakdown By Biennia - YOE	Is This Project Consistent with an Approved RTP?	Policy Goals Project Addresses	Level of Development	Comments
14-13	SR 14/West Camas Bridge - Rebuild Bridge, WSDOT, 1 - Road Project	14	12.62	12.82	3 - Safety 4 - Reconstruction 6 - Adds Capacity	\$30,000	11/13 : \$5,000 13/15 : \$8,000 15/17 : \$17,000	Yes	1 - Economic Vitality 3 - Safety 4 - Mobility 6 - Stewardship	15% Design	
14-15	SR 14/SE 2nd St to 32nd St - Add Lanes and Construct Interchanges, WSDOT, 1 - Road Project	14	14.99	17.00	3 - Safety 4 - Reconstruction 5 - New Construction 6 - Adds Capacity	\$140,000	11/13 : \$40,000 13/15 : \$34,000 15/17 : \$66,000	Yes	1 - Economic Vitality 3 - Safety 4 - Mobility 6 - Stewardship	Planning	This project is a continuation of the SR 14/Camas Washougal - Add Lanes and Build Interchange TPA project. That TPA project will widen SR 14 to a 4 lane facility just west of this project's limits.
14-23	SR 14/Marble Road to Cape, Phase 2- Realign Curves and Improve Intersection, WSDOT, 1- Road Project	14	22.70	26.38	3 - Safety 4 - Reconstruction 7 - Adds Multi-Modal Facility	\$10,000	11/13 : \$500 13/15 : \$9,000 15/17 : \$500	Yes	1 - Economic Vitality 3 - Safety 4 - Mobility 6 - Stewardship	20-30% Design	This project includes re-alignment of the "big ess" curve and the Belle Center intersection, in Skamania County .
35-01	SR-35 Columbia River Crossing/White Salmon, WA to Hood River, OR- Bridge Replacement, WSDOT-ODOT, 1- Road Project	35			3 - Safety 4 - Reconstruction 7 - Adds Multi-Modal Facility	\$226,000	11/13 : \$25,000 13/15 : \$5,000 15/17 : \$196,000	Yes	1 - Economic Vitality 3 - Safety 4 - Mobility 6 - Stewardship	10%	This project would replace a bridge built in 1924. The existing structure is 4,418 Feet long and has two 9.5-foot wide travel lanes with no shoulder, pedestrian, or bicycle facilities. In Klickitat County .
205-27	I-205/SR 14 to SE Mill Plain Rd - Rebuild Interchange and Construct Braided Ramps, WSDOT, 1 - Road Project	205	26.84	29.00	3 - Safety 4 - Reconstruction 5 - New Construction 6 - Adds Capacity	\$165,000	11/13 : \$46,000 13/15 : \$40,000 15/17 : \$45,000 17/19 : \$34,000	Yes	1 - Economic Vitality 3 - Safety 4 - Mobility 6 - Stewardship	5% Design	This project is within an identified bottleneck location. It is also included in the "Moving Washington" program.
205-29	I-205/NE 18th St to SR 500 - Construct Ramps and Connector Roads, WSDOT, 1 - Road Project	205	29.34	31.65	3 - Safety 5 - New Construction 6 - Adds Capacity	\$70,000	11/13 : \$20,000 13/15 : \$17,000 15/17 : \$33,000	Yes	1 - Economic Vitality 3 - Safety 4 - Mobility 6 - Stewardship	5% Design	This project is included in the "Moving Washington" program. It is also a continuation of the I-205/Mill Plain Interchange to NE 18th St. TPA project.
205-31	I-205/SR 500 to Padden Parkway - Add Lanes, WSDOT, 1 - Road Project	205	31.49	33.00	3 - Safety 5 - New Construction 6 - Adds Capacity	\$116,000	11/13 : \$33,000 13/15 : \$28,000 15/17 : \$55,000	Yes	1 - Economic Vitality 3 - Safety 4 - Mobility 6 - Stewardship	Planning	This project is part of the "Moving Washington" program. I-205 is a major North-South Corridor that complements I-5 in connecting Washington and Oregon.
500-2	SR 500/NE 42nd Ave and NE 54th Ave - Limit Access and Construct Interchange, WSDOT, 1 - Road Project	500	1.80	2.38	3 - Safety 4 - Reconstruction 5 - New Construction 6 - Adds Capacity	\$64,000	11/13 : \$18,000 13/15 : \$16,000 15/17 : \$30,000	Yes	1 - Economic Vitality 3 - Safety 4 - Mobility 6 - Stewardship	Planning	The adjacent segments of SR 500, on each side of this location, function as a limited access highway. By grade separating these two intersections, this corridor will have improved continuity and meet driver expectations. This project is part of the "Moving Washington" program.
500-6	SR 500/SR 503 and NE Fourth Plain Blvd - SR 500 Fly-Over (Intersection Grade Separation), WSDOT, 1 - Road Project	500	5.94	5.98	3 - Safety 4 - Reconstruction 5 - New Construction 6 - Adds Capacity	\$59,000	11/13 : \$17,000 13/15 : \$14,000 15/17 : \$28,000	Yes	1 - Economic Vitality 3 - Safety 4 - Mobility 6 - Stewardship	Planning	This intersection is an identified bottleneck/chokepoint.
503-1	SR 503/Padden Parkway and SR 500 - Construct Interchange, WSDOT, 1 - Road Project	503	0.77	1.00	3 - Safety 4 - Reconstruction 5 - New Construction 6 - Adds Capacity	\$39,000	11/13 : \$8,000 13/15 : \$10,000 15/17 : \$21,000	Yes	1 - Economic Vitality 3 - Safety 4 - Mobility 6 - Stewardship	Planning	This intersection is an identified bottleneck/chokepoint.
503-8	SR 503/SR 502 to NE 244th Street - Add Lanes and Construct Turn Lanes, WSDOT, 1 - Road Project	503	8.11	9.35	3 - Safety 5 - New Construction 6 - Adds Capacity	\$11,000	11/13 : \$3,000 13/15 : \$3,000 15/17 : \$5,000	Yes	1 - Economic Vitality 3 - Safety 4 - Mobility 6 - Stewardship	Planning	This project is the result of combining two separate projects: SR 503/SR 502 - Construct Turn Lanes and SR 503/SR 502 to NE 244th Street - Add Lanes.

*Dollars in thousands
**YOE = Year of Expenditure Dollars assuming a 3% inflation factor



STAFF REPORT/RESOLUTION

TO: Southwest Washington Regional Transportation Council Board of Directors
FROM:  Dean Lookingbill, Transportation Director
DATE: October 26, 2010
SUBJECT: **Washington State 2010 Supplemental Transportation Budget Proviso:
Top 20 Priority Projects, Resolution 11-10-20**

BACKGROUND

The 2010 Supplemental Transportation Budget as approved by the legislature included a budget proviso that stated the following:

“As a part of its development of the statewide transportation plan, the commission shall review prioritized projects, including preservation and maintenance projects, from regional and transportation planning organizations to identify statewide transportation needs”. The review should include a brief description and status of each project along with the funding required and associated timeline from start to completion. The Commission shall submit the review, along with recommendations, to the House of Representatives and senate transportation committees by January 2011.

The Washington State Transportation Commission has implemented the budget proviso via a request that each Regional Transportation Planning Organization (RTPO) across the state develop and submit a list of 20 priority projects along with an overall annual maintenance and preservation cost estimate. In carrying out this charge, the Transportation Commission provided little policy guidance for how a region was to identify their top 20 priority projects. However, through discussions with both commission staff and legislative staff it was understood that the 2010 budget proviso was intended to provide the legislature with input on regional and local transportation project needs as they begin to prepare for a possible new state transportation package. In addition, the projects identified can be both local and state projects but should fit within a 10-year project implementation window. The attached list of priority projects covers the three county RTPO region of Clark, Skamania, and Klickitat counties.

The purpose of this resolution is to provide an overview of the process used to select the priority projects and to request the RTC Board action on the RTPO recommendations for the Washington State 2010 Supplemental Transportation Budget Proviso Top 20 Priority Project list for Clark, Skamania, and Klickitat Counties.

TOP 20 PROJECT SELECTION PROCESS

The attached project priority recommendation is not intended to represent a final or complete list of transportation project priorities for our region. It is intended to only address the 2010 Transportation Budget proviso as requested by the Washington State Transportation Commission. Given that the budget proviso and the Transportation Commission provided little

policy or program guidance, the proposed list must be viewed as example of the range of project needs that are of a high priority to our region.

In order to help set the context for this exercise, it is important to remember that both the Nickel and Partnership transportation revenue packages provided almost exclusive funding for transportation projects on the State-owned transportation system. The project list being recommended to the RTC Board along with the estimated need for maintenance and preservation begins to provide a picture to the legislature of the need to have a significant share of a new statewide transportation revenue package come to local governments. While the attached list of projects is focused on regional projects, there is considerable need beyond this list of projects for local scale capital projects on the scale of city and county arterial roadways. There is also a need to fund a statewide program for bike and trail projects, as well as the annual direct allocation to local governments for a preservation and maintenance program.

Since July, RTC staff has been working with RTAC member agencies and the Skamania and Klickitat County Transportation Policy Committees to develop the list of top 20 project priorities per the State Transportation Commission request. The progression of this four-month process is described below.

- At the July meeting, RTC staff introduced the Washington State Transportation Commission request and proposed a process that provided a framework for developing project priorities.
- At the August meeting, RTC staff coordinated an initial list of potential projects that had been submitted by RTC partner agencies. A decision-making framework for reaching a recommended list of priority projects was also established at the meeting.
- At the September RTAC meeting, RTC staff presented a preliminary evaluation of all projects submitted that was based on a set of criteria, including existing and future conditions, constructability, and ability to meet state goals.
- Between September and October, member agencies selected their priority projects based on the project evaluation and knowledge of regional needs. On October 8, 2010, an RTAC subcommittee met and agreed upon a draft list of the top 20 priority projects, based on the collective evaluation.
- The process to develop the top 20 priority project recommendations was completed via the action taken by RTAC at their October 15, 2010 meeting and Skamania and Klickitat Transportation Policy Committees at their October 6, 2010, meetings. These committees have made the recommendations as listed below.

TOP 20 PROJECT RECOMMENDATIONS

Attached is the proposed recommendation for the Washington State 2010 Supplemental Transportation Budget Proviso Top 20 Priority Project list for Clark, Skamania, and Klickitat Counties which total to \$1,468,440,000. In addition to the list of projects, the table identifies an annual cost estimate for preservation and maintenance program across the three-county region at \$75 million per year. As the legislature begins to consider a new transportation revenue package, it is also important for them to understand the need for the package to include a direct local government allocation not only for preservation and maintenance, but as well as a

programmatic revenue level for local arterial system capital projects and for regional bike/pedestrian trails.

As identified on the attached table, the regional target for preservation and maintenance of the transportation system totals to \$75 million per year for the three county region. It is recognized that a portion of the need can be covered from existing revenue. However, much of this need will be deferred to future years, without a revenue increase. This revenue increase should be provided to local governments via a direct distribution formula. The remaining parts of the table list the project recommendations per regional arterials, multimodal projects, and state highways. There is no rank order assumed in the project listing.

POLICY IMPLICATION

Action on this resolution will select 20 priority projects from Clark, Skamania, and Klickitat Counties to forward to the Washington State Transportation Commission along with other recommendations, in response to the Washington State 2010 Supplemental Transportation Budget Proviso. The proposed list should be viewed as the set or range of project needs, given the budget proviso and Commission request that are of a high priority to our region. The projects included in this resolution are consistent with the Metropolitan and Regional Transportation Plans.

BUDGET IMPLICATION

This resolution has no direct budget implication and only represents an example of project needs from our region. However, the recommendation included in this resolution do have the potential to influence a statewide funding package, which could bring additional revenue and assist the region in implementing the transportation needs identified in regional plans.

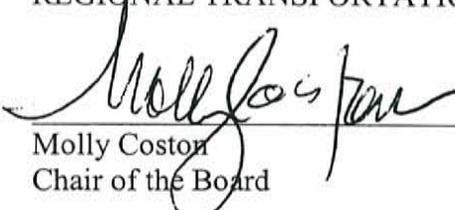
ACTION REQUESTED

Adoption of Resolution 11-10-20, "Washington State 2010 Supplemental Transportation Budget Proviso: Top 20 Priority Projects".

ADOPTED this 2nd day of November 2010,

by the Southwest Washington Regional Transportation Council.

SOUTHWEST WASHINGTON
REGIONAL TRANSPORTATION COUNCIL


Molly Coston
Chair of the Board

ATTEST:


Dean Lookingbill
Transportation Director



**Proposed Top 20 Priority Projects
For
Washington State 2010 Supplemental Transportation
Budget Proviso**

**Submitted To
Washington State Transportation Commission**

**Submitted By
Southwest Washington Regional Transportation Council
(RTC)
(RTPO for Clark, Skamania, and Klickitat Counties)**

October 2010

**Southwest Washington Regional Transportation Council (RTC)
Washington State 2010 Supplemental Transportation Budget Proviso: Top 20 Priority Projects**

October 2010

Project Number	Project Name, Jurisdiction & Category <i>(i.e.: road or multi-modal)</i>	State Route	Begin MP	End MP	Project Type - Indicate Applicable Number(s)	Total Project Cost* (Adjusted to Year of Expenditure)	Project Cost Breakdown By Biennia - YOY	Is This Project Consistent with an Approved RTP?	Policy Goals Project Addresses	Level of Development	Comments
Preservation and Maintenance											
	Annual Preservation and Maintenance Cost for Clark, Skamania, and Klickitat Counties				1 - Preservation 2 - Maintenance	\$75,000	11/13 : \$150,000 13/15 : \$150,000 15/17 : \$150,000	Yes	1 - Economic Vitality 2 - Preservation 3 - Safety 6 - Stewardship		
Regional Arterials											
RA-1354	18th Street Corridor, Four Seasons to 162nd Av.- Add lanes, City of Vancouver, Road Project				3 - Safety 4 - Reconstruction 5 - New Construction 6 - Adds Capacity	\$34,000	11/13 : \$4,000 13/15 : \$9,000 15/17 : \$21,000	Yes	1 - Economic Vitality 3 - Safety 4 - Mobility 6 - Stewardship	Environmental Completed	Provide a direct link to future I-205 interchange. Interchange construction to begin in 2014.
RA-1352	137th/138th Avenue, 28th St. to Four Plain Blvd.- Add Lanes, City of Vancouver, Road Project				3 - Safety 4 - Reconstruction 5 - New Construction 6 - Adds Capacity	\$19,000	11/13 : \$2,600 13/15 : \$3,800 15/17 : \$12,600	Yes	1 - Economic Vitality 3 - Safety 4 - Mobility 6 - Stewardship	Design beginning 2011	NE 28th St. to 49th St. is schedule for 2012 construction. NE 49th St. to Fourth Plain design will begin in 2011.
RA-1315	Fruit Valley Road Corridor, NW 61st Av. to 78th St.- Widen to Urban Standards, City of Vancouver, Road Project				3 - Safety 4 - Reconstruction 5 - New Construction 6 - Adds Capacity	\$22,000	11/13 : \$3,000 13/15 : \$3,500 15/17 : \$15,500	Yes	1 - Economic Vitality 3 - Safety 4 - Mobility 6 - Stewardship	Planning	Provides freight access between Port of Vancouver and I-5.
RA-0628	Highway 99, S. of RR Bridge to 129th St., Reconstruct Road and Replace RR Bridge, Clark County, Road Project				3 - Safety 4 - Reconstruction 5 - New Construction 6 - Adds Capacity	\$35,000	11/13 : \$5,000 13/15 : \$10,000 15/17 : \$20,000	Yes	1 - Economic Vitality 3 - Safety 4 - Mobility 6 - Stewardship	10% Design	Highway 99 is a regional corridor that parallels I-5, providing an alternate route.
Multimodal Projects											
M-48RT	Fourth Plain Bus Rapid Transit, Van Mall to Downtown Vancouver-Transit, C-TRAN, Multimodal				5 - New Construction 6 - Adds Capacity 7 - Adds Multi-Modal Facility	\$82,750	11/13 : \$10,000 13/15 : \$22,000 15/17 : \$50,750	Yes	1 - Economic Vitality 3 - Safety 4 - Mobility 6 - Stewardship	Alternative Analysis	Project includes the construction of a high quality high capacity transit service along a 4.9 mile segment of Fourth Plain Boulevard corridor, between Westfield Vancouver Mall and downtown Vancouver.
M-6375	West Vancouver Freight Access Project, Rail and Grade Separation, Port of Vancouver, Multimodal				3 - Safety 4 - Reconstruction 5 - New Construction 6 - Adds Capacity	\$126,690	11/13 : \$3,000 13/15 : \$34,000 15/17 : \$56,000	Yes	1 - Economic Vitality 3 - Safety 4 - Mobility 6 - Stewardship	10%-30% Design	Construction began in 2007. Outstanding elements of the project are between 10-30 percent designed, with discrete elements nearing construction. NEPA process is completed.
State Facilities											
5-2	I-5/SR 500 - Construct Direct Connections, WSDOT, 1 - Road Project	5	2.35	2.50	3 - Safety 5 - New Construction 6 - Adds Capacity	\$140,000	11/13 : \$40,000 13/15 : \$34,000 15/17 : \$66,000	Yes	1 - Economic Vitality 3 - Safety 4 - Mobility 6 - Stewardship	20% Design	This project is a continuation of the I-5/Columbia River Crossing/Vancouver - EIS TPA Project.
5-7	I-5/I-205 - NE 134th St Interchange, Stage II, WSDOT, 1 - Road Project	5	6.80	8.00	3 - Safety 4 - Reconstruction 5 - New Construction 6 - Adds Capacity	\$42,000	11/13 : \$12,000 13/15 : \$10,000 15/17 : \$20,000	Yes	1 - Economic Vitality 3 - Safety 4 - Mobility 6 - Stewardship	5% Design	The project will complete the second phase of the Salmon Creek Interchange Project
14-6	SR 14/I-205 to SE 164th Ave - Add Auxiliary Lanes, WSDOT, 1 - Road Project	14	6.45	8.00	3 - Safety 5 - New Construction 6 - Adds Capacity	\$37,000	11/13 : \$4,000 13/15 : \$10,000 15/17 : \$23,000	Yes	1 - Economic Vitality 3 - Safety 4 - Mobility 6 - Stewardship	Planning	This highway segment is identified bottleneck/chokepoint and is part of the "Moving Washington" program.

Project Number	Project Name, Jurisdiction & Category (i.e.: road or multi-modal)	State Route	Begin MP	End MP	Project Type - Indicate Applicable Number(s)	Total Project Cost* (Adjusted to Year of Expenditure)	Project Cost Breakdown By Biennia - YOE	Is This Project Consistent with an Approved RTP?	Policy Goals Project Addresses	Level of Development	Comments
14-13	SR 14/West Camas Bridge - Rebuild Bridge, WSDOT, 1 - Road Project	14	12.62	12.82	3 - Safety 4 - Reconstruction 6 - Adds Capacity	\$30,000	11/13 : \$5,000 13/15 : \$8,000 15/17 : \$17,000	Yes	1 - Economic Vitality 3 - Safety 4 - Mobility 6 - Stewardship	15% Design	
14-15	SR 14/SE 2nd St to 32nd St - Add Lanes and Construct Interchanges, WSDOT, 1 - Road Project	14	14.99	17.00	3 - Safety 4 - Reconstruction 5 - New Construction 6 - Adds Capacity	\$140,000	11/13 : \$40,000 13/15 : \$34,000 15/17 : \$66,000	Yes	1 - Economic Vitality 3 - Safety 4 - Mobility 6 - Stewardship	Planning	This project is a continuation of the SR 14/Camas Washougal - Add Lanes and Build Interchange TPA project. That TPA project will widen SR 14 to a 4 lane facility just west of this project's limits.
14-23	SR 14/Marble Road to Cape, Phase 2 - Realign Curves and Improve Intersection, WSDOT, 1 - Road Project	14	22.70	26.38	3 - Safety 4 - Reconstruction 7 - Adds Multi-Modal Facility	\$10,000	11/13 : \$500 13/15 : \$9,000 15/17 : \$500	Yes	1 - Economic Vitality 3 - Safety 4 - Mobility 6 - Stewardship	20-30% Design	This project includes re-alignment of the "big ess" curve and the Belle Center intersection, in Skamania County.
35-01	SR-35 Columbia River Crossing/White Salmon, WA to Hood River, OR - Bridge Replacement, WSDOT-ODOT, 1 - Road Project	35			3 - Safety 4 - Reconstruction 7 - Adds Multi-Modal Facility	\$226,000	11/13 : \$25,000 13/15 : \$5,000 15/17 : \$196,000	Yes	1 - Economic Vitality 3 - Safety 4 - Mobility 6 - Stewardship	10%	This project would replace a bridge built in 1924. The existing structure is 4,418 Feet long and has two 9.5-foot wide travel lanes with no shoulder, pedestrian, or bicycle facilities. in Millickat County.
205-27	I-205/SR 14 to SE Mill Plain Rd - Rebuild Interchange and Construct Braided Ramps, WSDOT, 1 - Road Project	205	26.84	29.00	3 - Safety 4 - Reconstruction 5 - New Construction 6 - Adds Capacity	\$165,000	11/13 : \$46,000 13/15 : \$40,000 15/17 : \$45,000 17/19 : \$34,000	Yes	1 - Economic Vitality 3 - Safety 4 - Mobility 6 - Stewardship	5% Design	This project is within an identified bottleneck location. It is also included in the "Moving Washington" program.
205-29	I-205/NE 18th St to SR 500 - Construct Ramps and Connector Roads, WSDOT, 1 - Road Project	205	29.34	31.65	3 - Safety 5 - New Construction 6 - Adds Capacity	\$70,000	11/13 : \$20,000 13/15 : \$17,000 15/17 : \$33,000	Yes	1 - Economic Vitality 3 - Safety 4 - Mobility 6 - Stewardship	5% Design	This project is included in the "Moving Washington" program. It is also a continuation of the I-205/Mill Plain Interchange to NE 18th St. TPA project.
205-31	I-205/SR 500 to Padden Parkway - Add Lanes, WSDOT, 1 - Road Project	205	31.49	33.00	3 - Safety 5 - New Construction 6 - Adds Capacity	\$116,000	11/13 : \$33,000 13/15 : \$28,000 15/17 : \$55,000	Yes	1 - Economic Vitality 3 - Safety 4 - Mobility 6 - Stewardship	Planning	This project is part of the "Moving Washington" program. I-205 is a major North-South Corridor that complements I-5 in connecting Washington and Oregon.
500-2	SR 500/NE 42nd Ave and NE 54th Ave - Limit Access and Construct Interchange, WSDOT, 1 - Road Project	500	1.80	2.38	3 - Safety 4 - Reconstruction 5 - New Construction 6 - Adds Capacity	\$64,000	11/13 : \$18,000 13/15 : \$16,000 15/17 : \$30,000	Yes	1 - Economic Vitality 3 - Safety 4 - Mobility 6 - Stewardship	Planning	The adjacent segments of SR 500, on each side of this location, function as a limited access highway. By grade separating these two intersections, this corridor will have improved continuity and meet driver expectations. This project is part of the "Moving Washington" program.
500-6	SR 500/SR 503 and NE Fourth Plain Blvd - SR 500 Fly-Over (Intersection Grade Separation), WSDOT, 1 - Road Project	500	5.94	5.98	3 - Safety 4 - Reconstruction 5 - New Construction 6 - Adds Capacity	\$59,000	11/13 : \$17,000 13/15 : \$14,000 15/17 : \$28,000	Yes	1 - Economic Vitality 3 - Safety 4 - Mobility 6 - Stewardship	Planning	This intersection is an identified bottleneck/chokepoint.
503-1	SR 503/Padden Parkway and SR 500 - Construct Interchange, WSDOT, 1 - Road Project	503	0.77	1.00	3 - Safety 4 - Reconstruction 5 - New Construction 6 - Adds Capacity	\$39,000	11/13 : \$8,000 13/15 : \$10,000 15/17 : \$21,000	Yes	1 - Economic Vitality 3 - Safety 4 - Mobility 6 - Stewardship	Planning	This intersection is an identified bottleneck/chokepoint.
503-8	SR 503/SR 502 to NE 244th Street - Add Lanes and Construct Turn Lanes, WSDOT, 1 - Road Project	503	8.11	9.35	3 - Safety 5 - New Construction 6 - Adds Capacity	\$11,000	11/13 : \$3,000 13/15 : \$3,000 15/17 : \$5,000	Yes	1 - Economic Vitality 3 - Safety 4 - Mobility 6 - Stewardship	Planning	This project is the result of combining two separate projects: SR 503/SR 502 - Construct Turn Lanes and SR 503/SR 502 to NE 244th Street - Add Lanes.

*Dollars in thousands
**YOE = Year of Expenditure. Dollars assuming a 3% inflation factor

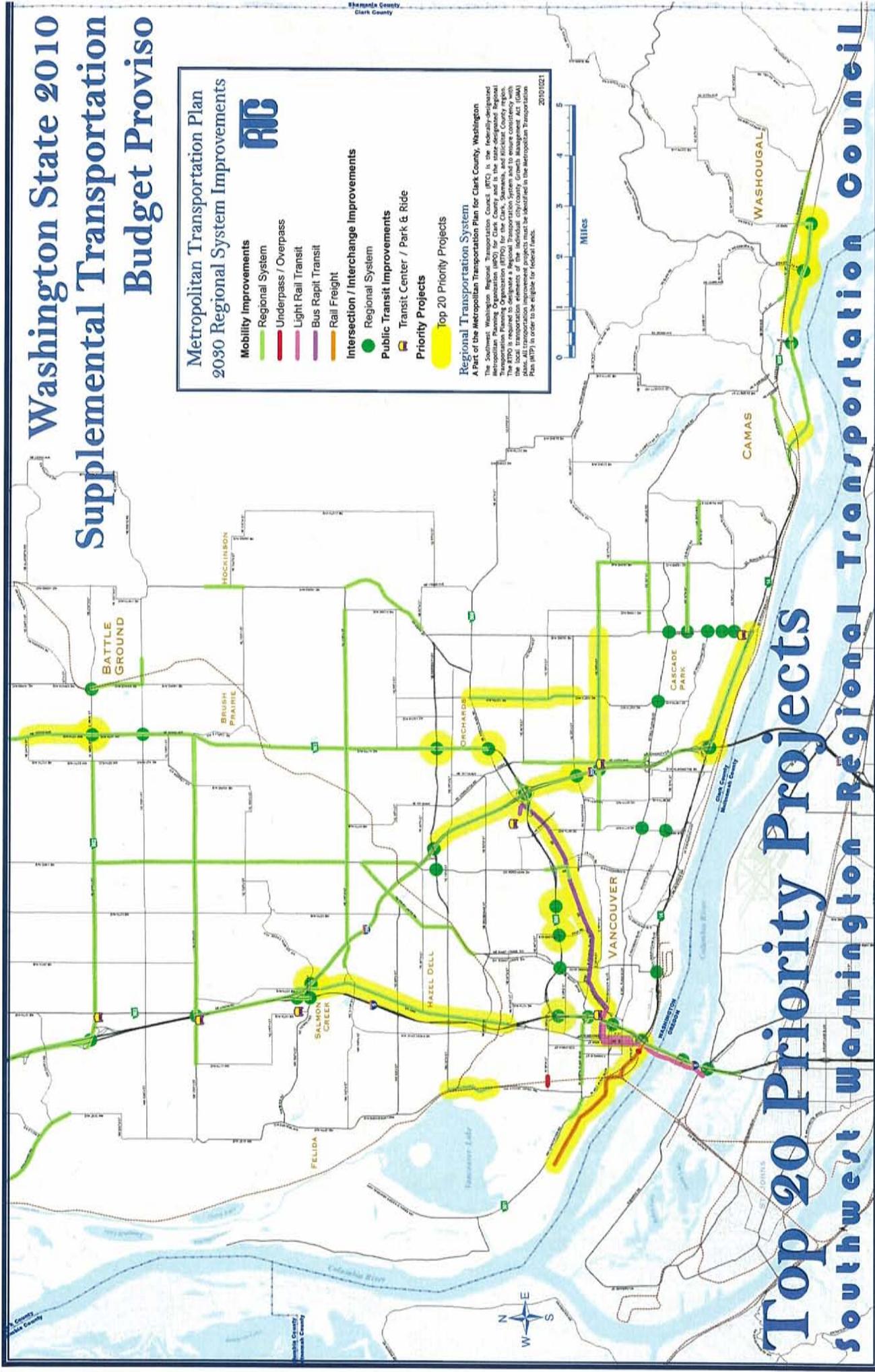
Washington State 2010 Supplemental Transportation Budget Proviso

Metropolitan Transportation Plan 2030 Regional System Improvements

- 
- Mobility Improvements**
 - Regional System
 - Underpass / Overpass
 - Light Rail Transit
 - Bus Rapid Transit
 - Rail Freight
 - Intersection / Interchange Improvements**
 - Regional System
 - Public Transit Improvements**
 - Transit Center / Park & Ride
 - Priority Projects**
 - Top 20 Priority Projects

Regional Transportation System
 A Part of the Metropolitan Transportation Plan for Clark County, Washington
 The Southwest Washington Regional Transportation Council (RTC) is the federally-designated Metropolitan Planning Organization (MPO) for Clark County and is the state-designated Regional Transportation Planning Agency (RTPA) for the region. The RTPA is required to develop a Regional Transportation System and to ensure consistency with the local transportation elements of the individual city/county Growth Management Act (GMA) Plans (MTP) in order to be eligible for federal funds.

2010/02/21



Top 20 Priority Projects

Southwest Washington Regional Transportation Council

**SW Washington Regional Transportation Council (RTC)
Washington State 2010 Supplemental Transportation Budget
Proviso: Top 20 Priority Projects**

**Submittal to Washington State Transportation Commission
NARRATIVE PROJECT INFORMATION
October 2010**

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

18th Street Corridor Urban Upgrade, Four Seasons Ln. to 162nd Av.

Project Number: RA-1354

Total Project Cost: \$34 Million

Project Description

- **What is it?** This is an upgrade of a designated principal arterial roadway from its current condition (degraded rural-type two-lane roadway) to a 4-5 lane principal arterial roadway.
- **Where is it located?** East of Interstate I-205 in the heart of East Vancouver.
- **What is the intended outcome & benefit?** In addition to serving significant levels of urban traffic, 18th Street will soon be connected directly to Interstate I-205 via a new interchange being constructed by the WSDOT. The corridor improvement will serve vehicle traffic, transit, freight, and pedestrians and bicycles. The project will result in increased operational efficiency and safety for all travel modes. Additionally, improvement of the 18th Street corridor will indirectly benefit the highly congested parallel Mill Plain Boulevard corridor that serves a dense mix of urban uses from medium density residential to office and retail land uses.

Project Status & Timeline

- **Where is the project at in development?** The first phase of the project, between Four Seasons Lane and 138th Avenue is has a FONSI and is currently under design, with completion anticipated in 2011.

The second phase between 138th and 162nd Avenues is through the EA FONSI. Design, ROW, and Construction are not scheduled at this time due to lack of funding.

- **What is the timeline for this project from start to completion?** *(Please identify the major phases)* The City has only limited funding for ROW acquisition and construction for Phase I, so the date of completion is not now known. Phase II will not move ahead until funding for Design, ROW, and Construction is identified.

Additional Comments

This project is critically important because of the future direct link to I-205. The state project is funded and will move ahead. Funding for the local portion of the project is not fully identified. If funding is not identified in time, the new interchange may lead to a rural-type two-lane roadway.

**SW Washington Regional Transportation Council (RTC)
Washington State 2010 Supplemental Transportation Budget
Proviso: Top 20 Priority Projects**

**Submittal to Washington State Transportation Commission
NARRATIVE PROJECT INFORMATION
October 2010**

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

137th Avenue Corridor Completion, NE 28th St. to Fourth Plain Blvd.
Project Number: RA-1352
Total Project Cost: \$19 Million

Project Description

- **What is it?** This is an upgrade of a designated minor arterial roadway from its current condition (degraded rural-type two-lane roadway) to a 3-4 lane minor arterial roadway.
- **Where is it located?** East of Interstate I-205 in the heart of East Vancouver.
- **What is the intended outcome & benefit?** 137th Avenue has been improved to urban standard from McGillivray Boulevard at the south end to NE 99th Street on the north, with only two short segments left to complete in the middle of this 5.5 mile long urban corridor. The first unfinished segment (NE 28th Street to NE 49th Street) is designed and funded for construction, with completion anticipated in 2012. The final section, between NE 49th Street and Fourth Plain Boulevard is funded for design but has no funding for ROW or construction. Once completed, this corridor will serve through traffic and local access throughout east Vancouver and into Clark County, serving a wide variety of land uses and a high volumes of traffic.

Project Status & Timeline

- **Where is the project at in development?** Design is funded and will begin in the first quarter of 2011.

- **What is the timeline for this project from start to completion?**
(Please identify the major phases) Design in 2011. ROW and Construction to follow, pending funding for those phases.

Additional Comments

This project is a corridor completion project that will finish a 5.5 mile corridor to urban standard so that it can safely serve all modes and high volumes of traffic. This portion of the corridor runs adjacent to and will serve the so-called Birtcher/Eastgate development area, a large commercial industrial development site with hundreds of acres planned for commercial uses. It will be a very high trip generator.

SW Washington Regional Transportation Council (RTC) Washington State 2010 Supplemental Transportation Budget Proviso: Top 20 Priority Projects

Submittal to Washington State Transportation Commission *NARRATIVE PROJECT INFORMATION* *October 2010*

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

Fruit Valley Road Corridor Completion, NW 61st St. to 78th St.

Project Number: RA-1315

Total Project Cost: \$22 Million

Project Description

- **What is it?** This project will reconstruct and bring to urban minor arterial standard a substandard and failing roadway that provide freight access between I-5 and the Port of Vancouver (and other lowland industrial land uses). This section of roadway is the last on the corridor to build, and includes replacement of a BNSF rail overcrossing and regional trail component.
- **Where is it located?** This project is located at the north end of Fruit Valley in northwest Vancouver. It is the only section of Fruit Valley Road left to improve to urban standard. It connects the main portion of Fruit Valley road that is recently improved to NW 78th Street (also recently improved to 5-lane arterial standard) and the I-5 freeway.
- **What is the intended outcome & benefit?** This project will increase corridor safety, provide increased and improved access to the Vancouver Lake lowlands, including the Port of Vancouver. It will replace an aging BNSF mainline rail overpass, as well as failing pavement along the entire length of the project. Finally, this project will provide a key missing connection in the regional trail network, linking the regional trail that runs through most of Clark County to the Vancouver Lake recreation areas.

Project Status & Timeline

- **Where is the project at in development?** This project has been through preliminary design and environmental evaluation.
- **What is the timeline for this project from start to completion?** *(Please identify the major phases)* Progress on this project is contingent on funding. Once funding is identified, the design can proceed in year 1, ROW acquisition in years 2 and 3, and construction in years 3 and 4.

Additional Comments

While this is an important project for the region because of its critical link between the Vancouver Lake industrial lowlands (including the Port of Vancouver) and I-5, it has a relatively low benefit/cost ratio because of relatively low traffic volumes. Plus, the replacement of the existing rail overpass, constructing the roadway over the existing earthen berm over Burnt Bridge Creek, and the Lewis and Clark Railway crossing make this project complicated and expensive. Essentially all of the lower cost elements of the project at the south end of Fruit Valley have been completed. Thus, this is a difficult project to fund.

It is also worth noting that the regional trail connection this project will provide will go a long way towards meeting the goals of the regional trail system plan.

SW Washington Regional Transportation Council (RTC)
Washington State 2010 Supplemental Transportation Budget
Proviso: Top 20 Priority Projects
Submittal to Washington State Transportation Commission
NARRATIVE PROJECT INFORMATION
October 2010

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

NE Highway 99, S. of RR Bridge to NE 129th St.

Project Number: RA-0628

Total Project Cost: \$35 Million

Project Description

- **What is it?** This road improvement project will improve Highway 99 to a 4-lane principal arterial with raised medians, intersection improvements, bike lanes, sidewalks and drainage improvements. Replaces substandard railroad bridge that limits the movement of freight.
- **Where is it located?** NE Highway 99, S. of RR Bridge to NE 129th Street
- **What is the intended outcome & benefit?** Improve public safety, increase mobility, and enhance economic development by providing growth capacity. Highway 99 is the only regional corridor in Clark County that parallels I-5. Thereby providing an alternate route for commuters.

Project Status & Timeline

- **Where is the project at in development?** 10% Design
- **What is the timeline for this project from start to completion?**
(Please identify the major phases)
 - Design, Engineering, Survey: 2013-2019
 - Land Acquisition, Environmental Permitting: 2013-2019
 - Construction: 2016-2020

Additional Comments:

Highway 99 will be built in phases.

SW Washington Regional Transportation Council (RTC)
Washington State 2010 Supplemental Transportation Budget
Proviso: Top 20 Priority Projects
Submittal to Washington State Transportation Commission
NARRATIVE PROJECT INFORMATION
October 2010

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

Fourth Plain Bus Rapid Transit

Project Number: M-4BRT

Total Project Cost: \$82.75 Million

Project Description

- **What is it?** The Fourth Plain Bus Rapid Transit (BRT) project will implement a high quality high capacity transit service along a 4.9 mile segment of Fourth Plain Boulevard, between Westfield Vancouver Mall and downtown Vancouver, Washington. The Fourth Plain BRT will be the first project implemented from the Clark County High Capacity Transit System Study.
- **Where is it located?** Fourth Plain Boulevard is a primary urban arterial that runs east/west through the City of Vancouver, Washington.
- **What is the intended outcome & benefit?** It is expected that this transit investment will double transit ridership in the corridor by 2030. The project will also support other community efforts to revitalize and redevelop the Fourth Plain corridor.

Project Status & Timeline

- **Where is the project at in development?** The project is currently in the Alternatives Analysis phase. C-TRAN is actively working with FTA to lay the groundwork for a Small Starts application. C-TRAN is recruiting a Project Manager and beginning the environmental review process.

- **What is the timeline for this project from start to completion?**
(Please identify the major phases)
 - 2010-Opening: Public Involvement
 - 2011-2012: Project Development
 - 2012-2014: Guideway Design and Construction
 - 2013-Opening Station Design and Construction
 - May 2013 Opening

Additional Comments

Completion of the project is dependent on additional funding, which requires voter approval. At this time, it appears likely such an initiative will be placed before voters in 2011.

SW Washington Regional Transportation Council (RTC)

Washington State 2010 Supplemental Transportation Budget

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Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

West Vancouver Freight Access Project

Project Number: M-6375

Total Project Cost: \$126.7 Million

Project Description

- **What is it?** The West Vancouver Freight Access (WFVA) project is a multi-phased rail project that will create new rail access to the port and allow for efficient movement of unit train cargo. With construction starting in 2007, the project improves the ability to move freight not only through the port but also along the BNSF Railway and Union Pacific Railroad mainlines that connect the Pacific Northwest to major rail hubs in Chicago and Houston, and from Canada to Mexico. Projected to reduce current delays in rail traffic by 40 percent, while nearly tripling the port's rail capacity from 55,000 to over 160,000 rail cars per year, the project will lower costs for U.S. manufacturers and farmers, making them more competitive in global markets.
- **Where is it located?** Project begins on the BNSF Railway mainline near the Interstate 5 bridge, and extends underneath the Union Pacific Railroad bridge across the Columbia River into a new entrance on the Southeast boarder of the Port of Vancouver. The project culminates in a loop track at the port's Terminal 5.
- **What is the intended outcome & benefit?** The West Vancouver Freight Access project provides significant economic benefits, including creating nearly 470 jobs per year for construction, and

between 1,000 and 2,000 permanent jobs resulting from business generated by improved rail service. This project makes a significant improvement to the Washington State Department of Transportation's high speed rail corridor and enables the City of Vancouver to develop the Vancouver waterfront.

Project Status & Timeline

- **Where is the project at in development?** The outstanding elements of the project are between 10 and 30 percent designed, with discrete elements nearing construction. The project has completed its NEPA process with a documented categorical exclusion finding. The WVFA project must be complete to fulfill a contractual agreement with BNSF Railway, by December 2017.
- **What is the timeline for this project from start to completion? (Please identify the major phases)** In June 2010 a unit train facility was completed at the port's recently developed Terminal 5. The initial phases of the project that connect the port's new access point from the BNSF Railway mainline were completed in 2008 near the city of Vancouver's waterfront. Work continues on nearly 40 miles of new track to serve current and future port customers. Completion by 2017.

Additional Comments

The project has not received funding from traditional transportation sources, and the port is currently seeking funding for approximately \$70 million to complete. The project replaces existing rail access that blocks a mainline high-speed rail corridor used by 10 passenger and up to 75 freight rail trains for 45 minutes daily. This project supports growth of rail-transport, allowing for wind energy components and other cargos to travel by rail, rather than via the highway system.

SW Washington Regional Transportation Council (RTC)

Washington State 2010 Supplemental Transportation Budget

Proviso: Top 20 Priority Projects

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

I-5/SR 500 – Construct Direct Connections

Project Number: 5-2

Total Project Cost (2009 Dollars): \$120 Million

Total Project Cost (Adjusted to Year of Expenditure): \$140 Million

Project Description

- **What is it?** This project will construct a direct connection between the northern segment of I-5 and the eastern segment of SR 500.
- **Where is it located?** The project is located at the interchange of I-5 and SR 500 in Vancouver, WA.
- **What is the intended outcome & benefit?** The circuitous routing that drivers take to make this maneuver takes them through several signalized intersections causing inconvenience and delay. With the construction of a direct connection, travel times for this movement will be significantly reduced.

Project Status & Timeline

- **Where is the project at in development?** 20% Design.
- **What is the timeline for this project from start to completion?** *(Please identify the major phases)* For Year of Expenditure effort, a 5 to 6 year project delivery time period was assumed. Timelines will be available once funding becomes programmed.

Additional Comments:

This project is a continuation of the I-5/Columbia River Crossing/Vancouver
- EIS TPA Project.

**SW Washington Regional Transportation Council (RTC)
Washington State 2010 Supplemental Transportation Budget
Proviso: Top 20 Priority Projects**

**Submittal to Washington State Transportation Commission
NARRATIVE PROJECT INFORMATION
October 2010**

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

I-5/I-205 – NE 134th St Interchange, Stage II

Project Number: 5-7

Total Project Cost (2009 Dollars): \$35 Million

Total Project Cost (Adjusted to Year of Expenditure): \$42 Million

Project Description

- **What is it?** WSDOT will partner with Clark County to complete the Salmon Creek Interchange Project which will widen NE 134th Street structure over I-205 and construct ramps to I-205 southbound.
- **Where is it located?** The project is located at the Interchange of I-5 and I-205 in Vancouver, WA.
- **What is the intended outcome & benefit?** The traffic demand in this area exceeds the capacity of the existing interchange. Queues from the ramp terminals often have an impact on Interstate operations. Reconstructing this interchange will increase its capacity, allowing it to accommodate the existing traffic demand. Queues from the ramp terminals are expected to be reduced as well, thereby lowering its impact on the Interstate, improving safety.

Project Status & Timeline

- **Where is the project at in development?** 5% Design.

- **What is the timeline for this project from start to completion?**
(Please identify the major phases) For Year of Expenditure effort, a 5 to 6 year project delivery time period was assumed. Timelines will be available once funding becomes programmed.

Additional Comments

The project will complete the second phase of the Salmon Creek Interchange Project.

**SW Washington Regional Transportation Council (RTC)
Washington State 2010 Supplemental Transportation Budget
Proviso: Top 20 Priority Projects**

**Submittal to Washington State Transportation Commission
NARRATIVE PROJECT INFORMATION
*October 2010***

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

SR 14/I-205 to SE 164th Ave - Add Auxiliary Lanes

Project Number: 14-6

Total Project Cost (2009 Dollars): \$30 Million

Total Project Cost (Adjusted to Year of Expenditure): \$37 Million

Project Description

- **What is it?** This project will build auxiliary lanes along SR 14, including modifications to the I-205 northbound off-ramp.
- **Where is it located?** The project is located along SR 14 from I-205 to 164th Av. in Vancouver, WA.
- **What is the intended outcome & benefit?** According to the 2009 Congestion Management Process report completed by the Southwest Washington Regional Transportation Council, this segment of SR 14 is currently at capacity. Future increases in traffic demand without increased capacity will add to the deficient operations. By constructing an auxiliary lane, the highway will have enough capacity to accommodate future demand.

Project Status & Timeline

- **Where is the project at in development?** Planning Stage.

- **What is the timeline for this project from start to completion?**
(Please identify the major phases) For Year of Expenditure effort, a 5 to 6 year project delivery time period was assumed. Timelines will be available once funding becomes programmed.

Additional Comments

This highway segment is an identified bottleneck/chokepoint and is part of the “Moving Washington” program.

SW Washington Regional Transportation Council (RTC)
Washington State 2010 Supplemental Transportation Budget
Proviso: Top 20 Priority Projects
Submittal to Washington State Transportation Commission
NARRATIVE PROJECT INFORMATION
October 2010

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

SR 14/West Camas Bridge – Rebuild Bridge

Project Number: 14-13

Total Project Cost (2009 Dollars): \$25 Million

Total Project Cost (Adjusted to Year of Expenditure): \$30 Million

Project Description

- **What is it?** This project will rebuild the West Camas Bridge with a wider structure that will carry 4 lanes of traffic.
- **Where is it located?** The project is located along SR 14 east of the NW 6th Ave. Interchange in Camas, WA.
- **What is the intended outcome & benefit?** The capacity of the existing bridge structure is not able to serve the current traffic demand. By widening the roadway, there will be an increase in capacity, such that the existing traffic demand will be accommodated.

Project Status & Timeline

- **Where is the project at in development?** 15% Design.
- **What is the timeline for this project from start to completion?** *(Please identify the major phases)* For Year of Expenditure effort, a 5 to 6 year project delivery time period was assumed. Timelines will be available once funding becomes programmed.

Additional Comments

**SW Washington Regional Transportation Council (RTC)
Washington State 2010 Supplemental Transportation Budget
Proviso: Top 20 Priority Projects**

**Submittal to Washington State Transportation Commission
NARRATIVE PROJECT INFORMATION
October 2010**

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

SR 14/SE 2nd St to 32nd St – Add Lanes and Construct Interchanges

Project Number: 14-15

Total Project Cost (2009 Dollars): \$120 Million

Total Project Cost (Adjusted to Year of Expenditure): \$140 Million

Project Description

- **What is it?** This project will widen SR 14 to carry 4 lanes of traffic, while limit access along the corridor. The at-grade intersections will be reconstructed as interchanges.
- **Where is it located?** The project is located along SR 14 between SE 2nd St and 32nd St in Washougal, WA.
- **What is the intended outcome & benefit?** The projected growth in traffic volume will add to the existing intersection related delays, overall congestion, and resulting collision levels. Performing these improvements will increase the capacity of the roadway which will lead to lower congestion. Removal of the at-grade intersections will eliminate several conflict points along the corridor.

Project Status & Timeline

- **Where is the project at in development?** Planning Stage.

- **What is the timeline for this project from start to completion?** (Please identify the major phases) For Year of Expenditure effort, a 5 to 6 year project delivery time period was assumed. Timelines will be available once funding becomes programmed.

Additional Comments

This project is a continuation of the SR 14/Camas Washougal - Add Lanes and Build Interchange TPA project. That TPA project will widen SR 14 to a 4 lane facility just west of this project's limits.

**SW Washington Regional Transportation Council (RTC)
Washington State 2010 Supplemental Transportation Budget
Proviso: Top 20 Priority Projects**

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

SR 14/Marble Road to Cape, Phase 2 – Realign Curves and Improve Intersection

Project Number: 14-23

Total Project Cost: \$10 Million

Project Description

- **What is it?** This project will improve corridor safety with the realignment of the “big ess” curve and with improvements to the Bell Center intersection.
- **Where is it located?** SR-14 is a principal arterial that runs along the Columbia River. The project is located in western Skamania County, near Cape Horn.
- **What is the intended outcome & benefit?** This is a corridor with several high accident locations. The intent of the project is to improve safety and reduce accidents at know high accident locations along SR-14. The project will not only benefit safety, but will also enhance the movement of freight and goods along this important corridor.

Project Status & Timeline

- **Where is the project at in development?** Phase 1 is funded and construction will begin in early 2012. Phase 2 design is between 20 and 30 percent completed.
- **What is the timeline for this project from start to completion?** *(Please identify the major phases)* For year of expenditure effort, a 5 to 6 year project delivery time period was assumed. Timelines will be available once funding becomes programmed.

Additional Comments:

This project will complete the corridor improvements on SR-14 between Marble Road and Salmon Falls Road.

SW Washington Regional Transportation Council (RTC)
Washington State 2010 Supplemental Transportation Budget
Proviso: Top 20 Priority Projects
Submittal to Washington State Transportation Commission
NARRATIVE PROJECT INFORMATION
October 2010

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

SR-35 Columbia River Crossing – Bridge Replacement

Project Number: 35-01

Total Project Cost: \$226 Million

Project Description

- **What is it?** Oregon and Washington Departments of Transportation, ports, local government, and major stakeholders are working in partnership to find a long-term solution to the Columbia River crossing between Hood River Oregon and White Salmon Washington.
- **Where is it located?** The SR-35 Columbia River Crossing will build a replacement bridge over the Columbia River between White Salmon, Washington and Hood River, Oregon.
- **What is the intended outcome & benefit?** The completion of the SR-35 Columbia River Crossing will: 1) Allow for economic growth and development in the region, 2) Provide wider travel lanes for increased mobility and safety, 3) Provide paths for bicycles and pedestrians, 4) Provide a wider channel for safer river traffic and no “lift span”, 5) Provide a long-term benefit for fish and water quality with fewer bridge piers and water treatment, and 6) Reduce maintenance cost.

Project Status & Timeline

- **Where is the project at in development?** A feasibility study and Draft Environmental Impact Statement (DEIS) was completed in 2004. In 2010 work began on a Type, Size, and Location Study, which will provide the foundation for reaching a record of decision through the federal environmental process.

- **What is the timeline for this project from start to completion?**
(Please identify the major phases)
 - Design, Engineering, Environmental: 2010-2015
 - Land Acquisition: 2015-2016
 - Construction: 2017-2020

Additional Comments

The Hood River Bridge was built in 1924. The Bridge was vertically rebuilt and a lift span added in 1938 as the river water level was raised with the completion of the Bonneville Dam. The existing structure is 4,418 feet long and has two 9.5-foot wide travel lanes with no shoulder, pedestrian, or bicycle facilities. It has open-grid steel decking, with a substandard 246-foot lift span over the river navigation channel. This bridge is the second oldest Columbia River crossing and one of three crossings in the Columbia River Gorge National Scenic Area. This major transportation route serves as an important link to local, regional, and interstate travel. The economic well being of this region is dependent on this Columbia River crossing.

SW Washington Regional Transportation Council (RTC)

Washington State 2010 Supplemental Transportation Budget

Proviso: Top 20 Priority Projects

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

I-205/SR 14 to SE Mill Plain Rd – Rebuild Interchange and Construct Braided Ramps

Project Number: 205-27

Total Project Cost (2009 Dollars): \$140 Million

Total Project Cost (Adjusted to Year of Expenditure): \$165 Million

Project Description

- **What is it?** This project will rebuild the I-205/SR 14 Interchange. In addition, braided on and off ramps will be constructed along I-205 between SR 14 and Mill Plain.
- **Where is it located?** The project is located along I-205 between SR 14 and SE Mill Plain Rd in Vancouver, WA.
- **What is the intended outcome & benefit?** Weaving related delays occur in this area due to the closely spaced on and off ramps between SR 14 and Mill Plain. There is a large traffic demand at both of these interchanges. By reconstructing the SR 14 Interchange and braiding the ramps, the weaving locations will be spaced such that their impacts on each other will be reduced. It is anticipated that this will reduce congestion and improve safety.

Project Status & Timeline

- **Where is the project at in development?** 5% Design.

- **What is the timeline for this project from start to completion?** (Please identify the major phases) For Year of Expenditure effort, a 6 to 7 year project delivery time period was assumed. Timelines will be available once funding becomes programmed.

Additional Comments

This project is within an identified bottleneck location. It is also included in the "Moving Washington" program.

**SW Washington Regional Transportation Council (RTC)
Washington State 2010 Supplemental Transportation Budget
Proviso: Top 20 Priority Projects**

**Submittal to Washington State Transportation Commission
NARRATIVE PROJECT INFORMATION
October 2010**

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

I-205/NE 18th St to SR 500 - Construct Ramps and Connector Roads

Project Number: 205-29

Total Project Cost (2009 Dollars): \$60 Million

Total Project Cost (Adjusted to Year of Expenditure): \$70 Million

Project Description

- **What is it?** This project will complete a split diamond interchange system at 18th St. and 28th St. A connector road will be constructed between 18th St. and 28th St. In addition, a half diamond interchange will be built at 28th St. with braided ramps over the ramps to/from SR 500.
- **Where is it located?** The project is located along I-205 between 18th St. and SR 500 in Vancouver, WA.
- **What is the intended outcome & benefit?** The Interstate experiences congestion and weaving related delays due to high traffic volumes using the SR 500, 112th Avenue and Mill Plain interchanges. By constructing an additional access point to the interstate congestion at the adjacent interchanges are expected to decrease. Additionally, braiding the proposed ramps will help to reduce weaving impacts. It is anticipated that this will reduce congestion and improve safety.

Project Status & Timeline

- **Where is the project at in development?** 5% Design.

- **What is the timeline for this project from start to completion?** (Please identify the major phases) For Year of Expenditure effort, a 5 to 6 year project delivery time period was assumed. Timelines will be available once funding becomes programmed.

Additional Comments

This project is included in the "Moving Washington" program. It is also a continuation of the I-205/Mill Plain Interchange to NE 18th St. TPA project.

SW Washington Regional Transportation Council (RTC)

Washington State 2010 Supplemental Transportation Budget

Proviso: Top 20 Priority Projects

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

I-205/SR 500 to Padden Parkway - Add Lanes

Project Number: 205-31

Total Project Cost (2009 Dollars): \$100 Million

Total Project Cost (Adjusted to Year of Expenditure): \$116 Million

Project Description

- **What is it?** This project will widen I-205 to become an 8 lane facility (6 general purpose lanes and 2 auxiliary lanes).
- **Where is it located?** The project is located along I-205 from SR 500 to Padden Parkway in/near Vancouver, WA.
- **What is the intended outcome & benefit?** Currently the number of lanes along I-205 drops from 3 lanes to 2 lanes northbound, and expands from 2 lanes to 3 lanes southbound, in this segment. A significant increase in traffic demand is predicted to occur in the future. By constructing these additional lanes, the capacity of this roadway segment will be increased, allowing this segment to accommodate the expected increase in traffic demand.

Project Status & Timeline

- **Where is the project at in development?** Planning Stage.

- **What is the timeline for this project from start to completion?**
(Please identify the major phases) For Year of Expenditure effort, a 5 to 6 year project delivery time period was assumed. Timelines will be available once funding becomes programmed.

Additional Comments

This project is part of the "Moving Washington" program. I-205 is a major North-South Corridor that compliments I-5 in connecting Washington and Oregon.

**SW Washington Regional Transportation Council (RTC)
Washington State 2010 Supplemental Transportation Budget
Proviso: Top 20 Priority Projects**

**Submittal to Washington State Transportation Commission
NARRATIVE PROJECT INFORMATION
*October 2010***

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

SR 500/NE 42nd Ave and NE 54th Ave - Limit Access and Construct Interchange

Project Number: 500-2

Total Project Cost (2009 Dollars): \$55 Million

Total Project Cost (Adjusted to Year of Expenditure): \$64 Million

Project Description

- **What is it?** This project will remove two at-grade intersections along this section of SR 500. Access to SR 500 will be removed at 42nd Av. with a bridge constructed to maintain the North-South corridor. The intersection of SR 500 and 54th Av. will be reconstructed as an interchange.
- **Where is it located?** The project is located along SR 500 at 42nd Av. and 54th Av. in Vancouver, WA.
- **What is the intended outcome & benefit?** Removing these two signalized at-grade intersections will help to improve travel times and safety. Travel times will be increased along SR 500 due to the free flowing operations of the limited access roadway. Safety will also be improved due to the removal of turning conflict points along this high speed facility.

Project Status & Timeline

- **Where is the project at in development?** Planning.

- **What is the timeline for this project from start to completion?** (Please identify the major phases) For Year of Expenditure effort, a 5 to 6 year project delivery time period was assumed. Timelines will be available once funding becomes programmed.

Additional Comments

The adjacent segments of SR 500, on each side of this location, function as a limited access highway. By grade separating these two intersections, this corridor will have improved continuity and meet driver expectations. This project is part of the "Moving Washington" program. It is also a continuation of the SR 500/St. Johns Blvd - Build Interchange TPA project.

**SW Washington Regional Transportation Council (RTC)
Washington State 2010 Supplemental Transportation Budget
Proviso: Top 20 Priority Projects**

**Submittal to Washington State Transportation Commission
NARRATIVE PROJECT INFORMATION
October 2010**

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

**SR 500/SR 503 and NE Fourth Plain Blvd – SR 500 Fly-Over
(Intersection Grade Separation)**

Project Number: 500-6

Total Project Cost (2009 Dollars): \$50 Million

Total Project Cost (Adjusted to Year of Expenditure): \$59 Million

Project Description

- **What is it?** This project will construct a fly-over to allow for free flowing operations of SR 500/SR 503 thru traffic.
- **Where is it located?** The project is located at the intersection of SR 500/SR 503 and Fourth Plain in Vancouver, WA.
- **What is the intended outcome & benefit?** This is the intersection of two high volume arterials. Due to the high vehicular demand, this intersection experiences long delays and queues. Removing this at-grade intersection will help to improve travel times and safety. Travel times will be increased along SR 500/SR 503 due to the free flowing operations. Safety will also be improved due to the removal of conflict points along this facility.

Project Status & Timeline

- **Where is the project at in development?** Planning Stage.

- **What is the timeline for this project from start to completion?** (Please identify the major phases) For Year of Expenditure effort, a 5 to 6 year project delivery time period was assumed. Timelines will be available once funding becomes programmed.

Additional Comments

This intersection is an identified bottleneck/chokepoint.

**SW Washington Regional Transportation Council (RTC)
Washington State 2010 Supplemental Transportation Budget
Proviso: Top 20 Priority Projects**

**Submittal to Washington State Transportation Commission
NARRATIVE PROJECT INFORMATION
*October 2010***

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

SR 503/Padden Parkway and SR 500 - Construct Interchange

Project Number: 503-1

Total Project Cost (2009 Dollars): \$32 Million

Total Project Cost (Adjusted to Year of Expenditure): \$39 Million

Project Description

- **What is it?** The intent of this project is to reconstruct the intersection of SR 503/Padden Parkway as an interchange.
- **Where is it located?** The project is located along SR 503 at Padden Parkway and SR 500 in Vancouver, WA.
- **What is the intended outcome & benefit?** SR 503 is a major north-south corridor and Padden Pkwy is a major east-west corridor, each having high traffic volumes. The capacity of the existing intersection will be unable to serve anticipated increases in traffic demand. Removing this signalized at-grade intersection will help to improve capacity and safety. Capacity will be increased due to the free flowing operations of the grade separated roadway. Safety will be improved due to the removal of conflict points along this facility.

Project Status & Timeline

- **Where is the project at in development?** Planning Stage.

- **What is the timeline for this project from start to completion?** (Please identify the major phases) For Year of Expenditure effort, a 5 to 6 year project delivery time period was assumed. Timelines will be available once funding becomes programmed.

Additional Comments

This intersection is an identified bottleneck/chokepoint.

**SW Washington Regional Transportation Council (RTC)
Washington State 2010 Supplemental Transportation Budget
Proviso: Top 20 Priority Projects**

**Submittal to Washington State Transportation Commission
NARRATIVE PROJECT INFORMATION
October 2010**

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

SR 503/SR 502 to NE 244th Street-Add Lanes and Construct Turn Lanes

Project Number: 503-8

Total Project Cost (2009 Dollars): \$9 Million

Total Project Cost (Adjusted to Year of Expenditure): \$11 Million

Project Description

- **What is it?** This project will widen SR 502 to become a four lane facility, two lanes each direction. In addition, right turn lanes will be constructed on the East, North, and West legs of the SR 503/SR 502 intersection.
- **Where is it located?** The project is located along SR 503 from SR 502 to NE 244th Street in Battle Ground, WA.
- **What is the intended outcome & benefit?** Projected growth in this area is expected to increase the existing intersection related delays, overall congestion, and resulting collision levels. This project will increase capacity and improve safety.

Project Status & Timeline

- **Where is the project at in development?** Planning Stage.
- **What is the timeline for this project from start to completion?** *(Please identify the major phases)* For Year of Expenditure effort, a 5 to 6 year project delivery time period was assumed. Timelines will be available once funding becomes programmed.

Additional Comments

This project is the result of combining two smaller projects: SR 503/SR 502 - Construct Turn Lanes and SR 503/SR 502 to NE 244th Street - Add Lanes.



YAKIMA VALLEY CONFERENCE OF GOVERNMENTS

311 North 4th Street, Suite 202 • Yakima, Washington 98901
509-574-1550 • FAX 574-1551
website: www.yvcog.org

October 29, 2010

Washington State Transportation Commission
P.O. Box 47308
Olympia, WA 98504-7308

SUBJECT: Yakima Valley MPO/RTPO Regional Priority Projects to the Washington
State Transportation Commission

Dear Commissioners:

I am responding to the June 25, 2010 Commission's request for this region's top 20 transportation project/program priorities and the next ten years of preservation needs. YVCOG coordinated the information collection and selection of projects with representatives of the 15 local governments, WSDOT South Central Region, and two transportation coalitions active in this region – D.R.Y.V.E. and TRANS-Action.

You will find two documents attached to this cover letter: the 10-year preservation needs summary and the Top 20 priority list.

“YVCOG Preservation Needs Summary for WSTC 10-29-2010” is a one-page document showing our region's preservation needs total just over **\$15,395,000**. We have broken this out into preservation needs by state, county, and large and small cities. Total miles of preservation needs are also broken into method types and biennium timeframes from 2011-2021.

“10-29-2010 Final Summary - WSTC Top 20 Projects-Programs,” is provided in a pdf document and in 8.5 x 14 excel format as instructed in the June instruction letter. Each project/program listed in the Top 20 table has a corresponding narrative in the workbook.

Please let me know if you need any additional information or assistance.

Sincerely,

* 

for J. Page Scott
Executive Director

JPS:dl
Attachments (2)

MEMBER JURISDICTIONS

Grandview • Granger • Harrah • Mabton • Moxee • Naches • Selah
Sunnyside • Tieton • Toppenish • Union Gap • Wapato • Yakima • Yakima County • Zillah

10-Year Road and Bridge Preservation Needs within Yakima County Region

	Miles	YOE Cost
WSDOT	626.00	\$135,270,000
County	600.00	\$14,081,155
Urban Cities	619.46	\$129,976,931
Small Cities and Towns	28.32	\$15,329,230

Total Roadway Preservation Needs

Roads	Biennia	Roadway Lane Miles	Preservation Cost Current \$\$	YOE = Current \$\$ Inflated by 3% Per YR	Comments / Notes		
					BST (miles)	HMA (miles)	PCCP (miles)
	2011-13	381.36	\$46,177,381	\$47,261,269	246.20	132.50	0.00
	2013-15	378.32	\$45,686,917	\$48,844,032	246.16	129.50	0.00
	2015-17	370.68	\$44,682,991	\$50,607,767	245.50	122.51	0.00
	2017-19	370.49	\$44,522,976	\$53,138,565	245.50	122.33	0.00
	2019-21	389.93	\$45,385,225	\$94,805,683	245.16	119.86	20.00
	TOTAL	1,890.78	\$226,455,491	\$294,657,317	1,228.52	626.70	20.00

Brief description of how you arrived at figures above and what is included in the reported numbers.

e.g. PMS, all local access roads, avg cost/lane mile, regular 6-7 year seal-coat schedule, minimum pavement condition rating, etc.

WSDOT - used per lane mile cost of: BST=\$30,000, HMA=\$200,000, PCCP=\$1,500,000 and assumed all BST & HMA would be surfaced only once in the 10 years. Yakima County - used the following lane mile costs - \$12,500 for BST/\$120,000 for HMA. City of Yakima - chip seal all roads on a 9 year cycle; 45 miles/yr @ \$14,000/mile = \$630,000/year; mill and overlay 4 miles of arterial/year based on PCI - \$620,000/mile = \$2,480,000/year. City of Union Gap used per lane mile costs - \$56,000 for BST/\$220,000 for HMA/\$584,000 for G&O and assumed all BST and HMA would be surfaced only once in the 10 years. City of Selah - broke out costs according to road width and overlay depth and assumed all BST and HMA would be surfaced only once in the 10 years. City of Moxee - cost is to G&O with 2" HMA, costs include engineering/utility adjustments/traffic control/and all work necessary to complete the job and used the TIB website for road miles and pavement ratings.

City of Granger - overlay and chip seal lengths were divided equally into 5 two-year periods and costs include design engineering/construction engineering/construction. Town of Naches - used TIB street inventory and costs; projects on current TIB SCPP application estimated costs @ \$130/ft. City of Grandview - used our own inventory and used current cost of \$0.43/lf for BST. City of Zillah - used TIB roadway inventory and costs include engineering(25%) and contingency(10%); these figures do not include cost increases due to Green House Gas Regulations, any additional roads, and excludes the current gravel roads. City of Toppenish - used TIB roadway inventory and costs include engineering(25%) and contingency(10%); these figures do not include cost increases due to Green House Gas Regulations, any additional roads, and excludes the current gravel roads.

Bridges Preservation Needs

Jurisdictions and Agencies Included: WSDOT-SCR, Yakima County, and City of Union Gap.

Bridges	Biennia	Bridges	Preservation Cost Current \$\$	YOE = Current \$\$ Inflated by 3% Per YR
2013-15	3	\$815,000	\$890,573	
2015-17	3	\$3,940,000	\$4,567,540	
2017-19	3	\$575,000	\$707,177	
2019-21	1	\$1,058,000	\$1,380,450	
TOTAL	13	\$10,234,000	\$11,507,120	

Brief description of how you arrived at figures above and what is included in the reported numbers.

WSDOT - 2 bridge deck repairs at \$550,000 each and 2 bridge replacements at \$3,000,000+ each. Union Gap - Replace 3 bridges and repair 1 deck. Yakima County - this reflects our historical costs and activities.

Yakima Valley MPO/RTPO

FINAL Regional Priority Project List

10-18-2010 MPO/RTPO Executive Committee Adoption

Project Reference for Narrative Correlation	Project Name, Jurisdiction & Category (i.e.: road or multi-modal)	Project Type Indicate Applicable Number(s) (see instruction memo)	Total Project Cost* (in thousands)	Project Cost Breakdown By Biennia - YOE \$** (09/11; 11/13; 13/15 etc.)		Is this project consistent with an approved Regional Transportation Plan?	Policy Goals Project Addresses - Indicate Applicable Numbers (see instruction memo)	Comments
A	East Valley Schools – Beaudry Road Crossing & Pathway Project (County)	3,5,6	Yakima County Duffield to Meiras: \$2,930	09-11	\$100 - PE, R/W for Duffield/Meiras section	Yes	1,2,3,4,5,6	<ul style="list-style-type: none"> > Reduces pedestrian-motor vehicle conflict during school hours along East Valley School District campus(s). > Creates 2nd N-S Arterial east of the Yakima River. > Complements bike-pedestrian pathway network continuity. > Moxee section complete. County's Duffield to Meiras section partially funded, remainder unfunded.
				11-13	\$2,800 - CN for Duffield/Mieras section			
			Yakima County Beaudry/Bittner Rds plus canal bridge crossing: \$7,400	13-15	\$250 - PE for Mieras/Roza section			
				15-17	\$750 - PE, R/W for Mieras/Roza section			
				17-19	\$6,400 - CN for Meiras/Roza section			
B	Yakima County / Yakima Greenway Trail System Expansion (multi-juris)	1,2,3,5,7	Naches Rail-Trail Section (Yakima County Section): \$4,200	09-11	\$825 - CN for Naches to Low Rd. section	Yes	1,2,3,4,5,6	<ul style="list-style-type: none"> > Naches Trail System is a viable recreational destination to most Yakima/Naches area residents. > Listed in Yakima County's 2008 Trails System Plan > Preserves rail corridors for future use > Town of Naches to Locust Rd (funded), remainder pending or unfunded
				11-13	\$1,430 - CN for Low Rd to Old Naches Hwy section			
			Lower Valley Section (Yakima County Section): Gap to Sunnyside \$10,000	13-15	\$1,600 - CN for Old Naches Hwy to 40th Ave section			
				15-17	\$100 - Feasibility study for Lower Valley section			
				17-19	\$500 - PE, R/W for Lower Valley section			

Project Reference for Narrative Correlation	Project Name, Jurisdiction & Category (i.e.: road or multi-modal)	Project Type Indicate Applicable Number(s) (see instruction memo)	Total Project Cost* (in thousands)	Project Cost Breakdown By Biennia - YOE \$** (09/11; 11/13; 13/15 etc.)	Is this project consistent with an approved Regional Transportation Plan?	Policy Goals Project Addresses - Indicate Applicable Numbers (see instruction memo)	Comments
C	Countywide transit capital and operating (multi-juris)	1,2,3,7			Yes	1,2,3,4,5,6	(Yakima Transit) The route miles are calculated at a conservative 3% increase annually. The Operations cost reflects the 3% increase in mileage and is based on the current year end estimates. (People for People) The following services are included in the cost for People for People to provide transportation service to Yakima County residents: (1) to provide paratransit service to individuals with special needs that live outside public transit; (2) to provide fixed-route transportation for disadvantaged and general public to access services along 48 miles of Highway I-82 from Prosser to Yakima; (3) to provide transportation services for Workfirst and low-income individuals to access employment and employment related services. (U.G.)These are the actual amounts that will be paid by the City of Union Gap per their contract with T.C. Transportation Services. The Operations cost reflects a 3% inflation (not compounded) and is based on the current year end estimates.
			County Wide: \$933,278	09-11 \$17,592			
				11-13 \$18,120			
				13-15 \$18,652			
				15-17 \$19,200			
				17-19 \$19,764			
			County Wide: \$41,041	09-11 \$2,882			(Yakima Transit) The route miles are calculated at a conservative 3% increase annually. The Capital cost reflects the 3% increase in mileage and is based on the current year end estimates. The cost of a new transit facility on the West side of Yakima is added to the 2015-17 Biennia. The cost of the additional capital expenditure has also been reflected in the above table from the 2017 Biennia forward. (People for People) People for People reviewed our Asset Management Plan to identify our vehicle replacement schedule to ensure safe, reliable, and cost-efficient service continues to be provided to residents of Yakima County. People for People would replace four 14-passenger and one 30-passenger vehicle with video and radio equipment each biennium. To maintain technology for the dispatch and routing of buses, People for People has included the cost for computer, telephone, and software updates. To preserve the current Mobility Manager for Greater Columbia 211, People for People has included the biennial cost that WSDOT has funded with capital (FTA 5310).
				11-13 \$2,969			
				13-15 \$3,056			
				15-17 \$27,866			
				17-19 \$4,268			

Yakima Valley MPO/RTPO

FINAL Regional Priority Project List

10-18-2010 MPO/RTPO Executive Committee Adoption

Project Reference for Narrative Correlation	Project Name, Jurisdiction & Category (i.e.: road or multi-modal)	Project Type Indicate Applicable Number(s) (see instruction memo)	Total Project Cost* (in thousands)	Project Cost Breakdown By Biennia - YOY \$** (09/11; 11/13; 13/15 etc.)		Is this project consistent with an approved Regional Transportation Plan?	Policy Goals Project Addresses - Indicate Applicable Numbers (see instruction memo)	Comments
D	Euclid Road Improvements (Grandview)	3,4,6,7	City of Grandview: \$1,275	09-11	\$500	Yes	1,2,3,4,5,6	Assumes early-spring start of construction.
				11-13	\$775			
				13-15				
				15-17				
				17-19				
E	East McDonald Road Improvements (Toppenish/County)	3,4,6	City of Toppenish Section: \$432	09-11	\$432	Yes	1,3,6	<ul style="list-style-type: none"> > Improves Freight Mobility for Farm-to-Market traffic between SR97 and I-82 via SR22. > Brings Rural Arterial road to standards. > Toppenish section funded by STP-R in 2010. > Yakima County section currently unfunded.
				11-13				
				13-15				
			Yakima County Section: \$3,300	15-17	\$100 - PE for County section			
			17-19	\$250 - PE, R/W for County section				
F	Fort Road Reconstruction Project (Phase II) (County, YN, WSDOT)	3,5,6	WSDOT Section: (Completed in 2008) \$600	09-11	\$275 - PE, R/W for County section	Yes	1,2,3,6	<ul style="list-style-type: none"> > Improves access to industry, ag-industry, emergency services, social services, and WSDOT Maintenance. > Includes both urban and rural classified roadways built to a 5-lane urban standard. > Complements YN/BIA (funded) Robbins Road project.
				11-13	\$3,625 - CN for County section			
			Yakima County Section: \$3,900	13-15	N/A			
			15-17	N/A				
			17-19	N/A				
G	I-82 / SR-97 Freight Express Route (County, Toppenish, WSDOT)	3,5,6,7	Yakima County ("N" Section): \$11,900	09-11	\$9,900 - CN of N. Meyers Bridges	Yes	1,2,3,4,6	<ul style="list-style-type: none"> > Removes non-stopping freight traffic from sensitive sites along SR 22 through Toppenish. > "North" section (County) - fully funded. > City of Toppenish section - unfunded. > South section (County) - unfunded. > Toppenish contribution - Assumes funding is secured January 1, 2012 and construction begins May 2013.
				11-13	\$2,000 - CN of N. Meyers Rd. to Toppenish (County); \$165,000 - Toppenish contribution			
			Toppenish Section: \$695	13-15	\$531 - Toppenish contribution			
			Yakima County ("S" section): (Includes RR separation) \$5,500	15-17	\$100 - PE for N. Meyers Rd. "S" section			
			17-19	\$400 - R/W for N. Meyers Rd. "S" Section				

Yakima Valley MPO/RTPO

FINAL Regional Priority Project List

10-18-2010 MPO/RTPO Executive Committee Adoption

Project Reference for Narrative Correlation	Project Name, Jurisdiction & Category (i.e.: road or multi-modal)	Project Type Indicate Applicable Number(s) (see instruction memo)	Total Project Cost* (in thousands)	Project Cost Breakdown By Biennia - YOE \$** (09/11; 11/13; 13/15 etc.)	Is this project consistent with an approved Regional Transportation Plan?	Policy Goals Project Addresses - Indicate Applicable Numbers (see instruction memo)	Comments
H	Gateway Corridor (Yakima, County, WSDOT)	1,2,3,4,5,6,7	\$80,000 Yakima County ("E" section): (Includes Bridge over Yakima River) \$55,000 City of Yakima (West of I-82): (Includes grade separation of railroad mainline at "H" street)	09-11 \$1,750 - PE/Enviro. for County section 11-13 \$2,000 - PE, R/W, CN for County section 13-15 \$2,075 - PE, R/W, CN for County section 15-17 \$2,200 (*) - PE, R/W, CN for County section 17-19 \$2,350 - PE, R/W, CN for County section	Yes	1,2,3,4,5,6	> (*) 2016 is earliest Yakima County can construct new bridge over Yakima River - estimated cost \$60 Million > \$750,000 in PE funds secured by County, remainder unfunded.
I	Goodlander Road to SR-283 (Selah)	3,4,6,7	City of Selah: \$1,266	09-11 \$140 - PE, R/W 11-13 \$1,160 - CN 13-15 15-17 17-19	Yes	1,3,6	Project is in planning stage, no funding secured.
J	Morrier Lane/Duffield Road (Moxee)	3,5,6,7	City of Moxee: \$8,900	09-11 \$700 - PE 11-13 \$600 - R/W; \$3,800 - CN 13-15 \$3,800 - CN 15-17 17-19	Yes	1,3,4,6	> SR-24 & Morrier Lane intersection study will be complete in Spring 2011. > Project will promote economic development within the community by providing access to large undeveloped industrial-zoned parcels. > Total cost is in 2010 \$\$. > Project will enhance roadway connectivity within the existing roadway network.

Yakima Valley MPO/RTPO

FINAL Regional Priority Project List

10-18-2010 MPO/RTPO Executive Committee Adoption

Project Reference for Narrative Correlation	Project Name, Jurisdiction & Category (i.e.: road or multi-modal)	Project Type Indicate Applicable Number(s) (see instruction memo)	Total Project Cost* (in thousands)	Project Cost Breakdown By Biennia - YOE \$** (09/11; 11/13; 13/15 etc.)		Is this project consistent with an approved Regional Transportation Plan?	Policy Goals Project Addresses - Indicate Applicable Numbers (see instruction memo)	Comments	
K	Naches-Tieton Road Improvements (Naches, County)	3,4,6,7	Yakima County: \$7,125	09-11	\$750 - PE, R/W for entire project	Yes	1,3,4,6	> Right-of-way complete by Winter of 2011. > Single-phase project requires full \$6.125 Million funding to construct project.	
				11-13	\$6,375 - CN for entire project (if funded)				
				13-15	N/A				
				15-17	N/A				
				17-19	N/A				
L	N. 1st Street Revitalization (Yakima)	1,3,4,6,7	City of Yakima: \$15,400	09-11	\$1,100 - PE/Envir.	Yes	1,2,3,4,6		
				11-13	\$14,300 - CN				
				13-15					
				15-17					
				17-19					
M	Robbins Road Extension (County, YN)	5,6	Yakima County Section:(Funded through BIA Roads Program Funds through Yakama Nation) \$4,000	09-11	\$100 - PE for entire project	Yes	2,3,4,6	> BIA-funded and phased project over 4+ yearly funding cycles. > Complements County's Fort Rd. project. > Roadway to be transferred to Yakima County after construction.	
				11-13	\$1,900 - R/W, CN for southern sections of project area				
				13-15	\$2,000 - CN for northern sections of project				
				15-17					
				17-19					
N	South Union Gap I-82 Interchange (WSDOT, Union Gap)	3,4,5	WSDOT Section: \$80,000 - \$100,000	09-11		Yes	1,2,3,4,5,6	Only have a range at this time. Can just split the difference if needed.	
				11-13					
				13-15					
				15-17	\$10,000 - \$20,000				
				17-19	\$70,000 - \$80,000				
			Union Gap Section: \$80,000 - \$269,000	09-11	\$750 - spent 09-11 on corridor study				Only have a range at this time. Can just split the difference if needed.
				11-13	\$11,000 - PE/Enviro				
				13-15	\$5,000 - R/W				
				15-17	\$80,000 - CN				
				17-19	\$189,000 - CN				

Yakima Valley MPO/RTPO

FINAL Regional Priority Project List

10-18-2010 MPO/RTPO Executive Committee Adoption

Project Reference for Narrative Correlation	Project Name, Jurisdiction & Category (i.e.: road or multi-modal)	Project Type Indicate Applicable Number(s) (see instruction memo)	Total Project Cost* (in thousands)	Project Cost Breakdown By Biennia - YOY \$** (09/11; 11/13; 13/15 etc.)	Is this project consistent with an approved Regional Transportation Plan?	Policy Goals Project Addresses - Indicate Applicable Numbers (see instruction memo)	Comments
O	SR-22 Bridges (WSDOT)	1,3,4	\$43,491 WSDOT Section:	09-11 11-13 13-15 15-17 17-19 \$19,252 \$24,239	Yes	1,2,3,4,5,6	Construction is split, some in 15-17 and some in 17-19.
P	16th Ave Washington to SR-12 Improvements (Yakima)	1,3,4,6,7	\$32,900 City of Yakima:	09-11 11-13 13-15 15-17 17-19 \$1,000 - PE/Enviro \$1,500 - PE, R/W \$5,000 - R/W \$4,000 - PE, R/W \$25,000 - CN	Yes	1,2,3,4,6	Assumes right-of-way acquired by June 2016. Project is unfunded.
Q	Suntides Interchange (WSDOT)	3,5,7	\$38,491 WSDOT Section:	09-11 11-13 13-15 15-17 17-19	Yes	1,2,3,4,5,6	Total cost is 2010 dollars. Project construction is outside of the 23-25 biennium so no YOY costs shown.
R	Yakima Valley Shortline Rail & Trans-Load Facility Feasibility Study (County)	3,5,7	\$6,000 Yakima County:	09-11 11-13 13-15 15-17 17-19 N/A \$100 - for feasibility study \$200 - PE/Enviro for location & facility design \$700 - R/W, CN for site prep and access \$5,000 - CN of facility	Yes	1,2,3,4,5,6	> Feasibility study to determine location candidates, road and rail improvements, and regional impacts affecting Ports of Seattle and Tacoma. > All components of project currently unfunded.

Yakima Valley MPO/RTPO

FINAL Regional Priority Project List

10-18-2010 MPO/RTPO Executive Committee Adoption

Project Reference for Narrative Correlation	Project Name, Jurisdiction & Category (i.e.: road or multi-modal)	Project Type Indicate Applicable Number(s) (see instruction memo)	Total Project Cost* (in thousands)	Project Cost Breakdown By Biennia - YOE \$** (09/11; 11/13; 13/15 etc.)		Is this project consistent with an approved Regional Transportation Plan?	Policy Goals Project Addresses - Indicate Applicable Numbers (see instruction memo)	Comments
S	Westside Connector (Union Gap, Yakima, County)	3,5,6,7	City of Yakima Section: \$1,600	09-11		Yes	1,2,3,4,5,6	> All Components of project currently unfunded > Feasibility & Alignment Study will address alternatives and partnership involvement needs of Yakima County and cities of Yakima and Union Gap.
				11-13				
				13-15	\$300,000 - for feasibility study			
				15-17	\$300,000 - for feasibility study			
				17-19	\$1,000,000 - PE/Envir.			
			Yakima County Sections: (5-Lane Ahtanum Corridor - \$19,000) & (3-Lane N/S Corridor - \$9,330) \$28,330	09-11	N/A			
				11-13	N/A			
				13-15	\$270 - for feasibility / alignment study			
				15-17	\$500 - PE/Enviro for County section of project			
				17-19	\$500 - R/W for County section of project			
			City of Union Gap Section: \$500 - \$25,500	09-11	\$25 - spent 09-10 on corridor study			
				11-13	\$100 - PE / Enviro			
				13-15	\$375 - PE, R/W			
				15-17	\$25,000 - CN			
				17-19				
T	40th Avenue Corridor Widening (Yakima)	1,3,4,6,7	City of Yakima: \$34,200	09-11	\$800 - PE/Envir.	Yes	1,2,3,4,6	Assumes right-of-way acquired by June 2016. Project is unfunded.
				11-13	\$1,300 - PE, R/W			
				13-15	\$4,600 - R/W			
				15-17	\$4,500 - PE, R/W			
				17-19	\$23,000 - CN			

**YOE = Year of Expenditure Dollars assuming a 3% inflation factor

Information needed from Project Sponsor(s)

Narrative - A

Yakima Valley MPO/RTPO
REGIONAL PRIORITY PROJECT LIST
Submittal to Washington State Transportation Commission
NARRATIVE PROJECT INFORMATION
October 2010

Project Name & Number

East Valley Schools – Beaudry Road Crossing & Pathway Project

(Phase II – Grade Separation) - Project A

Project Description

- **What is it?**

Phase I of the project constructs a network of pathways connecting the East Valley Intermediate (K-5) / Central “Middle School” (including District Office), and High School campuses with an ACE Hardware Co. sponsored Community Soccer Field and Pathway, and City of Moxee sidewalk system, located along Beaudry Road. Phase II will construct an ADA approved grade-separated crossing in the northern (heavily accessed) half the project zone. Future phases will extend urban roadway improvements north to Roza Hill Drive via rural segments of Beaudry and Bittner/Wendt Roads.

- **Where is it located?**

Beaudry Road – Moxee, WA City Limits to Mieras Road (County); approximately four miles east of Yakima, WA.

- **What is the intended outcome & benefit?**

The East Valley School District view improvements to this roadway and construction of pathways and a grade separation as key for the safe navigation of their elementary, middle, and high school students between their respective campuses.

- Reduces pedestrian-motor vehicle conflict during school hours.
- Complements Bike-Pedestrian pathway network continuity.
- Complements Phase I (Pathway, education, & enforcement activities) and Beaudry Road Reconstruction Efforts.

Project Status & Timeline

- **Where is the project at in development?**

The City of Moxee completed urban reconstruction of their one mile section in 2009. Yakima County has begun preliminary engineering for the grade separation approaches. Yakima County seeks construction funds to complete Phase II. Construction would be completed with 18 months of following final awarding of construction funds prior to beginning of new school year. The remaining two miles of the corridor are included on Yakima County Comprehensive Plan and the MPO/RTPO Regional Transportation Plan.

- **What is the timeline for this project from start to completion?**

Construction would be completed with 18 months of following final awarding of construction funds prior to beginning of new school year. Improvements to the remaining two miles will begin after 2013, with a completed urbanized corridor around 2020.

Additional Comments

Narrative - B

**Yakima Valley MPO/RTPO
REGIONAL PRIORITY PROJECT LIST
Submittal to Washington State Transportation Commission
NARRATIVE PROJECT INFORMATION
October 2010**

Project Name & Number

Yakima County / Yakima Greenway Trail System Expansion - Project B

Project Description

- **What is it?**

Continuing development of pathway systems within Yakima County extending the current 20-mile Yakima Greenway to the lower Yakima Valley (eventually connecting with the Sunnyside-Grandview Trail) and Northwest along the former Naches Branch Railroad Line to the Naches Trail presently under construction.
- **Where is it located?**

The Yakima Greenway runs parallel to the Yakima River and I-82 at Union Gap, WA north to the confluence of the Yakima & Naches Rivers, then continues west parallel to the Naches River and SR-12 to its present terminus at 40th Avenue in Yakima. The Naches Trail segment begins in Naches, WA (approximately 12 miles NNW of Yakima) and is expanding towards Yakima in Phases. The only existing trail system in the lower Yakima County area runs parallel to the Gibbon-Granger Short (RR) Line and Yakima Valley Highway between the City's of Sunnyside and Grandview. This trail extends beyond Grandview's city limits to the southeast and connects to the Prosser Trail in Benton County.
- **What is the intended outcome & benefit?**

Yakima Valley region is experiencing increased demand for individual-based recreation activities (walking/biking), prompting the need for more trail systems.

 - Access to Natural / Historical Sites
 - Community Events
 - Ag-Retail and Employment Centers
 - Tourism Information & Guidance
 - Recreational Destinations
 - All-Year (All-Season) Use

The creation of a countywide trail system will create a viable, safe and eco-friendly transportation alternative that better connects the cities and communities within the county.

Project Status & Timeline

- **Where is the project at in development?**

The current (20-mile) Yakima Greenway trail extends for its Northwestern terminus at SR-12 and 4th Ave in Yakima, WA, continues along SR-12 and the Naches River. At the confluence of the Naches & Yakima Rivers and confluence of SR-12 and I-82 (in NE Yakima), the trail continues parallel to I-82 and the Yakima River to its Southeastern Terminus near Union Gap at "Century Landing".

The Town of Naches completed Phase I of the new "Naches Trail", a one mile pathway traveling through town on the old Naches Branch Rail line. Yakima County and the Yakima Greenway Foundation have partnered to continue Naches Trail south towards the 40th Avenue Terminus including the construction of an approximately 3.5 mile section in 2011 and another 4.36 mile section in 2012-13.

Trail extensions south of Union Gap are considering in Yakima County 2008 Trail Plan and by the transportation action group "DRYVE" as an important transportation "identified need".
- **What is the timeline for this project from start to completion?**

Yakima County continues its plans to connect the City of Naches Trail with the Yakima Greenway by constructing nearly nine (9) miles of trail over the next 2-3 years. The final (2+ mile) section between requires the crossing of the Naches River with design and funding issue still to be addressed. Completing connections of the Greenway/Naches Trail is intended by 2015-2017.

There are presently no funding/planning activities underway for extending the Greenway south of Union Gap. Efforts will begin upon completion of the Greenway/Naches Trail connection.

Additional Comments

Narrative - C

Yakima Valley MPO/RTPO
REGIONAL PRIORITY PROJECT LIST
Submittal to Washington State Transportation Commission
NARRATIVE PROJECT INFORMATION
October 2010

Project Name & Number

Countywide Transit Capital and Operating - Project C

Project Description

- **What is it?**

This project would preserve public transit and special needs transportation for Yakima County. This includes the following transportation services: (1) Yakima Transit service to the cities of Yakima and Selah; (2) Union Gap Transit service to Union Gap; (3) People For People paratransit service to individuals with special needs that live outside public transit; (4) People For People fixed-route transportation for special needs and general public to access services along 48 miles of Highway I-82 from Prosser to Yakima; (5) People For People transportation service for WorkFirst and low-income individuals to access employment and employment related services.

- **Where is it located?**

Public transit is provided for the incorporated cities of Yakima, Selah, and Union Gap. People For People's Fixed Route service connects Ben-Franklin Transit with Yakima Transit by providing service along the I-82 corridor from Prosser to Yakima with bus stops in Prosser, Grandview, Sunnyside, Granger, Zillah, Toppenish, Wapato, and Yakima. People For People's paratransit services are provided for individuals that live throughout Yakima County and do not have access to transit service.

- **What is the intended outcome & benefit?**

- (1) Transportation options improve the quality of life for individuals to live independently by providing access to employment, education, health care, and other necessary services.
- (2) Promotes a healthy environment through conservation of energy resources
- (3) Increases connectivity across Yakima County for citizens to travel across service areas
- (4) Promotes economic development by providing business with transportation options for their employees.
- (5) Addresses public safety by providing less pedestrian and vehicle traffic on rural and urban roadways
- (6) Preserves the public transit and paratransit infrastructure for Yakima County

Project Status & Timeline

- **Where is the project at in development?**

Yakima Transit and Union Gap Transit are funded through sales tax and grant funds. The funding that is identified will preserve the existing level of service for transit service.

People For People's projects are grant funded and those grants will terminate on June 30, 2011. To preserve the existing transportation service for individuals with special needs in the non-transit areas of Yakima County, funding will need to be allocated to continue the service.

- **What is the timeline for this project from start to completion?**

Continuous funding must be allocated to preserve existing transit operations and to replace obsolete equipment.

Additional Comments

Narrative - D

Yakima Valley MPO/RTPO

REGIONAL PRIORITY PROJECT LIST

Submission to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number

Euclid Road Improvements - Project D

Project Description

- **What is it?**
Reconstruct Euclid Road from Groom Lane to south city limits. The project is approximately 2,400 feet in length and will include water main improvements as well as a complete road reconstruction (install curb/gutters, storm drainage, sidewalk, illumination, S.V.I.D. culvert extension and new asphalt).
- **Where is it located?**
This section of roadway serves as the south gateway into the Grandview community as well as a farm to market road; it is a highly traveled roadway into the City of Mabton and the Town of Bickleton.
- **What is the intended outcome & benefit?**
Some of the benefits of this project include better drainage which will eliminate the roadway hazards (flooding and erosion problems) during any rain storm; the sidewalks and illumination will improve the area for pedestrian travel, motorists and property owners.

Project Status & Timeline

- **Where is the project at in development?**
The design and construction start dates are all pending funding.
- **What is the timeline for this project from start to completion?**
Design engineering would begin as soon as the funds are available with construction to follow. The project would be completed within a 12-month time frame.

Additional Comments

The street improvements are estimated at \$1, 273,500 with an additional \$240,200 for water main upgrades.

Narrative - E

Yakima Valley MPO/RTPO

REGIONAL PRIORITY PROJECT LIST

Submission to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number

East McDonald Road Improvements - **Project E**

Project Description

- **What is it?**

Reconstruct existing city and county-owned roadway from existing narrow two-lane configuration to "Rural Arterial" Standard roadways (12-ft. Lanes & 8-ft. Shoulders).

- **Where is it located?**

This corridor is located north to northwest of Toppenish, WA between SR-22 and SR-97.

- **What is the intended outcome & benefit?**

Improves movement of school, agriculture (farm to market), industrial freight, and commuter traffic between State Routes 97 and 22 around Northwest Toppenish.

Complements WSDOT's SR-22 Safety Improvement Project (currently funding and scheduled for construction in 2010 and 2011.)

Addresses rural and urban transportation issues for a project within cities urban growth boundary. Classified as a "Pedestrian Emphasis Route", widened shoulders will provide safer pedestrian mobility.

Project Status & Timeline

- **Where is the project at in development?**

Conceptual – City of Toppenish's section of project was awarded construction funds in 2010. Yakima County has this project listed on regional planning documents.

- **What is the timeline for this project from start to completion?**

City of Toppenish began preliminary engineering in 2010 with construction expected in 2012 or beyond. This project is not presently on Yakima County's Six Year Transportation Improvement Program (TIP).

Additional Comments

Narrative - F

Yakima Valley MPO/RTPO
REGIONAL PRIORITY PROJECT LIST
Submittal to Washington State Transportation Commission
NARRATIVE PROJECT INFORMATION
October 2010

Project Name & Number

Fort Road Reconstruction Project (Phase II) - Project F

Project Description

- **What is it?**

Widen two-lane urban/rural roadway to 5-lane Urban Arterial (curb, gutter, sidewalk, signalization and illumination between SR-97 and Robbins Road. Improves access to Yakama Nation governmental offices, AB Foods Processing Plant, Legends Casino complex, WSDOT maintenance facility and numerous residential agricultural and commercial properties.

- **Where is it located?**

This project is located on the old SR-220 Highway immediately west of Toppenish, WA.

- **What is the intended outcome & benefit?**

Complements over \$60 Million in private investment to expand residential, industrial (AB Foods), entertainment (Legends Casino), & human and governmental (Yakama Nation) businesses and services along Fort Road.

Improves safety for pedestrians, bicyclists, & motorists travelling between Toppenish, adjacent Fort Road properties, and lands west.

Reduces Congestion at peak travel times at SR-97 & Fort Road Intersection.

Improves freight mobility and access to AB Foods (Washington Beef), Legends Casino & Yakama Nation administrative complexes.

Complements BIA-led Robbins Road extension to SR-97 and WSDOT safety enhancement efforts along SR-97.

Provides access improvement opportunities for federally funded transit services along Fort Road and City of Toppenish.

Project Status & Timeline

- **Where is the project at in development?**

Preliminary Engineering is mostly complete and initial right of way acquisition is underway through a partnership between Yakima County and the Yakama Nation. Phase I (improvements to the Fort Road/SR-97 Intersection) was completed by WSDOT in 2008.

- **What is the timeline for this project from start to completion?**

Preliminary Engineering began in 2008. Yakima County and the Yakama Nation initiated joint right of way acquisition and donation activities in 2010. Yakima County has secured approximately \$2.3 Million of the projected \$3.5 million project. Project will be completed within 15 months of securing project shortfall.

Additional Comments

Narrative - G

Yakima Valley MPO/RTPO
REGIONAL PRIORITY PROJECT LIST
Submittal to Washington State Transportation Commission
NARRATIVE PROJECT INFORMATION
October 2010

Project Name & Number

I-82 / SR-97 Freight Express Route - Project G

Project Description

- **What is it?**

Widen two-lane rural roadway to a rural state highway quality 40 foot width (12' lanes / 8' shoulders) with alignment improvements and grade separation over the BNSF Mail Line Rail Corridor south east of Toppenish, WA.

- **Where is it located?**

The corridor follows North Meyers Road, a three block section on Toppenish's east side, and other county roads to the south and southeast of Toppenish, WA that provide an indirect connection between SR-97 (south of Toppenish) and I-82 (northeast of Toppenish at Zillah, WA).

- **What is the intended outcome & benefit?**

Reconstruction of the N. Meyer's Road Bridges will reopen a freight corridor that has been weight restricted since 1996.

Yakima County will reconstruct North Meyers Road to a "Rural Highway" quality roadway (12-ft. lanes, 8-ft. shoulders), complementary to WSDOT's SR-22 Reconstruction Project slated for Spring 2010 through Fall 2011.

SR-22 through central Toppenish experiences over 11,000 vehicles per day. Removing "pass through" traffic will increase multi-modal safety near two public schools and a football stadium, fire station, public library, two city parks, a visitor's center, and segments of the city's "Mural Trail".

Promises to create 100's of construction jobs and re-energize residential, commercial, and industrial development around south and eastern Toppenish.

N. Meyers Road Grade Separation of the BNSF Main Line would be the only such crossing between Union Gap and Prosser.

Project Status & Timeline

- **Where is the project at in development?**

Yakima County has secured federal bridge funds to replace deficient bridges on the Yakima River. Construction of the bridges is planned for 2011. Funding has also been secured to reconstruct N. Meyers Road from the bridges to the Toppenish City Limits. This phase is presently in preliminary engineering. The "Toppenish" section and the southern leg of the corridor are in conceptual stage and unfunded.

- **What is the timeline for this project from start to completion?**

See previous question.

Additional Comments

Narrative - H

Yakima Valley MPO/RTPO

REGIONAL PRIORITY PROJECT LIST

Submission to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number

Gateway Corridor - Project H

Project Description

- **What is it?**

This project constructs a principal arterial that will extend from Fruitvale Boulevard, cross over (or under) the BNSF Railroad mainline, run through the sawmill development site and connect to the future County road from Terrace Heights. The roadway will be constructed to a 61-foot width (14-11-11-11-14) providing a two-way left-turn lane, and outside lanes that will be shared with bicycles. Continuous 7-foot wide sidewalks will be constructed on both sides of the road, along with traffic signals and street lighting.

- **Where is it located?**

The new roadway connects Fruitvale Boulevard in the City of Yakima on the west of the the Yakima River and I-82, through the sawmill development site just west of I-82, over the Yakima River and to Yakima County's community of Terrace Heights.

- **What is the intended outcome & benefit?**

This new roadway would provide access to the sawmill development site, and be a portion of a new route from northeast Yakima to Terrace Heights.

Project Status & Timeline

- **Where is the project at in development?**

In 2008, the City was successful in securing a Washington State LIFT grant for the sawmill site in the amount of \$25,000,000 (\$1,000,000 per year for 25 years). Since then, the City has been working with the developer on the design of the sawmill development site. Environmental documentation has been started, as well as a traffic analysis.

- **What is the timeline for this project from start to completion?**

Project Design and Development: 1/2011 – 12/2015

Acquire Right of Way: 4/2012 – 12/2020

Construct: 5/2016 – 6/2022

Additional Comments

Narrative - I

Yakima Valley MPO/RTPO

REGIONAL PRIORITY PROJECT LIST

Submission to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number

Goodlander Road to SR-283 - Project I

Project Description

- **What is it?**

Reconstruct East Goodlander Road; from North First Street to North Wenas Road (SR-823): Widen existing two lanes, new pavement section to be 40 feet wide with concrete curb & gutter, sidewalks both sides and streets lights. The project segment is approximately 2000 feet long with weekday average daily traffic counts of 3,735 and the weekend traffic counts are 2,663. Acquire additional right-of-way and modify existing signalization. Provide storm drainage and extensions of water and sewer lines.

- **Where is it located?**

The project portion of East Goodlander Road is between North First Street and North Wenas Road (SR-823) in Selah Washington.

- **What is the intended outcome & benefit?**

Completion of this project will eliminate narrow rough lanes, improve turning radius onto SR-823 and into a sport complex and high school parking areas. East Goodlander Road serves as an important farm-to-market route, carrying goods from the orchards to the fruit processors and warehouses in Selah's industrial area. City transit and school buses use East Goodlander Road as well. East Goodlander Road serves as access for the parking lots for Selah High School and Carlon Park. Both of these facilities draw large volumes of vehicle and foot traffic for football, softball, tennis and hardball (Pepsi Packs) games and tournaments.

Project Status & Timeline

- **Where is the project at in development?**

The project is in the planning stages. The design and construction schedule is subject to securing funding.

- **What is the timeline for this project from start to completion?**

Project Design and Development: 1/2011 – 12/2013

Acquire Right of Way: 4/2013 – 12/2013

Advertise and Award: 1/2015 – 5/2015

Construct: 5/2015 – 11/2015

Additional Comments

Narrative - J

Yakima Valley MPO/RTPO

REGIONAL PRIORITY PROJECT LIST

Submission to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number

Morrier Lane/Duffield Road - Project J

Project Description

- **What is it?**

In 2004, the Yakima County Development Association finalized the SR-24 Industrial Sub-Area Plan which focused on industrial properties between the cities of Yakima and Moxee. Construction of Morrier Lane was identified as a recommended transportation improvement to serve the Sub-Area. This project would provide access to large parcels of industrially-zoned land north of SR-24, from Birchfield Road to Beaudry Road and large parcels of commercially-zoned land south of SR-24. Morrier Lane would extend north from SR-24 to Mieras Lane and south to Postma Road. Duffield Road would extend from Beaudry Road to planned Morrier Lane.

- **Where is it located?**

This project is located in the western portion of the City of Moxee. The planned Morrier Lane arterial would intersect SR-24 at approximate mile post 3.10.

- **What is the intended outcome & benefit?**

The project would ultimately enhance roadway connectivity within the existing transportation network of the City of Moxee in addition to promoting economic development. The project would improve transportation system safety, including bicycle and pedestrian traffic. The project would provide an additional north/south arterial spanning the limits of the City, decreasing the demand on the existing facilities.

Project Status & Timeline

- **Where is the project at in development?**

The project is currently in the planning stages. In 2009, the City of Moxee began the process of developing a feasibility study to evaluate an intersection at SR-24 and planned Morrier Lane. The intersection study will be submitted to WSDOT as part of an access break request on SR-24.

- **What is the timeline for this project from start to completion?**

Preliminary Design and Development: 1/2011 – 12/2011

Right of Way Acquisition: 1/2012 – 12/2012

Final Design: 1/2012 – 7/2012

Construct: 8/2012 – 5/2014

Additional Comments

Narrative - K

Yakima Valley MPO/RTPO
REGIONAL PRIORITY PROJECT LIST
Submittal to Washington State Transportation Commission
NARRATIVE PROJECT INFORMATION
October 2010

Project Name & Number

Naches-Tieton Road Improvements - Project K

Project Description

- **What is it?**

Reconstruct 1.5 miles of rural major collector roadway to include two travel lanes with an additional hill climbing lane and eight-foot shoulders. Improvements will be made on 600 feet of Naches Hghts Rd. and 700 feet of Rosenkranz Road to accommodate new alignments. Project continues Town of Naches / Yakima County improvements to S. Naches Road from SR-12 to the Naches River in 2006 and Yakima County's S. Naches Rd. Improvement project scheduled for 2011.

- **Where is it located?**

Project is located 1.0 Mile west of Naches, WA. (between S. Naches Road and N. Cowiche Road).

- **What is the intended outcome & benefit?**

Naches-Tieton Rd. is the only route between the Cowiche-Tieton Valley (on bluffs west of the Naches River), the Town of Naches, and SR-12. A narrow two-lane rural major collector with no shoulders, Naches-Tieton Rd's substandard facilities fail to adequately service its classification as a Class 1 Bicycle Route, Class 4 (300K to 4 Million tons /year) Truck Route, Pedestrian Emphasis Route, and school bus route.

Navigating a 450 foot elevation change in less than 1.5 miles, the roadway's steep (>7%) grade causes unsafe traffic delays for loaded freight vehicle traveling up the bluffs and makes for dangerous navigation for all downhill traffic during inclement weather.

Over 2500 vehicles use this route daily. This is the 2nd to last segment (the planned, but un-funded, N. Cowiche Road project being the final segment) that will create a "rural state highway"- standard corridor that will bisect the entire Cowiche-Tieton Valley between western -Yakima and Naches, WA.

Project Status & Timeline

- **Where is the project at in development?**

Yakima County has completed preliminary engineering and will have acquired all but one owner (property) block by December 2010. Acquisition of the final four (4) properties, by one owner, is expected by Spring 2011. Yakima County continues to seek construction funding to complete this project.

- **What is the timeline for this project from start to completion?**

Yakima County expects that Right-of-Way will be secured in 2011 with construction contingent on securing approximately \$6.0 million still needed for construction.

Additional Comments

Narrative - L

Yakima Valley MPO/RTPO

REGIONAL PRIORITY PROJECT LIST

Submission to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number

N. 1st Street Revitalization - Project L

Project Description

- **What is it?**

This project would improve North 1st Street by: widening the outside lanes to 14 feet to function as a shared lane (vehicle & bicycle), removing on-street parking, removing one railroad track crossing, providing a new pavement surface by grinding and overlaying the remainder of the roadway, upgrading the street lighting, installing pedestrian lighting, upgrading the streetscape with trees planters and benches, replacing and relocating existing sidewalks.

- **Where is it located?**

This project is located in the City of Yakima on 1st Street between 'A' Street and SR-12.

- **What is the intended outcome & benefit?**

This project would provide vehicular flow while improving bicycle and pedestrian safety, enticing commercial development by using the Crime Prevention Through Environmental Design (CPTED) design approach that provides well lit corridors that are currently dark and have deteriorated sidewalks. These amenities create a more inviting environment to business and customers that drives out the criminal element. The further creation of a clean and safe environment is essential to Yakima's position in the convention and tourism market.

Project Status & Timeline

- **Where is the project at in development?**

The project is in the planning stages.

- **What is the timeline for this project from start to completion?**

Project Design and Development: 1/2011 – 2/2012

Advertise and Award: 3/2012 – 4/2012

Construct: 5/2012 – 7/2013

Additional Comments

Narrative - M

Yakima Valley MPO/RTPO
REGIONAL PRIORITY PROJECT LIST
Submittal to Washington State Transportation Commission
NARRATIVE PROJECT INFORMATION
October 2010

Project Name & Number

Robbins Road Extension - Project M

Project Description

- **What is it?**

Construct a new four lane (boulevard) configuration arterial between SR-97 and Fort Road including signalization, extended frontage roads, and a raised center median. Project will complete an urban arterial loop around the greater Yakama Nation Agency complex while opening up scores of acres for development. Construction projected for 2013.

- **Where is it located?**

Presently undeveloped, the project will be located on the western boundaries of the Yakama Nation Headquarters complex (approximately ¾ of a mile west of Toppenish, WA).

- **What is the intended outcome & benefit?**

Opens access to over 80 acres for tribal development adjacent to existing Yakama Nation governmental offices, social and medical services, and tourism, and other business enterprises.

Completes an urban loop comprised of SR-97, Fort Road and Robbins Road which improves safety for pedestrians, bicyclists, & motorists travelling between Toppenish, adjacent Fort Road properties, and lands west.

Reduces congestion and improves freight mobility and access to AB Foods (Washington Beef), Legends Casino & Yakama Nation administrative complexes, in addition to agriculture west of Toppenish.

Eliminates existing "Buster Road Intersection and "S-Curve" access road, a mobility constriction for freight, recreational vehicle, and general motoring public traffic entering the Yakama Nation Cultural Center and neighboring facilities.

Southern phase (south of Fort Road), improves access for staff and delivery traffic for the Legends Casino complex and Yakama Nation Longhouse while reducing airborne dust during summer months.

Project Status & Timeline

- **Where is the project at in development?**

Preliminary Engineering. Project is under administration of the Bureau of Indian Affairs. Initial right of way activities are underway between YN/BIA and affected property.

- **What is the timeline for this project from start to completion?**

Project is funded with BIA Road Funds. However, funding levels to the YN/BIA (Yakama Agency) limits construction to a phased approach. Reconstruction of the existing Robbins Road section (south of Fort Road) could begin as early as 2013. Three remaining phases (including new intersection at SR-97) would occur over next 3-5 years.

Additional Comments

Narrative - N

Yakima Valley MPO/RTPO
REGIONAL PRIORITY PROJECT LIST
Submittal to Washington State Transportation Commission
NARRATIVE PROJECT INFORMATION
October 2010

Project Name & Number
South Union Gap I-82 Interchange - Project N

Project Description

- **What is it?**
 This project will complete the interchange by adding the final two ramps, improving access to Union Gap and to the existing and potential industrial and commercial property nearby via the City of Union Gap’s proposed Regional Beltway Connector that will connect to the improved interchange.
- **Where is it located?**
 This project is located at the City of Union Gap’s southern city limits.
- **What is the intended outcome & benefit?**
 The existing I-82/ South Union Gap Interchange is incomplete and does not provide full access to and from Union Gap to the interstate system, greatly impacting access and economic growth. This situation has negatively affected the Union Gap downtown business district since the original construction of I-82 in 1964 and has increased traffic at the I-82 / Valley Mall Boulevard interchange to the north.

Project Status & Timeline

- **Where is the project at in development?**
Value Engineering Study (VE): Evaluated the current design concept based on the project objectives: provide direct access between South Union Gap and I-82, improve access between I-82 and US 97, and accommodate a future “Beltway” connection.
Cost Risk Assessment (CRA) and update: Provided a probabilistic-based evaluation of the project’s cost and schedule.
Assumptions Document and Preliminary information for the Interchange Justification Report (IJR): Started process to gain approval from FHWA to break or revise the existing limited access required to improve the interchange.
Preliminary design alternatives: Developed a draft set of design alternatives for further analysis.
Preliminary environmental analysis: Determined sensitive areas needing further study.
- Next:**
 - Further develop design concepts to reduce impacts to environmentally sensitive areas.
 - Environmental Documentation: Continue preparing required reports - Air Quality (Energy/Climate Change), Wetland/Vegetation Inventory, Wildlife/Fish Inventory, Cultural/Historic Resources Inventory, Hazardous Material Inventory, Noise Analysis, Parks/Recreation Inventory, Social/Economic/Environmental Justice, Visual Analysis, Water Resources & Floodplains.
 - Complete Interchange Justification Report (IJR): Report required by the Federal Highway Administration for new access points on an interstate highway.
- **What is the timeline for this project from start to completion?**

Design & Environmental Documentation	2007 - 2014
Right of Way Acquisition	2012 - 2014
Construction	2014 - 2016

Additional Comments

- **What funding has been provided?**
 - \$2,860,000 SAFETEA-LU Appropriation (Part of \$5.2 million appropriation for I-82 Union Gap Interchanges)
 - \$170,000 Federal FFY04 Appropriation (Part of \$500,000 appropriation for I-82 Union Gap Interchanges)

Narrative - O

Yakima Valley MPO/RTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number

SR-22 Bridges - Project O

Project Description

- **What is it?**
This project will consist of widening and/or lengthening two bridges on SR-22, Bridge 22/006 and Bridge 22/007.
- **Where is it located?**
SR-22, MP 1.1 to MP 1.4 just north of the City of Toppenish.
- **What is the intended outcome & benefit?**
One bridge is currently structurally deficient and the other is functionally obsolete and both need to be replaced. Wider/longer bridges will provide for more shoulder room to improve the safety for pedestrians and motorists and improve the environmental impacts of the existing bridges by providing more flow area/volume.

Project Status & Timeline

- **Where is the project at in development?**
Some preliminary design has been completed.
- **What is the timeline for this project from start to completion?**
This project has not been programmed and no dates have been set. Estimate approximately 5 years from Design through Construction.

Additional Comments

Narrative - P

Yakima Valley MPO/RTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number

16th Ave Washington to SR-12 Improvements - Project P

Project Description

- **What is it?**

This project improves 16th Avenue by building it to the full principal arterial standards. The roadway width will be widened to 61' (14-11-11-11-14) providing a continuous two-way left-turn lane, and outside lanes that will be shared with bicycles. Continuous 7-wide sidewalks will be constructed on both sides of the road. Traffic signals and street lighting will be updated. Roadway right of way will be expanded to 100 feet.

- **Where is it located?**

This project is located in the City of Yakima on 16th Avenue between Washington Avenue and SR-12.

- **What is the intended outcome & benefit?**

This widening project will improve citywide mobility and safety, including bicycle and pedestrian traffic along this 3+ mile corridor.

Project Status & Timeline

- **Where is the project at in development?**

The project is in the planning stages.

- **What is the timeline for this project from start to completion?**

Project Design and Development: 1/2011 – 12/2013

Acquire Right of Way: 4/2013 – 12/2016

Advertise and Award: 1/2017 – 3/2017

Construct: 5/2017 – 11/2018

Additional Comments

Narrative - Q

Yakima Valley MPO/RTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number

Suntides Interchange - Project Q

Project Description

- **What is it?**

This project will remove the existing traffic signal, eliminate unexpected traffic stoppage, and reduce slowdowns by constructing a diamond interchange at the intersection of SR-12 and Old Naches Highway. SR-12 will travel over Old Naches Highway, the at-grade intersections at Mitchell and Ackley will be closed, and frontage roads will be constructed to provide access to the new interchange.

- **Where is it located?**

This project is located on SR-12, MP 198.06, just west of the City of Yakima.

- **What is the intended outcome & benefit?**

The new interchange will provide safer traffic flow and eliminate conflicts between high speed traffic on SR-12 and local cross traffic on Old Naches Highway. Rear end collisions and other related intersection crashes are expected to be reduced as well as improving travel times and reducing emissions for all vehicles.

Project Status & Timeline

- **Where is the project at in development?**

Some preliminary design and environmental work has been completed.

- **What is the timeline for this project from start to completion?**

Design:	Jul 2027
R/W:	Jan 2028
Construction:	Apr 2029

Additional Comments

Narrative - R

Yakima Valley MPO/RTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number

Yakima Valley Shortline Rail & Trans-Load Facility Feasibility Study - Project R

Project Description

- **What is it?**
Analyze potential [multi-modal freight] trans-load facilities along Yakima County's Short Line Rail Systems (White Swan Branch Line and Gibbon-Granger Branch Line) relating to location, economic development and environmental impacts to valley communities and road systems, recruitment of interstate and international distribution facilities, and how such facilities can benefit and support the freight mobility efficiencies for local agriculture and industry, the Ports of Seattle and Tacoma, and Washington State's Rail and Interstate Highway Systems.
- **Where is it located?**
This study would consider locations within Yakima County with direct access to rail network.
- **What is the intended outcome & benefit?**
Provide local jurisdictions a planning tool to address short (5 years) to long term (30 years) infrastructure needs and impacts on Yakima County and its place in the nation's freight import/export distribution routes.

Project Status & Timeline

- **Where is the project at in development?**
Pre-planning – Seeking funding for study.
- **What is the timeline for this project from start to completion?**
Study would be completed within 18 months of securing of funds. Individual projects / enhancements would be planned for, funded, and constructed through consultation with local jurisdictions, railroads, Ports of Seattle & Tacoma, and WSDOT.

Additional Comments

Narrative - S

Yakima Valley MPO/RTPO

REGIONAL PRIORITY PROJECT LIST

Submission to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number

Westside Connector - Project S

Project Description

- **What is it?**

This project would construct a new facility to better connect the West Valley residents and businesses to I-82 and SR-12. The project would consist of improving existing roads and constructing segments to connect the roads into a large loop that would reach from I-82 in Union Gap to SR-12 in Naches.

- **Where is it located?**

Although very early in the planning stages, it is anticipated that the Westside Connector would begin at the future South Union Gap Interchange, proceed northwesterly along a new road to Ahtanum Road in the vicinity of 3rd Avenue, continue westerly on Ahtanum Road to the vicinity of Wiley City, then turn north along the Dazet Road/Hennessy Road corridor to Summitview Road, then follow Summitview Road westerly to the vicinity of Wiekel Road and then follow existing roads to SR-12 at Naches.

- **What is the intended outcome & benefit?**

The intended benefit of the project is to improve traffic flow to the West Valley area, for freight trucks, emergency vehicles and the general public.

Project Status & Timeline

- **Where is the project at in development?**

In the early planning stages. Funds are currently being sought to conduct an alignment alternative study.

- **What is the timeline for this project from start to completion?**

Perform alignment alternative study: 2011 – 2014.

Begin design and right of way acquisition: 2014 – 2019.

Additional Comments

Narrative - T

Yakima Valley MPO/RTPO

REGIONAL PRIORITY PROJECT LIST

Submission to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number

40th Avenue Corridor Widening - Project T

Project Description

- **What is it?**

This project improves 40th Avenue by building it to the full principal arterial standards. The roadway width will be widened to 61' (14-11-11-11-14) providing a two-way left-turn lane, and outside lanes that will be shared with bicycles. Continuous 7-foot wide sidewalks will be constructed on both sides of the road. Traffic signals and street lighting will be updated. Roadway right of way will be expanded to 100 feet.

- **Where is it located?**

This project is located in the City of Yakima on 40th Avenue between the Yakima Air Terminal on Washington Avenue and River Road (near SR-12).

- **What is the intended outcome & benefit?**

This widening project will improve citywide mobility and safety, including bicycle and pedestrian traffic along this 3+ mile corridor. 40th Avenue is the westernmost arterial connection to the Interstate system while traversing the full width of the City.

Project Status & Timeline

- **Where is the project at in development?**

The project is in the planning stages.

- **What is the timeline for this project from start to completion?**

Project Design and Development: 1/2011 – 12/2013

Acquire Right of Way: 4/2013 – 12/2016

Advertise and Award: 1/2017 – 3/2017

Construct: 5/2017 – 11/2018

Additional Comments

Southwest Washington Regional Transportation Planning Organization **Maintenance and Preservation Notes**

Systemically, City Streets and County Roads in the five-county SWRTPO area are in drastic need of repair. Several years of deferred maintenance have left the pavement rough with open pot holes and alligator cracking. Many of these roads are now past the maintenance stage and need full reconstruction due to base damage. This is particularly a problem in the small cities throughout the region.

Due to the current economic environment our cities and county have endured deep budget cuts. For example, in Grays Harbor County, six of the nine cities in the county no longer have a maintenance/preservation program in their budget at all. The remaining three cities have drastically reduced their expenditures. For example, annual roadway maintenance costs for the City of Aberdeen are \$484,880; with only \$50,000 available in the budget. This is generally true throughout the entire five-county area.

In discussions throughout the SWRTPO area, the current estimates for deferred maintenance are \$80 to \$100 million. The annual maintenance/preservation needs estimates are \$30 to \$40 million. Please note these figures include chip seals, patching and crack-sealing. They do not include curb, gutter, sidewalks, drainage, lighting, etc.

We need a dedicated funding program to ensure that our local transportation system network maintenance needs are met before our entire surface system falls into the reconstruction category. The initial years of the program should be front loaded with additional dollars to assist our jurisdictions in “catching up” in their maintenance schedules. After that a flat allocation schedule, that has either a step or COLA-type increase, can be developed and maintained through a sustainable funding source. We would encourage that the Association of Washington Cities, the Washington Association of Counties, and the Washington Public Works Association be involved in the development of a sustainable funding program for streets and roads maintenance and preservation.

Longview/Kelso/Rainier MPO (CWCOG)/Southwest Washington Regional Transportation Planning Organization

Submittal to Washington State Transportation Commission
Oct-10

Inflation Factors Corrected
10-Dec

1	Project Name, Jurisdiction & Category	Project Type	Total Project Cost & Year (in thousands)		Project Cost Breakdown Biennia/YOE		Consistency with Adopted Regional Transportation Plan	Policy Goals Project Addresses
				2010	Biennial	YOE		
1	SR 432/SR 433	3,5,6	\$ 175,000	2010			yes	
	Single Point		\$100,000		SPUI	2016		1,2,4,6
	Urban Interchange Grade Separation & Rail Enhancement		\$75,000		Rail	2014		
	Cowlitz County, Port of Longview, City of Longview, WSDOT - SWR							
2	SR 432/Talley Way/I-5 (Exit 36) Interchange Modernization, Ph.2	3,4,5,6	\$ 32,000	2010			yes	
	I-5 Undercrossing Earthquake Retrofit		\$ 20,000			2014		1,2,3,4,6
	I-5/Old 99 Intersection Improvements		\$ 2,000			2018		
	Talley Way/SR 432 Intersection & Bridge Replacement		\$ 10,000			2018		
	City of Kelso, WSDOT - SWR							
3	I-5	3,4,6	\$ 60,000	2010			yes	
	I-5/Scott Avenue Reconnection & At-Grade Separation		\$ 45,000			2018		1,3,4,6
			15,000			2018		
	Port of Woodland, City of Woodland, WSDOT - SWR							
4	West Main Realignment	3,4,6	\$ 8,000	2010			yes	
	Realign West Main & Intersection Improvements					2018		1,3,4,5,6,
	City of Kelso							
5	US 101 Truck Route Alternative: Aberdeen, Hoquiam	1,2,3,4,5,6	\$ 600,000	2010			yes	
	Phase I: NEPA, EIS Update & re-evaluation		\$ 5,000			2014		1,2,3,4,6,
	Phase II: Environmental for full corridor		\$ 3,000			2019		
	Phase III: Construction (3 phases)		\$ 592,000			2022		
	Port of Grays Harbor, Cities of Aberdeen & Hoquiam							
6	Tri-Cities Operational Improvements	1,2,3,	\$ 13,000	2010		2014	yes	1,2,3,4,5,6,
	Cities of Aberdeen, Hoquiam & Cosmopolis							
7	Wishkah Mall Access Improvements	3,4,6,	\$ 5,400	2010		2016	yes	1,3,4,6,
	City of Aberdeen							
8	SR 12/Keys Rd Intersection Grade Separation	1,2,3,6	\$ 10,000	2010		2016	yes	1,2,3,6
	Grays Harbor County, WSDOT Olympic Region							
9	Simpson Avenue Bridge Replacement	1,2,3,5	\$ 20,000	2010		2014	yes	1,3,4,6
	City of Hoquiam, WSDOT - Olympic Region							
10	I-5	1,2,3,4,6,	\$ 400,000	2010		2019	yes	1,2,3,4,6,
	Mellen to 13th: Centralia/Chehalis							
	Cities of Centralia, Chehalis & WSDOT - SWR							
11	US 12 - Corridor Safety Improvements	1,2,3,	\$ 4,500	2010		2014	yes	1,3,4,6
	I-5 to Yakima County Line							
	Lewis County, WSDOT - SWR							
12	SR 6 Bridge Replacement	1,2,3,5	\$ 25,000	2010		2017	yes	1,2,3,4,6
	Chehalis River Bridge #06-123							
	City of Chehalis & WSDOT - SWR							
13	Harrison Avenue Corridor Improvements	1,2,3,4,6,	\$ 13,000	2010		2015	yes	1,2,3,4,6,
	City of Centralia							
14	SR 505 Corridor Improvements	1,2,3,4,	\$ 6,500	2010		2016	yes	1,2,3,4,6
	Lewis County, WSDOT - SWR							

926 WSTC Top 20 Project Submittal RS29-10
 Revised with corrected inflation factors

15	SR 6 Bridge Replacements	1,2,3,5,	\$ 30,000	2010	2018	41,057	Yes	1,2,3,5,
16	Rock Creek & Pluvius (former RR bridges) Lewis County, Pacific County, WSDOT - SWR	1,2,3,	\$ 3,000	2010	2016	3,796	Yes	1,2,3,6
17	Elizabeth/Howerton/US 101 Truck Route Port of Ilwaco, City of Ilwaco, WSDOT - SWR	5,6	\$ 5,000	2010	2014	5,849	Yes	1,3,4,5,6
18	New Vessel w/24 car capacity, ADA-compliant Wahkiakum County	2,3,4,6	\$ 18,000	2010	2014	21,057	Yes	1,2,3,4,5,6
19	Short-line Rail Port of Grays Harbor, PSAP	1,2,3,5,6	NA			TBD	Yes	1,2,3,4,5,6,
20	Aviation Transit	3,6,7,	\$ 10,000	2010		TBD	Yes	1,3,4,5,6,

Totals \$ 1,438,400 2,066,464

Cowlitz County

1. SR 432 Corridor Highway and Rail Modernization: Cowlitz County/Port of Longview/City of Longview, Washington

- **Description/Location:** This project modernizes the SR 432 Corridor by grade separating the SR 432/SR 433 Intersection and by extension of the Port of Longview's Industrial Rail Corridor north of the intersection to accommodate future growth in unit train activity. There are three major components of this project:
 - Expansion of the Port of Longview Industrial Rail Corridor on-site and north of SR 432 intersection to accommodate future unit train traffic from area marine terminals
 - Construction of 2nd Cowlitz River Rail Crossing. The current bridge is over 80 years old and is limited by height and weight restrictions. The bridge is needed to accommodate the increased export of bulk cargo being transported via unit trains
 - Construction of a single-point urban interchange at the intersection of SR 432/SR 433 to grade separate the truck, recreational and local traffic from the increased rail traffic.

- **Outcome/Benefit:** This project safely separates the highway traffic and rail traffic using this very busy industrial corridor. The project also reduces congestion and increases the region's capacity for increased marine terminal, rail and highway transport of goods, expanding global trade opportunities for Cowlitz County. The goal is to have both sets of improvements built by 2017, in conjunction with the proposed Cowlitz county BNSF mainline improvements, scheduled to be completed by 2017. The January 2008 SR 432 Rail and Highway Realignment Feasibility Study, co-sponsored by WSDOT and CWCOG, projects an increase of 30–40 percent in both truck and rail traffic over the next 20 years. Activities to increase the transport of bulk cargo, grain and coal, are already underway. The rail projects will put the bulk commodity unit trains on an expanded Port of Longview rail, which is already grade-separated. The second rail bridge is needed to safely and efficiently move these trains onto the BNSF mainline railyard. The interchange provides the safe grade separation for surface and rail traffic at the SR 432/SR 433 intersection.

- **Project Status & Timeline:** A standing committee for the SR 432 Highway and Rail Corridor Safety has been developed. In conjunction with the standing committee, a Technical Advisory Committee has also been developed. The following is a timeline for the projects:
 - Phase I: Complete NEPA documentation (2011-2013)
Develop funding proposal, including development of local match mechanism, state and federal programs, etc.
 - Phase II: Complete preliminary design, engineering, right of way and permitting for highway & rail projects (2013-2015)
 - Phase III: Complete construction of projects in conjunction with HSR project

(2015-2017)

2. SR 432/Talley Way/I-5 (Exit 36) Interchange Modernization, Phase 2: Kelso, Washington

- **Description/Location:** This project is the final phase of this project. The CWCOG sponsored Modified Access Decision Report recommendations and ultimate design of the project included the following projects:
 - Earthquake Retrofit and Expansion of I-5 Undercrossing
 - I-5/Old 99 Intersection Channelization & Signalization Improvements
 - Talley Way/SR 432 Intersection Improvements & Bridge Replacement

- **Outcome/Benefit:** The complexity of the first phase of the interchange project resulted in a lack of funding from the initial TPA program to complete the above-mentioned design elements of the project. Continued growth in the region and the development of the property at the interchange will result in additional safety and congestion concerns at the interchange.

- **Project Status & Timeline:** The project elements have been, for the most part, initially designed. Preliminary engineering results caused these improvements to be postponed during Phase 1. Final engineering and environmental work needs to be completed for the projects. It is expected that the City of Kelso and WSDOT will be partners in this project. With funding in place, the project should take up to three years to complete from environmental through construction.

3. I-5/Scott Avenue Reconnection & Grade Separation: Woodland, WA

- **Description/Location:** This project relieves the congestion at Exits 21 and 22 by reconnection of Scott Avenue as an east-west connection across I-5 in the City of Woodland. Extensive development at Exits 21 and 22 preclude interchange improvements. The Woodland Transportation Infrastructure Strategic Plan, approved by WSDOT, Cowlitz County, CWCOG, Port of Woodland and City of Woodland, developed a series of long-range projects to relieve congestion at the city's interchanges. Analysis completed during the study indicated that 80–90 percent of the local traffic forced to use these interchanges were local residents of Woodland. Removing the ordinary, day-to-day need to cross the community without going through the two I-5 interchanges became the most efficient, safe and cost-effective method of traffic congestion relief. Reconnecting Scott Avenue, which was severed when the I-5 corridor was completed 50+ years ago, by raising I-5 over the street was determined to be the best solution to maintaining the integrity of the two interchanges and remove the local traffic from the I-5 interchanges. With the growth in recreational and industrial traffic using these two interchanges, the efficient and safe movement of all vehicles is paramount.

- **Outcome/Benefit:** Removing local traffic away from the freeway interchanges keeps the integrity of both safety and operational aspects of the interchanges at a high level. Reconnecting Scott Avenue provides the residents of Woodland an alternative to the two I-5 interchanges as the east-west route between the two segments of the community, which are physically separated by I-5. A reconnected Scott Avenue also includes continuing the street into the Port of Woodland by providing a grade-separated crossing of the BNSF mainline railroad. There are currently no grade separated railroad crossings in Woodland. Reconnecting Scott Avenue will remove the truck traffic accessing the Port from the city center and provide a more direct route to the port.

- **Project Status & Timeline:** The Woodland Transportation Infrastructure Strategic Plan short-term projects are under construction. Roundabouts at the ramps of Exit 22 are nearly completed. These roundabouts were part of mitigation for the construction of a new retail complex at the exit. In addition, the city will be an additional roundabout at the intersection of Dike and Schurman roads during the summer of 2011. Regional STP funds have been allocated to relieve some of the safety and access issues for left turns along SR 503, which serves Exit 21. The City is also undertaking, in partnership with the Port, the development of a Transportation Benefit District as a part of the eventual funding package for the projects. Finally, the Port of Woodland received an EDA grant for street improvements within the Port area. The next project will be completing the Scott Avenue Reconnection and Grade Separation.
 - Phase I: Completion of NEPA (2011-2013)
 - Phase II: Completion of final design, engineering, permitting, right of way and construction (2014 – 2016)

4. West Main Realignment, Phase 2: Kelso, Washington

- **Description/Location:** The City of Kelso, supported by the MPO, is seeking funding to realign West Main Street in Kelso. The realignment of the street provides a direct connection between Kelso and SR 4 in Longview. This realignment will allow for the business district to redevelop by removing the through traffic from West Main and improve the intersection of West Main/Catlin/ Cowlitz Way/Washington Way/ and SR 4 (Ocean Beach Highway). This key intersection, located at the edge of both Longview and Kelso will allow for less congestion for the Cowlitz Way and Allen Street bridge termini and will make West Main a more sustainable business corridor for the City of Kelso and the region.

- **Outcome/Benefit:** This project improves circulation between the cities of Longview and Kelso. The heavy volumes of through traffic along West Main have not resulted in a vibrant commercial district. In addition, the close-by low-income neighborhood has not benefitted by the high volume of through traffic. The realignment and associated traffic calming projects will allow West Kelso's commercial and residential neighborhood to redevelop and become more sustainable.

- **Project Status & Timeline:** The project, developed by the MPO, has received funding for the analysis from the CWCOG STP-U funds, a high priority federal earmark, STP-U regional funds and a TIB grant (November 2010). These funds will cover the cost of completing the first phase of the project. The entire project's NEPA has been completed. Phase 2 will complete the realignment from its transition from West Main to Catlin through to the intersection with SR 4. Phase 1 should be completed by Spring 2012. Phase 2 can be underway afterwards, for completion in 12 – 18 months.

5. US 101 Truck Route Alternative: Aberdeen, Hoquiam

- **Description/Location:** This project would provide an alternate truck route corridor from the State Route (SR)109/SR 109 Spur intersection in Hoquiam to the US 101/Chehalis Street intersection in Aberdeen. Total project includes: A new four to five lane (two lanes in each direction and left turn lanes) limited access truck route paralleling US 101 through South Hoquiam, the Port of Grays Harbor, and Aberdeen, two new high-level, fixed span bridges over the Hoquiam River and Wishkah River, a new alignment from Wishkah Street to State Street and completing grade-separated ramps at the US 12/US 101 interchange.
- **Outcome/Benefit:** This project will increase safety by reducing conflicts between freight vehicles, local motorists and tourists unfamiliar with the area. The full truck route will provide an additional crossing over the Hoquiam River in order to provide access to emergency responders which cannot access the Mall area due to rail blockage. It will reduce vehicle traffic on the other two Hoquiam River bridges, will not open to vessel traffic, improve travel times and circulation patterns on US 12, US 101, and on State Route 109 by removing some truck and through traffic. Truck mobility and circulation into the Port of Grays Harbor will improve.
- **Project Status & Timeline:** Phase I, 2014–2018. Phase II 2018-2020. Phase III, 2021+ This project has been identified in the US 101 Regional Circulation Project study, with preliminary costs associated, and has strong community support through public process. A NEPA EIS was completed 10 years ago and needs to be updated. A phasing analysis must be completed to identify specific route locations.
 - Phase I Funding Includes - Updating NEPA EIS (including phasing analysis)
 - Phase II Funding Includes – Environmental documentation & preliminary engineering based on phasing analysis
 - Phase III Funding Includes – Construction

6. Tri-Cities Operational Improvements: Aberdeen, Hoquiam & Cosmopolis

- **Description/Location:** The Tri-City Operational Improvements project provides 17 needed and visible improvements that can be implemented in the short term. Most of these projects are small in nature; such as pedestrian access improvements and intersection and turning radius improvements, and are limited to a single intersection or a few city blocks.
- **Outcome/Benefit:** The tri-city operation improvements will provide each city with several small, but beneficial projects that will enhance the safety, effectiveness and overall quality of the regional transportation system. Each project in the tri-city operational improvements is relatively low cost, and would provide a quick and immediate benefit to the region. Intersection projects will create a larger and safer turning radius for freight vehicles and avoid current freight/passenger vehicle conflicts. Several projects, including constructing curb extensions, ADA compliant ramps, and sidewalks will provide non-motorized safety and accessibility improvements in the tri-city area.
- **Project Status & Timeline:** 2014
This project has been identified in the US 101 Regional Circulation Project study, with preliminary costs associated, and has strong community support through public process. Timeline depends on the specific project. Many are ready to proceed to construction. This overall project has strong community support through public process. All project improvement locations have been identified. The majority of the environmental documentation has been completed in-house. Preliminary Engineering (P&E) has been completed on several of the projects. All projects contained in the Tri-Cities Operational Improvements can be completed in less than 18 months.

7. Wishkah Mall Access Improvements – Aberdeen

- **Description/Location:** The Wishkah Mall (now Gateway Mall) is located on US Highway 12 just inside the Aberdeen City limits. US 12 is the main route into the Aberdeen core. The identified access improvements will provide channelization improvements and access revisions to the Wishkah Mall in two phases. The first phase will fund a new emergency vehicle access, turning movement and access revisions, signal coordination between the two signals located along US 12 and restriping of the internal Wal-Mart and Top Foods parking area. The second phase would include analysis and construction of an alternate access road, located on the north side of US 12, and removal of several driveways along the highway.

- **Outcome/Benefit:** This project will reduce the bottleneck created as traffic enters the Aberdeen core and improve access from US 12 to the Wishkah (Gateway) Mall area and surrounding businesses. It will also reduce vehicle vs. freight rail delays at several intersections in the vicinity, reduce vehicle delays at site access driveways, improve safety by changing access control at some mall driveways and provide a dedicated emergency vehicle access route that is not blocked by a train.

- **Project Status & Timeline:** Phase I, 2016 – 2018. Phase II, 2019 - 2022
This project has been identified in the US 101 Regional Circulation Project study, with preliminary costs associated, and has strong community support through public process.
 - Phase I of the project includes emergency vehicle access, turning movement and access revisions, signal coordination and restriping of the internal Wal-Mart/Top Foods parking area.
 - Phase II of the project includes analysis and construction of an alternate access road, located on the north side of US 12.

8. US 12/Keys Rd Intersection Grade Separation –Grays Harbor County

- **Description/Location:** This project is located in Grays Harbor County, near the community of Satsop, at the intersection of US 12 and Keys Road. The project will construct a grade separated diamond interchange replacing the existing intersection. Keys Road serves as a main access road to the Satsop Development Park which provides about 500 jobs for the region. Recent build-out at the Park has brought a heavy mix of freight, construction, and newly created employment traffic to the area. Coupled with steadily increasing traffic on SR 12, this intersection is plagued with high volume, cross traffic turning movements. During peak hours a cueing length of more than 30 vehicles waiting to enter US 12 via a left-hand (westbound turn) from Keys Road is common.

- **Outcome/Benefit:** The project will improve safety and visibility. It will effectively remove cross traffic turning movements and create dedicated acceleration and deceleration ramps for safe access to US 12. Freight trucks making a westbound left-hand turn currently drive approx 6 miles out of their way to the US 12/Third Street interchange at Elma to safely use the ramps. Once completed this project will save time and mileage for freight haulers.

- **Project Status & Timeline:** 2016
WSDOT and Grays Harbor County secured hazard elimination funding to design and construct interim intersection improvements such as lengthening the westbound access lane and adding cueing space in the intersection. Funding is needed for preliminary engineering and construction.

9. US 101/Simpson Avenue Bridge Replacement – Hoquiam

- **Description/Location:** Built in 1927, the US 101 Simpson Avenue Bridge is a 1,978-foot-long bridge that spans the Hoquiam River and carries 15,000 vehicles a day. WSDOT closed the Simpson Avenue Bridge to motor-vehicle traffic on August 5, 2010 due to structural integrity concerns. The closure was necessary after commercial divers and bridge engineers discovered unusual movement on the bridge and later discovered severe erosion and degradation of the timber piles that support the bridge's easterly concrete piers. The bridge is 83 years old and long past the state's replacement schedule.
- **Outcome/Benefit:** This project will allow for the replacement of the US 101/Simpson Avenue Bridge over the Hoquiam River. It will end continuing bridge closures due to maintenance and repair of the 83 year old structure thereby limiting the impacts of closure on local businesses in the downtown core. It will also increase safety and capacity along US 101 as vehicles will no longer have to reduce speeds when crossing the narrow bridge. It will facilitate the movement of freight and tourism traffic through the region.
- **Project Status & Timeline:** Phase I, 2014–2016. Phase II, 2016-2018. Phase III, 2018. Suggested phases include: Phase I – P&E; Phase II – design; Phase III – construction. Short-term, temporary repairs are being completed. They will help stabilize the bridge but will not provide enough support to open the bridge to vehicular traffic. This work involves tying the bridge back with steel cables to support the easterly pier. Though it will not provide enough support to allow vehicles on the bridge, it does provide the necessary stability to allow for future work.

Engineers have started designing more permanent repairs for the bridge which will allow it to reopen to vehicles. WSDOT originally estimated that the permanent repairs would be completed by November 2010. That date has been pushed back to January 2011 with additional ongoing work to occur over the next year to fully implement the repairs.

While WSDOT is taking great strides in the upkeep and maintenance of the US 101/Simpson Avenue Bridge, total bridge replacement is needed. The aging structure is unsafe and the cause of several long-term closures for ongoing repair. These closures severely impact the businesses in the downtown core.

10. Project I-5/13th Street to Mellen Street: Chehalis/Centralia, Washington

- **Description/Location:** I-5/13th St to Mellen Street - Add Lanes and Rebuild Structures BMP1 76.15 EMP1 81.21; Total Project Length – 5.06 miles.

The current conditions of this section of I-5 between the cities of Chehalis and Centralia are at capacity with existing demand. This is the last segment of I-5 in the Chehalis/Centralia area slated for capacity and safety improvements.

- **Outcome/Benefit:** Solution - widen to six general purpose lanes with an additional auxiliary lane between interchanges and rebuild bridges and interchanges as necessary to accommodate increased traffic volume. This project will increase interstate capacity, improve safety and encourage regional economic development.
- **Project Status & Timeline:** This project is the second stage of WSDOT Southwest region's I-5 north corridor (from Toutle Rest area to Mellen Street) capacity improvements. Upon the completion of the three stages, I-5 will have at least six general purpose lanes from Labree Road to Grand Mound for a total of 15 miles.

11. Project US 12/I-5 to Yakima County Line – Corridor Safety Improvements:

- **Description/Location:** Corridor Safety Improvements; BMP1 66.54 EMP1 151.15; Total Project Length – 84.55 miles in Lewis County.
- **Outcome/Benefit:** Several locations along this corridor have been identified for potential roadway improvements. Solution - potential solutions include truck climbing lanes, passing lanes and left turn pockets.
- **Project Status & Timeline:** This project is in the planning stage and has been identified in the White Pass Scenic Byway Corridor Management Plan.

12. Project SR 6 Chehalis River Bridge Replacement: Chehalis/Lewis County, Washington

- **Description/Location:** SR 6 Chehalis River Bridge Replacement; BMP 50.94 EMP 51.14;
- **Outcome/Benefit:** The existing bridge is functionally obsolete and unsafe for increase in truck, recreational vehicle and area traffic. The solution is the replacement of the existing structure with a new bridge to safely move traffic.
- **Project Status & Timeline:** This project is in planning stage.

13. Harrison Avenue Corridor Improvements: Centralia, Washington

- **Description/Location:** Harrison Avenue Corridor Improvements; BMP 0.00 EMP 2.54;
- **Outcome/Benefit:** As growth occurs, primarily related to the Port of Centralia expansion, corridor transportation improvements have been identified for the entire corridor. Potential solutions include additional capacity, a center turn lane, bicycle paths, sidewalks and various intersection improvements.
- **Project Status & Timeline:** This project is in planning stage.

14. Project SR 505 Corridor Improvements: Winlock/Lewis County, WA

- ***Description/Location:*** SR 505 Corridor Improvements; BMP 0.0 EMP 6.8;
- ***Outcome/Benefit:*** As growth occurs, corridor transportation improvements have been identified at various locations along this corridor. Potential solutions include additional capacity, a truck climbing lane and various intersection improvements.
- ***Project Status & Timeline:*** This project is in planning stage.

Pacific County

15. SR 6 Bridge Replacements: Rock Creek and Pluvius Railroad Bridges, Lewis and Pacific Counties

- **Description/Location:** These two bridges, located in Lewis and Pacific counties, along SR 6 are functionally obsolete and an impediment to the safe movement of trucks, recreational vehicles and residents of the area. The bridges cross railroad tracks that have been abandoned and are now the alignment for the Washington State Parks' Willapa Hills Trail. Their function as rail bridges are obsolete.
- **Outcome/Benefit:** Bringing these bridges down to at-grade level and straightening out the tight curves and narrow passage will allow for a safer route between the I-5 corridor and the northern Pacific County/southern Grays Harbor communities.
- **Project Status & Timeline:** WSDOT Southwest region has developed preliminary engineering estimate for replacing these bridges. Further discussion with the Washington State Parks Department will be necessary to accommodate pedestrians and bicyclists using the trail in the vicinity of the bridge.

16. Elizabeth/Howerton/US 101 Truck Route: City and Port of Ilwaco, WA

- **Description/Location:** The development of this alternate truck route to access the Port of Ilwaco will remove the unsafe turning movements of large trucks and recreational vehicles from the current intersection at US 101 (Spruce Street) and First Street in downtown Ilwaco.
- **Outcome/Benefit:** The turning radius of this intersection is too tight for large trucks servicing the Port of Ilwaco's businesses, seafood processors, recreational camp ground and marina. This new route allows for a larger turning radius and more direct route for large vehicles that need to access the port.
- **Project Status & Timeline:** This project is relatively simple to implement. A left turn pocket on US 101, along with rebuilding Elizabeth Street to accommodate the increased weight are the two key elements of this project. Howerton Street has already been redeveloped and links directly to Elizabeth Street.

Wahkiakum County

17. Wahkiakum Ferry Replacement: Wahkiakum County, WA

- **Description/Location:** Wahkiakum County operates the only vehicle and passenger ferry on the Lower Columbia River. The ferry operates between Puget Island, Washington and Westport, Oregon. The current ferry has a 12-car limit, limited amenities and is not ADA-compliant. The ferry replacement is for a 24-car vehicle, fully ADA-compliant.

- **Outcome/Benefit:** Wahkiakum County has made improvements to the ferry landing and turning basin on the Washington side of the river and similar improvements are underway on the Oregon side. The ferry is heavily used in times of emergency, such as the massive landslides along US 30 during December 2007 and massive rockfalls on SR 4 during the winter months. The ferry is the only link across the river between Longview and Astoria, a distance of nearly 50 miles. The ferry provides access for workers between the two states and also serves as a key tourist attraction.

- **Project Status & Timeline:** Wahkiakum County has selected a ferry design and has put together the engineering cost estimates. The project can be quickly implemented with available funding.

Short-Line Rail

18. Short-Line Rail – Port of Grays Harbor, PSAP

- **Description/Location:** Project addresses long-term infrastructure needs by constructing 30,000 feet of new port rail, 16,000 feet of passing tracks and rehabilitating a rail bridge to expand 286,000-lb railcar capacity to accommodate increasing export shipments of automobiles, agricultural and liquid bulk cargo through the Port of Grays Harbor, in Aberdeen & Hoquiam; Washington State’s only deep-water port directly on the Pacific Ocean.

Increasing vessel calls, rail traffic and diverse cargo movements are putting a strain on the existing rail infrastructure serving the marine terminals. The marine terminals have additional cargo handling capacity that is limited only by the rail facilities serving the terminals.

- **Outcome/Benefit:** The project provides multiple benefits to the region some of which include: Increases U.S. export capacity on Washington’s Coast; encourages fuel efficient transportation modes - ship, barge and rail; removes more than 8.74 million car equivalents from highways by moving cargo via rail versus truck, resulting in reduced pavement, congestion and crash costs; reduces crossing delays resulting in improved public safety; reduces carbon dioxide emissions by more than 94,000 tons annually based on the shipment of bulk agricultural products moving by rail versus truck.
- **Project Status & Timeline** – Project is shovel ready - total buildout estimated by May 2012. Design, engineering and permitting are underway. Project participants are completing the final engineering of the improvements and local, state and federal permits are underway. Copies of the draft NEPA Categorical Exclusions for both the port rail improvements and railroad passing tracks are completed and will be filed with the appropriate agency upon notification of funding.

To address the immediate need of Grays Harbor’s exporters, the Port began construction of the PNW Coastal Export Corridor Rail Improvements, Phase 1 in September 2010. This \$3.3 million project is constructing rail storage tracks in the marine terminal area for the immediate handling of automobile receiving and exports.

19. Aviation

No specific projects have been identified for this portion of the SWRTPO priority projects. Implementation of the Washington LATS recommendations will stabilize the 13 airports that serve our five-county area. We are asking that the legislature keep these facilities on their radar and consider their future as a vital part of the state's transportation network.

20. Transit

Similar to aviation, public transit service, whether operated by transit agencies, tribes, or non-profits serve a function to connect our rural communities to jobs and the I-5 corridor. Our SWRTPO has nearly 30 consolidated transit grant proposals submitted every four years that, in their totality, connect the entire five-county region. A more stable funding base is needed to provide transit for our population, which is growing older in place, much of it in very sparse rural areas.

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Thurston Regional Planning Council

Regional Transportation Priorities *(Not in priority order)*

Submittal to Washington State Transportation Commission

October 2010

ID	Project Name Jurisdiction Category	Project Type	Cost (YOE)	Biennium \$ 2011-2013	Consistent with RTP?	Policy Goals	Comments
1	Smart Corridors Implementation Lacey-Olympia-Tumwater- Thurston County-Intercity Transit-WSDOT Olympic Region <i>ITS Category</i>	1	\$3,000,000	\$3,000,000	Yes	1, 3, 4	Region intends to leverage its \$3 million in CMAQ implementation funding to achieve minimum \$6 million improvement as part of Phase 2 implementation (signal and controller updates, coordinated timing plans, transit signal priority). This project type also improves system efficiency . Identified as a planned project in 2011-2014 RTIP.
2	Carpenter Road Widening Lacey-Thurston County <i>Multi-modal Road Category</i>	2, 4, 5	\$7,500,000	\$7,500,000	Yes	1, 3, 4	This was region's highest priority "Jobs for Main Street Act 2010" candidate project. PE, RW, Environmental are complete – project is construction ready. Construction is planned project in 2011-2014 RTIP.
3	West Olympia Access – US 101 Interchange Justification Report and Preliminary Engineering Olympia-WSDOT Olympic Region <i>Urban Interchange Category</i>	1, 2, 3, 4	\$4,200,000	\$4,200,000	Yes	1, 3, 4	Feasibility study complete. Completion of IJR is planned project in 2011-2014 RTIP. Funding is for completion of IJR and Preliminary Engineering of Phase 1. Anticipated cost of final approved project is approximately \$100 million.
4	Marvin Road / I-5 Interchange Improvements – PE & RW Lacey-WSDOT Olympic Region <i>Urban Interchange Category</i>	1, 2, 3, 4	\$10,000,000	\$10,000,000	Yes	1, 3, 4	Feasibility study is complete. Completion of IJR is funding secured in 2011-2014 RTIP. Funding is for completion of Preliminary Engineering and Right-of-Way acquisition. Anticipated cost of the final approved project is approximately \$70 million.

ID	Project Name Jurisdiction <i>Category</i>	Project Type	Cost (YOE)	Biennium \$ 2011-2013	Consistent with RTP?	Policy Goals	Comments
5	Martin Way / I-5 Interchange Improvements – PE & RW Lacey-WSDOT Olympic Region <i>Urban Interchange Category</i>	1, 2, 3, 4	\$3,500,000	\$3,500,000	Yes	1, 3, 4	Feasibility study is complete. Completion of IJR is funding secured in 2011-2014 RTIP. Funding is for completion of Preliminary Engineering and Right-of-Way acquisition. Anticipated cost of the final approved project is approximately \$18 million.
6	Tumwater Boulevard at I-5 Interchange Improvements – CN Tumwater-WSDOT Olympic Region <i>Urban Interchange Category</i>	1, 2, 3, 4	15,000,000	15,000,000	Yes	1, 3, 4	Feasibility study and IJR are complete. PE is funding secured for 2011. Construction is planned project in 2011-2014 RTIP.
7	Pattison St Maintenance and Operations Facility Expansion Intercity Transit <i>Transit Category</i>	3, 4	\$21,800,000	\$21,800,000	Yes	2, 4	Right-of-way acquisition and design are complete. Construction is planned project in 2011-2014 RTIP.
8	Hawks Prairie Park-and-Ride Intercity Transit <i>Transit Category</i>	3, 4, 5	\$3,909,000	\$3,909,000	Yes	1, 3, 4	Right-of-way acquisition is complete and site preparation is underway. Construction is planned project in 2011-2014 RTIP. This project type also improves system efficiency .
9	Reservation Rd / SR 510 Signalization WSDOT Olympic Region <i>Roadway Intersection Category</i>	1	\$1,011,000	\$1,011,000	Yes	3, 4	Also an important project identified by the Nisqually Indian Tribe. Identified as planned project in 2011-2014 RTIP.
10	SR 510 Yelm Loop Stage 2 WSDOT Olympic Region-Yelm <i>Multi-modal Road Category</i>	3, 4, 5	\$54,600,000	\$54,600,000	Yes	1, 3, 4	Stage 1 construction opened October 20, 2010. Sufficient funding to complete ROW acquisition. Remainder of construction funding is needed. This project type also improves system efficiency .

ID	Project Name Jurisdiction Category	Project Type	Cost (YOE)	Biennium \$ 2011-2013	Consistent with RTP?	Policy Goals	Comments
11	Old Highway 99 Upgrade Thurston County <i>Multi-modal Road Category</i>	1, 2, 4, 5	\$4,900,000	\$4,900,000	Yes	1, 3, 4	Corridor project including PE for full length (SR 12 to 203 rd) as well as construction from Great Wolf Lodge to 203 rd . This project is a priority for the Confederated Tribes of the Chehalis Reservation, and has been partially funded through County and Chehalis Tribe stimulus dollars. Anticipated cost for the entire reconstruction is about \$10 million. This project type also improves system efficiency .
12	Safe Routes to School Sidewalk Project Connecting Elementary, Middle, and High Schools Rainier <i>Non-motorized Category</i>	1, 2, 3, 5	\$350,000	\$350,000	Yes	3, 4	Priority Enhancements project from “Jobs for Main Street Act of 2010” regional process. Sidewalks will complete linkages between elementary school, middle school and high school, and connections between those three schools and the Yelm-to-Tenino Trail and adjacent neighborhoods. Identified as a planned project in 2011-2014 RTIP. Project is construction ready. This project type also improves system efficiency .
13	R / T Rural Tribal Transportation Program TRPC <i>Transit Category</i>	4, 5	\$2,500,000	\$2,500,000	Yes	1, 3, 4	Maintenance funding for established regional transit program linking reservations and rural communities to transit and community services in the urban area. This project type also improves system efficiency . Total cost for continuing this program through 2021 is about \$15 million.
14	I-5 / US 101 Interchange Study WSDOT Olympic Region <i>Urban Interchange Category</i>	1, 4	\$500,000	\$500,000	Yes	1, 3, 4	This is for the analysis and value engineering of strategies to improve the safety and mobility of the I-5 / US 101 interchange. Work is underway with very limited funding and regional partnerships in late 2010. Until study is complete it is not possible to develop reasonable cost estimates for implementation.

ID	Project Name Jurisdiction Category	Project Type	Cost (YOE)	Biennium \$ 2011-2013	Consistent with RTP?	Policy Goals	Comments
15	Yelm CBD Sidewalk Improvements Yelm <i>Non-motorized Category</i>	2, 3, 5	\$1,970,000	\$1,970,000	Yes	1, 3, 4	Project completes the sidewalk network and brings deficient sidewalks up to current standards in the Yelm CBD along SR 510 and SR 507. Identified as planned project in 2011-2014 RTIP. This project type also improves system efficiency .
16	I-5 Mobility Strategy TRPC <i>Multi-modal Highway Plan</i>	1, 2, 4, 5	\$2,700,000	\$2,700,000	Yes	1, 3, 4	This will evaluate multi-modal mobility needs of I-5 between SR 512 in Pierce County and Grand Mound in Thurston County, and result in a master plan to guide future highway, HOV, transit, freight, and ITS investments at the local, regional and state levels. Currently identified in the HSP as a long-range unfunded project, which is unacceptable. This project type also improves system efficiency and freight mobility . Until this study is conducted it is not possible to develop reasonable cost estimates for implementation, but expect it to be in the hundreds of millions of dollars.
17	Old Hwy 99 Bridge (O-8) Replacement Tenino <i>Bridge Category</i>	1, 2	\$4,140,000	\$4,140,000	Yes	2, 3	Identified as planned project in 2011-2014 RTIP.
18	Tono Road Stabilization and Reconstruction Bucoda <i>Roadway Category</i>	1, 2, 6	\$5,000,000	\$5,000,000	Yes	2, 3	Project corrects a subterranean issue associated with the abandoned Tono coal mines and which repeatedly undermines the road bed and creates dangerous sink holes. This is one of only two routes into and out of the town of Bucoda; the other route, SR 507, is also prone to flooding during severe weather events, effectively isolating this community. Patches over the years have proven to be ineffective in stopping the underground erosion and roadway collapse.

ID	Project Name Jurisdiction Category	Project Type	Cost (YOE)	Biennium \$ 2011-2013	Consistent with RTP?	Policy Goals	Comments
19	Boulevard Rd. Intersection and Multi-modal Improvements Olympia <i>Multi-modal Road Category</i>	1, 3, 4, 5	\$10,939,000	\$10,939,000	Yes	3, 4	Phase 1 of this project is complete. Phase 2 completes the retrofit of this regionally-significant corridor to better accommodate all modes of travel and to minimize impacts of the through-corridor on adjacent neighborhoods and schools. Identified as a planned project in 2011-2014 RTIP. This project type also improves system efficiency .
20	70th Avenue / Kirsop Road Improvements Tumwater <i>Multi-modal Road Category</i>	1, 3, 4, 5	\$1,230,000	\$1,230,000	Yes	3, 4	Project will retrofit an older rural road to better serve the multi-modal urban traffic it currently carries. Identified as a planned project in 2011-2014 RTIP. This project type also improves system efficiency .

Note: This list represents some of the region’s current project needs. If funding were available in the 2011-2013 biennium, any of these projects could and would proceed.

Pavement Preservation Needs: Insufficient funds are available to support this region’s pavement preservation program. Based on current estimates, which likely understate the shortfall due to data lags, this region needs an additional \$3.76 million per year to maintain the most basic preservation program. At this rate of deficit this would increase to \$4.59 million per year by 2021, for a total deficit of \$45.78 million. However the protracted and deepening recession is likely to take a further toll on available revenues, further increasing the funding shortfall for this essential roadway function.

Bridge Repair and Replacement Needs: Insufficient funds are available to repair or replace all the bridges rated ‘poor’ or which present potential hazards due to their location. Based on estimates from six-year programming estimates and bridge reports, an additional \$12.92 million is needed by 2020 to correct the existing deficiencies. ***This does not include replacement of the I-5 Nisqually River Bridge, which is also showing signs of structural deficiency and inadequate capacity.***

Fish Passage Barrier Removal Needs: Insufficient funds are available to retrofit existing fish passage culvert barriers. Where possible, culvert retrofit is included as a part of capital or preservation projects and many “easy” stand-alone culverts have also been addressed. But based on existing six-year funding plans and an inventory of barriers, an estimated \$4.41 million is needed by 2020 to retrofit culverts on the most important salmon-bearing streams, several of which present complex environmental challenges.

Thurston Regional Planning Council

Regional Transportation Priorities (*Not in priority order*)

Submittal to Washington State Transportation Commission

Narrative Project Information

October 2010

1. Smart Corridors Implementation

Lacey, Olympia, Tumwater, Thurston County, Intercity Transit, WSDOT Olympic Region

Project Description

- This is an ITS project implementing the signal technology, Transit System Priority, and regionally-coordinated operations plans developed in Phase 1.
- This pilot project includes all of Capitol Boulevard / Capitol Way from Tumwater Boulevard to State Avenue, and the 4th Avenue / State Avenue / Martin Way corridor from Capitol Way to Marvin Road. Project partners include Lacey, Olympia, Tumwater, Thurston County, Intercity Transit, WSDOT Olympic Region, and Thurston Regional Planning Council (TRPC).
- The project will relieve congestion by improving operational efficiency and safety on these two critical transit corridors using low cost / high value technologies and coordination strategies.

Project Status and Timeline

TRPC funded Phase 1, development of the regional concept of traffic operations, signals analysis, and systems engineering analysis and design work through an award of regional CMAQ funds. Phase 1 will conclude in early 2011. The balance of regional CMAQ funds - \$3 million – is targeted towards implementation of this strategy and is anticipated to leverage at least another \$3 million in revenues. Project partners will be ready for the implementation phase by late 2011.

2. Carpenter Road Widening

Lacey, Thurston County

Project Description

- This project will reconstruct Carpenter Road and add an additional travel lane in each direction, bike lanes, planter strips, sidewalks, stormwater treatment, wetland mitigation and illumination. Project will correct several outstanding deficiencies including vertical and horizontal alignments and severe base failure and untreated stormwater flows into a Class I salmon bearing stream. Project is being coordinated with the LOTT Sewer and Reclaimed Water facility to include a reclaimed water line that provides regional mitigation for the water supplies for Lacey, Olympia, and the Nisqually Indian Tribe.
- Project is located between Martin Way and Pacific Avenue. Half of the roadway is in Thurston County's unincorporated urban growth area and half is within the City of Lacey.
- This project will relieve congestion, improve multi-modal mobility and safety, and address outstanding environmental impacts on wetlands and salmon-bearing waters.

Project Status and Timeline

Lacey and Thurston County have completed all engineering and design work, right-of-way acquisition, and environmental permitting. This is a construction ready project for which these two agencies are currently seeking funding.

Additional Comments

This was TRPC's highest priority project for the "Jobs for Main Street Act of 2010" stimulus process.

3. West Olympia Access – US 101 Interchange Justification Report & Preliminary Engineering Olympia

Project Description

- This project will complete the Interchange Justification Report for the US 101 locally-preferred alternative interchange improvement and conduct the preliminary engineering for Phase 1. The locally-preferred alternative includes modifications to the Evergreen Parkway interchange to include access to/from Kaiser Road and US 101 (Phase 1) and over the longer-term will add new off-bound access to an extension of Yauger Way.
- The project is located on Olympia's westside at the interchange of US 101 and Evergreen Parkway, and in the vicinity of the Black Lake Boulevard interchange.
- The project will relieve congestion at the Black Lake Boulevard interchange and improve safety and mobility on Olympia's west side.

Project Status and Timeline

Olympia and the WSDOT Olympic Region completed the feasibility study in May 2010 to identify a locally-preferred alternative. The City is currently seeking funding to complete the IJR and to pursue preliminary engineering. This project can proceed as soon as funds are available.

4. Marvin Road / I-5 Interchange Improvements – PE & RW Lacey

Project Description

- Project will conduct the preliminary engineering and design for the Marvin Road (SR 510) / I-5 interchange improvements, Phase 2. This includes conversion of the existing interchange into a Single-Point Urban Interchange (SPUI) as approved in the 1990s with a southbound I-5 slip-ramp to Hogum Bay Road and a southbound I-5 off-ramp to the Hawks Prairie Business District.
- Project is located at Marvin Road (SR 510) and Interstate 5.
- The project will relieve congestion that currently backs up onto I-5, improve safety, and enhance access and mobility into and out of the Hawks Prairie industrial area and Business district.

Project Status and Timeline

Lacey has completed its feasibility study that identified the locally-preferred alternative and has secured the funding needed to complete the IJR (secured project in 2011-2014 RTIP). That work will be complete in 2012 at which point the City will be ready to proceed with preliminary engineering and right-of-way acquisition.

5. Martin Way / I-5 Interchange Improvements – PE & RW Lacey

Project Description

- Project will conduct the preliminary engineering and design for the Martin Way / I-5 interchange improvements. This will include conversion of the existing interchange into either a partial cloverleaf or a Single Point Urban Interchange (SPUI), based on the outcome of the pending IJR.
- Project is located at Martin Way and Interstate 5.
- The project will mitigate the delays caused by heavy left-turn volumes from Martin Way to the I-5 on-ramps and better accommodate the heavy turning movements of the off-ramps onto Martin Way.

Project Status and Timeline

Lacey has completed its feasibility study that identified the project need and has secured the funding to complete the IJR (secured project in 2011-2014 RTIP). That work will be complete in 2012 at which point the City will be ready to proceed with preliminary engineering and right-of-way acquisition. Recent WSDOT-Lacey partnership project relocated sidewalks behind the bridge pilings to mitigate left turn queues to the extent practicable until the interchange is reconfigured.

6. Tumwater Boulevard at I-5 Interchange Improvements – Construction

Tumwater

Project Description

- This project will construct the locally-preferred interchange alternative established in the Tumwater Boulevard IJR process. The project will replace the signalized intersections at the ramp terminals of the Tumwater Boulevard / I-5 interchange with roundabouts, and will add bike lanes and sidewalks to the existing bridge over I-5 as well as within the roundabouts. This design, vetted through FHWA and WSDOT processes, provides a cost-effective means of increasing system capacity by reducing operational friction and eliminates the need to do an expensive replacement of the overpass.
- Project is located at Tumwater Boulevard and I-5.
- The project will improve operational efficiency and the current queuing of cars onto I-5 by eliminating the friction caused by excessive left turn movements.

Project Status and Timeline

Tumwater completed its IJR process and got FHWA / WSDOT approval on the design concept in 2009. The City has secured funding for the design phase and environmental permitting in 2011 (funding secured project in 2011-2014 RTIP) and will be ready to construct in the 2011-2013 biennium.

7. Pattison Street Maintenance and Operations Facility Expansion

Intercity Transit

Project Description

- Project will result in a new and expanded maintenance and operations facility for Intercity Transit. This will enable Intercity Transit to continue to grow its bus fleet as called for in adopted plans.
- Project is located on Pattison Street at the intersection with Martin Way.
- The project will improve system efficiency by providing IT with the capacity to maintain the larger bus fleet required to meet growing demand for transit service. The current facility is not large enough to accommodate an expanded fleet of that size.

Project Status and Timeline

Intercity Transit has completed the property purchase and facility design. The project is construction ready in the 2011-2013 timeframe.

8. Hawks Prairie Park-and-Ride ***Intercity Transit***

Project Description

- Project will result in the construction of a new regional park-and-ride facility on land reclaimed from the old Thurston County landfill site.
- Project is located off of Hogum Bay Road, just north of the Marvin Road / I-5 interchange.
- Project will provide 330 new park-and-ride stalls, replacing most of the stalls that were lost when DNR sold the property where the old park-and-ride was located. This is an important location to capture northbound commuter trips with transit, carpool, and vanpool alternatives.

Project Status and Timeline

Intercity Transit has completed negotiations with Thurston County regarding long-term lease of the property and is currently in the process of compacting the old landfill site to make it suitable for construction. This will be a construction ready project by mid-2011.

9. Reservation Road / SR 510 Signalization ***WSDOT Olympic Region***

Project Description

- Project will signalize the “T” intersection of Reservation Road at SR 510, both of which are high speed, high volume facilities.
- Project is located at the intersection of Reservation Road and SR 510.
- Project will provide for a safer intersection by providing protected turning and merging opportunities on this facility.

Project Status and Timeline

WSDOT has met with local and tribal representatives and has begun some preliminary design considerations. This project has met all warrants and will be a construction ready project in mid-late 2011.

Additional Comments

This is identified as a high priority safety need by the Nisqually Indian Tribe.

10. SR 510 Yelm Loop Stage 2 ***WSDOT Olympic Region, Yelm***

Project Description

- Stage 2 construction will complete a new road that bypasses the heavily congested intersection of SR 510 / SR 507 in downtown Yelm. It includes one lane in each direction, non-motorized facilities, roundabouts, illumination, stormwater treatment, and landscaping.
- Stage 2 extends from Cullen Road to the segment constructed by Wal-Mart.
- Project will improve circulation and relieve through-traffic congestion at the constrained and severely congested intersection of SR 510 / SR 507. This also increases safety within the central business district.

Project Status and Timeline

City of Yelm initiated this project in the late 1980s and secured regional STP funding in the 1990s to demonstrate the value to the state highway system and conduct preliminary engineering and design. Yelm also construction of the southern segment paid for as part of the mitigation for a retail development. The

project was turned over to WSDOT in 2004. Stage 1, from Mud Run Road to Cullen Road, was completed and opened to the traveling public on October 20, 2010. Final right-of-way acquisition is underway. Project could proceed to construction in the 2011-2013 biennium.

11. Old Highway 99 Upgrade

Thurston County

Project Description

- Project will upgrade an important section of Old Highway 99 from a rural two-lane facility to a more urban cross section better equipped to handle current and future traffic volumes. It includes bike lanes, sidewalks, illumination and traffic control. Project will also complete the preliminary engineering and design on the rest of the corridor.
- Project is located on Old Highway 99 between SR 12 and 203rd Avenue; the next phase of construction will occur between Great Wolf Lodge and 203rd Avenue.
- Project will relieve congestion and improve safety and mobility on Old Highway 99. The initial construction provides immediate relief to the Chehalis Indian Tribe's Great Wolf Water Park and Hotel, and major economic development initiative in southwest Thurston County. This is a high priority project for the County and the Tribe.

Project Status and Timeline

Segments of this corridor have been reconstructed with funding support from Thurston County and the Chehalis Indian Tribe through the American Recovery and Reinvestment Act funding program.

12. Safe Routes to School Sidewalk Project – Elementary, Middle, High Schools Connections

Rainier

Project Description

- Project will construct new sidewalks, eliminating the walking route gaps between SR 507 / Yelm-to-Tenino Trail / adjacent neighborhoods and the city's elementary, middle, and high schools. Project includes pervious concrete pavement to eliminate stormwater runoff, street trees, and curb and gutter. This completes the sidewalk package that was initiated with an American Recovery and Reinvestment Act grant to the city in 2009.
- Project is located on Second Street, Third Street, and Dakota Street.
- Project will provide safe walking routes for students attending the elementary, middle, and high schools in Rainier.

Project Status and Timeline

Preliminary engineering and design is complete; no right-of-way is needed. Project is construction ready as soon as funds are available.

Additional Comments

This project was the region's highest priority Enhancements project for the "Jobs for Main Street Act 2010" statewide competitive process.

13. R/T Rural Tribal Transportation Program ***Thurston Regional Planning Council***

Project Description

- This project provides pre-scheduled, on-demand services for the residents of Rochester, Tenino, Bucoda, Rainier and Yelm. The program also serves the Nisqually Indian Tribe and the Confederated Tribes of the Chehalis Reservation. R/T transports passengers from centralized pickup points to centralized drop off points that allow for transfers to final destinations. TRPC contracts with Northwest Connections for this program, which is designed to connect with but not duplicate other transit services. Program is a priority identified in the Coordinated Human Services Transportation Plan developed by regional stakeholders and adopted by TRPC.
- Rural Thurston County and the region's two Indian reservations.
- Project improves mobility options for rural, disadvantaged residents.

Project Status and Timeline

TRPC has managed this program for a number of years. Funding is currently secure through the end of 2011 at which time the program will have to be discontinued unless additional funds are secured. Grants are matched by a mix of local and tribal revenues.

14. I-5 / US 101 Interchange Study ***WSDOT Olympic Region***

Project Description

- This project will evaluate current and future needs, constraints, and opportunities associated with the configuration of the I-5 / US 101 interchange to identify near- and long-term strategies for improving safety and mobility at this highly congested urban interchange.
- Project is located at the intersection of I-5 and US 101.
- Project will ultimately improve mobility and safety, and support the economy by addressing congestion at this critical I-5 interchange.

Project Status and Timeline

Despite a lack of funding, WSDOT Olympic Region is organizing local and regional partners to begin scoping the study framework and meaningful interim steps that can be taken while funding is sought to complete the study analysis. Work can proceed right away.

15. Yelm CBD Sidewalk Improvements ***City of Yelm***

Project Description

- Project will complete the pedestrian sidewalk network through Yelm's central business district, including construction of new sidewalks and reconstruction of buckled or otherwise substandard sidewalks. Project includes upgrade of ADA ramps at intersecting streets.
- East Yelm Avenue (SR 507) and West Yelm Avenue (SR 510) and intersections at intersecting streets.
- Project will improve safety and mobility for pedestrians in the Yelm central business district.

Project Status and Timeline

Project is a planned project and is ready to proceed upon securing funding.

16. I-5 Mobility Strategy
Thurston Regional Planning Council

Project Description

- Project will conduct the first coordinated, multi-modal analysis of I-5 mobility needs between SR 512 and Grand Mound, and result in an approved strategy to guide future investments in highway capacity, HOV lanes, ITS, and freight improvements through this highly congested corridor. Project includes development of first corridor model for this study area, and extensive coordination with local, regional, state, and federal agencies. Project includes core data collection, including a household travel survey stratified on JBLM population characteristics.
- Study area is located on Interstate 5, between SR 512 in Pierce County and Grand Mound in Thurston County.
- Project will identify short-, medium-, and long-range funding needs to improve multi-modal safety and mobility on this essential highway facility.

Project Status and Timeline

TRPC secured funding to complete I-5 analysis of external-external, external-internal, internal-external, and interchange-interchange flows; data collection was completed on October 27th. TRPC continues to solicit funding to complete the study in a coordinated fashion instead of a piecemeal approach.

17. Old Highway 99 Bridge (O-8) Replacement
Tenino

Project Description

- Project will replace the old BNSF mainline bridge overpass on Old Highway 99 at the western entrance to the city, addressing existing structural safety concerns. A wider base will enable the street cross section to accommodate a wider shoulder for non-motorized safety.
- Project is located at the O-8 bridge on Old Highway 99.
- Project will improve multi-modal safety and efficiency, and address existing bridge structural concerns.

Project Status and Timeline

Project can proceed within the 2011-2013 time period if funding is available.

18. Tono Road Stabilization and Reconstruction
Bucoda

Project Description

- Project will stabilize and reconstruct a section of Tono Road that regularly collapses due to subterranean erosion, creating dangerous sinkholes and isolating this small rural community.
- Project is located at Tono Road in vicinity of Ohop Road.
- Project will improve safety and reduce on-going repair and maintenance costs.

Project Status and Timeline

Geotechnical studies were completed in 2007. This project can proceed as soon as funding is available.

19. **Boulevard Road Intersection and Multi-modal Improvements** *Olympia*

Project Description

- Project will complete the reconstruction of Boulevard Road, a major north-south connector between suburban neighborhoods and rural areas to the south and the commercial and employment centers to the north. Originally built without bike lanes and sidewalks, and currently pushing capacity limits, the Boulevard Road Intersection and Multi-modal Improvements project is adding landscaped medians and roundabouts to better manage competing traffic movements, and is building bike lanes and sidewalks where none exist. Project also includes illumination, striping, and stormwater facilities.
- Project is located on Boulevard Road between Wheeler Avenue and Yelm Highway. Intersection roundabouts are located at 22nd Avenue, Morse-Merryman Road.
- Project will improve multi-modal safety and efficiency.

Project Status and Timeline

Olympia issued a bond to construct Phase 1 improvements; the roundabout at Log Cabin Road was completed and opened to the public in spring 2010. City is seeking funding for Phase 2 work and is ready to proceed in the 2011-2013 biennium.

20. **70th Avenue / Kirsop Road Improvements** *Tumwater*

Project Description

- Project will retrofit an older rural road to accommodate the urban uses it now serves by adding bike lanes, sidewalks, striping, illumination, and curb and gutters.
- Project is located on 70th Avenue / Kirsop Road, between Littlerock Road and 66th Avenue
- Project will improve multi-modal safety and efficiency

Project Status and Timeline

City is seeking project funding. Project is ready to proceed in the 2011-2013 biennium.

Regional Pavement Preservation Needs

Based on current revenue levels, this region faces an annual pavement preservation budget deficit of \$3.76 million per year. Assuming a 2% annual inflation between now and 2021, that would grow to an annual deficit of \$4.59 million, or a total of \$45.78 million for the ten year period.

This forecast is based on local agency pavement preservation plans and historical BARS data. If the current recession is protracted or increases in severity the assumptions behind this forecast will underestimate the total need as local resources currently relied on for augmenting direct gas tax distributions will be depleted. Revenues available through the direct gas tax distribution are insufficient to pay for more than a small share of annual pavement preservation needs.

Bridge Repair and Replacement Needs

Insufficient funds are available to repair or replace all the bridges rated 'poor' or which present potential hazards due to their location. Based on estimates from six-year programming estimates and bridge reports, an additional \$12.92 million is needed by 2020 to correct the existing deficiencies. ***This does not include replacement of the I-5 Nisqually River Bridge, which is also showing signs of structural deficiency and inadequate capacity.***

Fish Passage Barrier Removal Needs

Insufficient funds are available to retrofit existing fish passage culvert barriers. Where possible, culvert retrofit is included as a part of capital or preservation projects and many “easy” stand-alone culverts have also been addressed. But based on existing six-year funding plans and an inventory of barriers, an estimated \$4.41 million is needed by 2020 to retrofit culverts on the most important salmon-bearing streams, several of which present complex environmental challenges

With a population of 308,000¹ and an area that covers more than 4,100² square miles, the Benton-Franklin-Walla Walla (BFWW) RTPO has over 1,404³ miles of urban and 3,705⁴ miles of rural roadways.

In preparing cost estimates for preservation across the BFWW RTPO we spoke with eight jurisdictions; three counties, two urban cities and three small cities regarding their street/road budgets⁵ and what dollar amount was dedicated to preservation functions. In determining other jurisdiction's needs, with whom we did not speak, our assumptions were based on similar populations.

As one can imagine the term "preservation" can mean different things to different people so we did not assume that our brief discussions with the jurisdictions would produce an exact "apples to apples" understanding of the question put before them.

It should be noted that almost all of the jurisdictions we spoke with indicated they had increased their preservation budgets and anticipated that it would continue to increase. Several mentioned an emerging trend to focus on the preservation of roadways rather than construction or complete reconstruction projects.

For rural county areas an **annual** preservation cost estimate \$7.5 million.
For urban area jurisdictions the **annual** preservation cost estimate was \$8.0 million.
For small urban/rural cities the **annual** preservation cost estimate was \$500,000.

Ten year projection for preservation cost estimate = \$160 million.

¹ Office of Financial Management – September 2010

² BFCG Transportation Trends Report – 2010

³ BFCG Transportation Trends Report – 2010

⁴ BFCG Transportation Trends Report – 2010

⁵ 2009 or 2010 streets/roads budgets.

**Benton-Franklin-Walla Walla RTPO
Regional Project List (not prioritized)
October, 2010**

	Project Type - Indicate Applicable Number(s) (see instruction memo)	Total Project Cost*	Project Cost Breakdown By Biennia - YOY \$** (09/11; 11/13; 13/15 etc.)	Is This Project Consistent with an Approved Regional Transportation Plan?	Policy Goals Project Addresses - Indicate Applicable Numbers (see instruction memo)
LOCAL AGENCIES					
Kennewick - Category #1 Road Project -Steptoe (Unsecured) (Clearwater to Center Parkway w/grade separation) New construction. The project will extend Steptoe Street from the terminus of Phase 1 (Center Parkway) to Clearwater Avenue. The project will improve safety on parallel corridors and generate economic development in West Kennewick and South Richland. Environmental is complete. The grade separation design is at 60% and the underpass agreement with BNSF is in progress. The roadway design is at 50%. The grade separation is scheduled for construction by BNSF forces in 2011. The roadway is scheduled for construction in late 2011/early 2012.	#1 Safety #3 New Construction #4 Add Capacity	\$4,196	11/13 = \$4,322	YES	#1 Economic Vitality #2 Preservation #3 Safety #4 Mobility #5 Environment #6 Stewardship
Richland - Category #1 Road Project ; Queensgate Drive/Gage Boulevard - constructs two new (Queensgate Dr & Gage Blvd) two-lane arterial collector streets that serve the area south of Badger Mountain in southern Richland which is being planned for mixed use development. Project is in the planning stage and will likely be constructs in several phases.	#3 New Construction	\$5,200	15/17 = \$3,000 17/19 = \$2,200	YES	#1 Economic Vitality #4 Mobility
Richland - Category #1 Road Project ; Duportail Bridge/Duportail-Stevens Corridor Improvements - Constructs new four lane bridge over the Yakima River. Adds turn lanes at the Duportail & SR240 intersection and widens Duportail St to five lanes between SR240 and Queensgate Dr. Extends Stevens Drive from Lee Blvd to Dupourtai St at Thayer Dr. and improves Duportail St from Thayer Dr to SR 240. Project will be constructs in three phases. 1) Duportail Bridge is in PE phase with an EA expected to be complete by Spring 2011. It will be ready for construction by the end of 2011. 2) Stevens Drive Extension is in PE phase and could be ready for construction by early 2012. 3) Duportail Street Improvements is currently planned for 2015.	#2 Reconstruction #3 New Construction #4 Add Capacity	\$35,500	11/13= \$25,000 13/15 = \$8,500 15/17 = \$2,000	YES	#4 Mobility
Pasco - Category #1 Road Project - Lewis Street Overpass (Oregon Ave. to 2nd Ave.) This project will replace a deteriorating underpass structure between 2nd Avenue and Oregon Avenue with bridge over the railroad facility. The project will also replace the existing 2 lane road with 4 lanes for increased volume and safety. The project is being designed and the permitting process is underway. Construction is scheduled for 2013.	#1 Safety #3 New Construction #4 Add Capacity	\$30,000	11/13 = \$30,000	YES	#1 Economic Vitality #3 Safety #4 Mobility #6 Stewardship
Benton County Category #1 Road Project -Travis Road (Sellards to Henson; realign w/ ACP to AWRS)-The Travis Road project consists of realigning and rebuilding a major Truck Route in Benton County to an all weather standard. Travis Road is a Rural Major Collector (FFC 07) that has a T-3 freight and good classification. The project is located at the top of the Webber Canyon Corridor providing direct access to the Interstate. This improvement will correct structural and geometric deficiencies. The project is ready for construction. P.E. is complete, Right of Way is acquired and a DNS has been issued.	#1 Safety #2 Reconstruction	\$1,500	11/13= \$1,500	YES	#1 Economic Vitality #2 Preservation #3 Safety #4 Mobility #6 Stewardship

	Project Type - Indicate Applicable Number(s) (see instruction memo)	Total Project Cost*	Project Cost Breakdown By Biennia - YOY \$** (09/11; 11/13; 13/15 etc.)	Is This Project Consistent with an Approved Regional Transportation Plan?	Policy Goals Project Addresses - Indicate Applicable Numbers (see instruction memo)
Franklin County - Category #1 Road Project - East Foster Wells Road Unsecured Portion -The East Foster Wells Road Extension Phase 2 will complete the development of a new east-west transportation corridor located just northeast of the City of Pasco in southern Franklin County. When completed, this 8.5 mile corridor will provide an all-weather 50 MPH transportation facility that will access public lands owned by the United States Bureau of Reclamation in Smith Canyon and provide direct access from Pasco-Kahlotus Road to processing facilities located along US 395 and the newly completed Commercial Avenue in the City of Pasco. Project is ready to proceed once additional construction funding is acquired. Preliminary Engineering: Plans Completed Right-of-Way: Complete Environmental: Complete	#3 New Construction	\$1,010	11/13 = \$1,010	YES	#1 Economic Vitality #4 Mobility #6 Stewardship
Benton, Franklin, Walla Walla Counties - Category #1 Road Project - All weather road program -	#2 Reconstruction #6 Mainenance	\$1,500	11/13 = \$750 13/15 = \$750	YES	#1 Economic Vitality #2 Preservation #3 Safety #4 Mobillity #6 Stewardship
Preservation (Entire RTPO - does not include WSDOT)	#1 Safety #6 Maintenance	\$160,000	Ten Year Projection	YES	#1 Economic Vitality #2 Preservation #3 Safety #4 Mobility #5 Environment #6 Stewardship
Ben Franklin Transit and Valley Transit- Category #2 Multi-Modal - Public Transportation Bus Replacement Project: This project is a series of bus replacements as contained in the six year term of our most current Transportation Improvement Program (TIP) 2011 to 2016. These buses will replace old buses that have exceeded their useful economic life and meet or surpass FTA guidelines for vehicle replacement. The timeframe of this project to replace transit buses during the six year period of our most current Transportation Improvement Program (2011-2016). Public transportation investments in vehicles do not require engineering or right of way and are only subject to standard public agency purchasing requirements such as Requests for Proposals. The Federal Transit Administration publishes standards for vehicle replacement and our purchases will meet or exceed these standards.	Replacement buses (hybrid)	\$7,700 (\$6,500 \$1,200) \$17,145 (\$13,500 - \$3,645)			
Prosser - Category #1 Road Project - Wine County Road Intersections (Merlot & Gap) The project consists of the following elements: Elongated Roundabout - 2-lane entrance from north (I-82 ramp traffic), single lanes elsewhere for traffic calming, dedicated westbound to northbound right turn lane (I-82 access), larger diameter and wider lanes for truck traffic. Intended Benefits: increased traffic capacity, fewer traffic back-ups, traffic calming, smoother flow of traffic. The project is proposed Priority #15 on the City of Prosser adopted 2011-2016 STIP. Timeline from the 2011-2016 STIP: PE: 3/1/2014, Right Of Way: 6/1/2015, Construction: 3/1/2016.	#1 Safety #2 Reconstruction #3 New Construction # 4 Add Capacity	\$2,373	13/15 = \$205 15/17 = \$16 15/17= \$2,107	YES	#1 Economic Vitality #3 Safety #4 Mobility #6 Stewardship
City of Walla Walla - Category #1 Road Project - 13th Avenue Improvements Phase 2 - (Abadie to Cherry) This project will complete the 13th Avenue corridor running from Rose Street to the Washington State Penitentiary near the north city limits and will be the last piece of an overall project involving six different road and sidewalk projects, completing the gap section from Abadie Street to Cherry Street. Construction would be anticipated to occur within approximately 90 working days +/-, beginning in summer 2011. Environmental approval by January, 2001, R/W acquisition by March, 2011, Design complete by April, 2011 and construction complete by November 2011.	#2 Reconstruction #5 Adds Multi- Modal Facility	\$764	11/13 = \$764	YES	#1 Economic Vitality #2 Preservation #4 Mobility

	Project Type - Indicate Applicable Number(s) (see instruction memo)	Total Project Cost*	Project Cost Breakdown By Biennia - YOE \$** (09/11; 11/13; 13/15 etc.)	Is This Project Consistent with an Approved Regional Transportation Plan?	Policy Goals Project Addresses - Indicate Applicable Numbers (see instruction memo)
Walla Walla County - Category #1 Road Project - Berney #2 Bridge/Berney Drive The extension of Berney Drive has been identified on the Long Term Arterial Plan as a future principal arterial. The existing section of Berney Drive is currently classified as an urban collector with a current ADT of 850. The 20 year ADT is estimated at 1,570. The existing road is narrow with a bridge length less than 20 ft and a width of 19 ft. The bridge is located on a curve. Due to the horizontal and vertical alignment of Berney Drive it is necessary to reconstruct 0.64 miles of the road in order to meet current design standards. This road serves as a main route along the east side of Walla Walla. The new road would be realigned, the small bridge replaced with a bottomless box culvert and the road widened to 40 ft. with sidewalks and bicycle lanes. The design is partially complete. Design will continue in 2011. Since the is no funding available at this time for right of way acquisition or construction, this project will be shelved once design is complete. Construction could begin in 2013 if funding became available next year.	#1 Safety #2 Reconstruction #4 Add Capacity #5 Adds Multi-Modal Facility	\$2,000	11/13= \$2,000	YES	# 1 Economic Vitality #3 Safety #4 Mobility #5 Environment #6 Stewardship
Benton City - Category #1 Road Project Dale Avenue Improvements (Reconstruction SR 225 to 13th) New arterial street construction of Dale Avenue from 13th to 9th (SR 225) with curb and gutter, sidewalks, drainage, and paving. Provides suitable street for fire trucks from fire station to downtown and vehicles and pedestrian traffic to and from post office, clinic, strip mall, senior citizen center, and Port of Benton light industrial park. P.E. is authorized by City and approximately 60% completed, no new right-of-way is required, environmental to be completed this year. If construction funds are approved from TIB or perhaps possible stimulus grant this fall, 2010, bidding to take place first of 2011 with construction completed by May, 2011.	#1 Safety #2 Reconstruction #4 Add Capacity #5 Adds Multi-Modal Facility	\$539	11/13 = \$539	YES	#1 Economic Vitality #2 Preservation #3 Safety #4 Mobility #6 Stewardship
College Place - Category #1 Road Project - Whitman Central Corridor Project Phase 2 - (Birch to Bade Ave.) Will reconstruct 1800 feet of collector/arterial, signalizes and improves the corridor with additional right turn lanes at the intersection with College Ave. (principle arterial) and adds 1800 feet of pedestrian and bicycle facilities (both sides) that run east and west through the center of the College Place adjacent to Walla Walla University and associated properties. Utility relocation plan coordination is 90% complete. Project engineering is 50% complete. ROW and easement acquisition as well as environmental permitting are to be initiated and completed this year.	#1 Safety #2 Reconstruction #4 Add Capacity #5 Adds Multi-Modal Facility	\$1,145	11/13 = \$1,145	YES	#1 Economic Vitality #2 Preservation #3 Safety #4 Mobility #5 Environment
Connell - Category #1 Road Project West Adams Street (Columbia Ave. to 5th) This project will reconstruct W Adams Street from Columbia Avenue to Sixth Avenue. The existing pavement is in poor condition and most of the structural section has failed causing extensive alligator cracking necessitating a complete reconstruction. Existing sidewalks are intermittent, narrow, and in very poor condition, so ADA compliant sidewalks will be constructed on both sides of the street. Currently, no storm drainage facilities exist, so facilities to handle the 25-year design storm onsite will be constructed. Low energy street lights will be installed to increase safety for pedestrians. A stacked block retaining wall will be installed at the back of the sidewalk on the west side of the Esquatzel Coulee. Grass landscape strips with street trees will be installed between the sidewalk and curb throughout the project where right-of-way allows. The project is currently in the preliminary stage as funding is secured. An application has been submitted to the Washington State Transportation Improvement Board for a portion of the funding. The following is the anticipated timeline. PE and environmental: October 2011 to April 2012 R/W: No additional right of way is needed Construction: May 2012 to September 2012	#1 Safety #2 Reconstruction	\$995	11/13 = \$995	YES	#2 Preservation #3 Safety #4 Mobility #5 Environment

	Project Type - Indicate Applicable Number(s) (see instruction memo)	Total Project Cost*	Project Cost Breakdown By Biennia - YOE \$** (09/11; 11/13; 13/15 etc.)	Is This Project Consistent with an Approved Regional Transportation Plan?	Policy Goals Project Addresses - Indicate Applicable Numbers (see instruction memo)
Waitsburg - Category #1 Road Project - 7th Street Reconstruction (Main to Arnold Lane) The W. 7th Street reconstruction rebuilding W. 7th Street from Main to Arnold lane; including a new road bed, dry wells and a ADA compliant sidewalk on one side. Project located in the City of Waitsburg. Intended outcome is a new wider, safer road that will improve vehicle and pedestrian transportation along this heavy traveled route. . Project is currently in the design phase; completion of the design to occur prior to the end of the year. Project has been submitted into funding agencies for construction dollars, pending the outcome of that, construction will take place and be completed by the end of 2011.	#1 Safety #2 Reconstruction	\$775	11/13 = \$700	YES	#1 Economic Vitality #2 Preservation #3 Safety #4 Mobility #5 Environment #6 Stewardship
Kennewick & WSDOT- Category #1 Road Project - Ridgeline Drive - (US 395 I/S improvements) Intersection improvements. The project will construct right turn only lanes, double left turn lanes, median barriers and a traffic signal or roundabout at Ridgeline and US 395, and off-ramp improvements at Interstate 82 and US 395. The project will provide intersection and corridor safety and generate economic development in Southridge Area. Designs are at 30%. Scheduled for construction start in 2012.	#1 Safety #2 Reconstruction #4 Add Capacity	\$4,500	11/13 = \$4,635	YES	#1 Economic Vitality #3 Safety #4 Mobility #5 Environment #6 Stewardship
Pasco - Category #1 Road Project - Road 68 Widening / Argent Road improvements (I182- Argent) This project will widen Road 68 between the I-182 Interchange to Court Street. The project will provide uninterrupted traffic flow between the signalized intersections with additional lanes and center turn lanes. Conceptual design has been done. The project is scheduled to be designed and constructed in 2012.	#1 Safety #2 Reconstruction #4 Add Capacity	\$830	11/13 = \$830	YES	#1 Economic Vitality #3 Safety #4 Mobility #6 Stewardship
WSDOT					
WSDOT - Category #1 Road Project - US 12 Phase 7A and 7B - This project will realign US 12 and add an additional lane to make a 4-lane highway. Located in Walla Walla county, the new alignment will bypass the community of Touchet and connect into the US 12 Phase 6 project that is now complete. The Environmental Assessment was completed in February 2010. Currently there is funding for some design of 7A. With additional funding, design, R/W, and Construction could be completed in the 13-15 biennium.	#1 Safety #2 Reconstruction #3 Add Capacity	\$127,000	11/13 = \$53,000 13/15 \$ 74,000	YES	#1 Economic Vitality #3 Safety #4 Mobility #6 Stewardship
WSDOT - Category #1 Road Project -SR 224 I/C at Benton City and Red Mountain Interchange - This project will improve the SR 224/SR 225 intersection in Benton City by constructing a roundabout (Phase 1). It also includes construction of a new interchange on I-82 to connect SR 224 to the interstate (Phase 2). An intersection study was completed in 2008 that selected a roundabout as the preferred alternative for SR 224/SR 225. With funding, Phase 1 will begin design in 2011 construction in 2013. Phase 2 design will occur in 2012 with construction in 2015.	#1 Safety #2 Reconstruction #3 New construction #4 Add Capacity	\$29,000	11 / 13 \$ 2,900,000 13 /15 \$ 3,900,000 15 /17 \$22,200,000	YES	#1 Economic Vitality # 3 Safety #4 Mobility

Skagit/Island RTPO Arterial System Preservation Needs Synopsis for the Washington State Transportation Commission

Entire system:

10-year total, in year-of-expenditure: \$328 million
Annual need: \$33 million

Federally classified system only:

10-year total, in year-of-expenditure: \$159 million
Annual need: \$16 million

Background

- Overlay costs for arterial roads/streets varies from \$8,000 per lane mile for a rural arterial (chip seal), to over \$380,000 per lane mile (3" overlay plus grinding, ADA, design, federal inspection, traffic control) for major urban arterials.
- County costs only take into account basic chip seal, overlay and shoulder patching.
- Preservation needs for all jurisdictions have been underfunded for nearly a decade and without additional funding, this preservation deficit will continue to grow.
- Jurisdictions are primarily focusing on maintenance and preservation, limiting the construction of new projects.
- This list takes into account 100% of basic road preservation requirements in Island County.
- This list does not take into account road replacement/reconstruction costs.

Entire System

10-year need, 2010 dollars 278,000,000
Annual need, 2010 dollars 27,800,000

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	10-year need, in YOE	
	27,800,000	28,634,000	29,493,020	30,377,811	31,289,145	32,227,819	33,194,654	34,190,493	35,216,208	36,272,695	37,360,875	328,256,720

Arterials and Highways

10-year need, 2010 dollars 135,000,000
Annual need, 2010 dollars 13,500,000

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	10-year need, in YOE	
	13,500,000	13,905,000	14,322,150	14,751,815	15,194,369	15,650,200	16,119,706	16,603,297	17,101,396	17,614,438	18,142,871	159,405,242

PRESERVATION NEEDS ESTIMATE

Arterials and Highways	Arterial & Highway Lane Miles	Cost per lane mile	Weighted Cycle	10-Year Need
Jurisdiction	34	380,000	17	7,600,000
Anacortes	21	360,000	17	4,447,059
Burlington	8	340,000	20	1,360,000
Concrete	4	11,000	19	23,158
Coupeville	160	8,000	15	853,333
Island County	6	360,000	20	1,080,000
La Conner	4	11,000	19	23,158
Langley	80	300,000	17	14,117,647
Mount Vernon	45	200,000	17	5,294,118
Oak Harbor	38	340,000	17	7,600,000
Sedro-Woolley	327	15,000	7	7,007,143
Skagit County - BST	81	200,000	10	16,200,000
Skagit County - Asphalt	20	340,000	20	3,400,000
Small Towns	16	350,000	20	2,800,000
Districts and Tribes	143			63,000,000
WSDOT*				134,805,616
				135,000,000

Total need, arterials and highways

Entire System	Total System Lane Miles	Cost per lane mile	Weighted Cycle	10-Year Need
Jurisdiction	240	280,000	17	39,529,412
Anacortes	100	240,000	17	14,117,647
Burlington	12	340,000	20	2,040,000
Concrete	26	11,000	19	150,526
Coupeville	1,176	8,000	15	6,272,000
Island County	12	360,000	20	2,160,000
La Conner	22	11,000	19	127,368
Langley	180	150,000	25	10,800,000
Mount Vernon- non-fed routes	80	300,000	17	14,117,647
Mount Vernon - fed routes	136	160,000	17	12,800,000
Oak Harbor	240	260,000	17	36,705,882
Sedro-Woolley	1,300	15,000	7	27,857,143
Skagit County - BST	302	150,000	10	45,300,000
Skagit County - Asphalt	20	350,000	20	3,500,000
Districts and Tribes	143			63,000,000
WSDOT*				278,477,626
				278,000,000

Total need, entire roadway system

*WSDOT 10-year need based on total cost of "due" and "past due" paving projects, 2011-2020. See attached sheet. Concrete, La Conner and Sedro Woolley are estimates based on towns of similar size.

WSDOT - Skagit and Island Counties

<u>Route</u>	<u>Begin</u>	<u>End</u>	<u>Due Yr</u>	<u>Project Title</u>	<u>Lane Miles</u>	<u>Estimated Cost</u>	<u>Assumed Project Type</u>
5	227.08	231.79	2011	I-5 SB/BN RR Bridge to Joe Leary Slough - Paving	4.71	\$ 2,800,000	Overlay
5	231.79	243.34	2013	I-5 SB/Joe Leary Slough to Nulle Rd Vic. - Grinding	11.55	\$ 6,400,000	PCCP Grinding project
11	2.18	9.15	2016	SR 11/Cook Road to Colony Creek - Paving	13.94	\$ 5,600,000	Mill and Fill
20	47.89	50.86	2017	SR 20/Sharpes Corner to Swinomish Slough - Paving	3.94	\$ 1,300,000	Overlay
20	60.27	64.21	2013	SR 20/ Avon Ave. to Rhodes Road - Paving	3.94	\$ 3,600,000	Overlay
20	71.93	74.15	2013	SR 20/ Lyman Hamilton Road Vicinity to Baker River - Paving	2.22	\$ 1,400,000	Thin Overlay
20	80.46	81.66	2015	SR 20/Pinelli Road Vic to 1 Mile East of Lusk Road - Paving	4.20	\$ 1,000,000	Thin Overlay
20	114.42	120.88	2013	SR 20/ Damnation Creek to George Powerhouse Vicinity - BST	6.46	\$ 1,900,000	Chip Seal project
530	59.12	60.67	2018	SR 530/2.6 Miles North of Suiattle River Road to White Creek - Paving	3.10	\$ 1,000,000	Overlay
536	4.84	5.38	2015	SR 536/Skagit River Bridge to I-5	1.32	\$ 500,000	Mill and Fill
20 Sp	47.89	51.92	2015	SR 20 Spur/Sharpes Corner to 12th Ave - Paving	13.84	\$ 5,500,000	Mill and Fill
20 Sp	51.92	55.67	2013	SR 20 Spur/Commercial Ave. to Higgens Slough - Paving	3.75	\$ 3,200,000	Cost estimate does not include ADA requirements
20	20.5	27.73	2010	SR 20/Jacobs Road Vicinity to Sidney St - Paving	7.23	\$ 5,100,000	Overlay
20	33.19	41.42	2020	SR 20/Narrows Avenue to Deception Pass - Paving	16.80	\$ 5,400,000	Overlay
20	41.42	47.89	2015	SR 20/Deception Pass to Sharpes Corner - Paving	12.82	\$ 4,100,000	Overlay
525	9.06	19.13	2012	SR 525/Bob Galbreath Road to Honeymoon Bay Road Vic - Paving	10.07	\$ 7,100,000	Overlay
525	17.91	30.52	2018	SR 525/Harbor Ave to SR 20 - Paving	22.76	\$ 7,400,000	Overlay
Totals					142.65	\$ 63,300,000	

SKAGIT MPO / SKAGIT-ISLAND RTPO
REGIONAL PRIORITY PROJECT LIST FOR ROAD AND MULTIMODAL

Total 10-Year Need: 692 Million Dollars

29-Oct-10

Project Name, Jurisdiction & Category (i.e.: road or multi-modal)	Project Type - Indicate Applicable Number(s) (see instruction memo)	Total Project Cost*	Project Cost Breakdown By Biennia - YOE \$** (09/11, 11/13, 13/15 etc.)	Is This Project Consistent with Approved Regional Transportation Plan?	Policy Goals Indicate Applicable Numbers (see instruction memo)	Comments
Anderson/Laventure Road Extension	2,3,4,5	10,300	11/13: 10,300	Yes	1,3,4,5,6	The City of Mount Vernon and Skagit County are partners in this project which is the number 1 priority of the region.
BNSF Skagit River Bridge Replacement	1, 3, 4	108,000	11/13: 8,000 13/15 26,000 15/17: 49,000 17+: 25,000	Yes	1,3,4,5,6	Benefit/cost ratio of replacing the bridge is estimated to be between 1.6:1 & 7.6:1 due to reduced flood risk. The bridge failed in Nov. 1995. Failure was induced by a crossing freight train.
Burlington Boulevard to Goldenrod Road: Non-motorized connection under Interstate 5	1, 3, 5	1,300	11/13:300 13/15:1,000	Yes	1,3,4,5,6	This project, located in the heart of Burlington's retail core, will provide safe pedestrian crossing of I-5 near the Cascade Mall in Burlington, providing a center-of-city non-motorized link to a wide range of services, including transit.
Bush Point Road / Honeymoon Bay Rd/SR 525 Intersection Improvements (Partnership: WSDOT, Island Transit, Island County Public Works)	1,3,4	\$4,000	11/13: 4,000	Yes	1,3,4	Improvements include a roundabout that will provide safe access to the proposed Selma Transit Park, improve circulation and safety for pedestrians and vehicles.
Concurrency / LOS Improvements along SR 525 and SR 20 at eight regionally significant intersections (Partnership: WSDOT, Island County)	1,3,4	39,000	13/15: 8,000 15/17: 9,000 17/19: 10,000 19/21: 12,000	Yes (Amendment needed to increase scope/funding)	1,3,4	Types of improvements to be determined; potential partnership opportunity with WSDOT
Guemes Channel Trail	1,5	3,500	11/13: 500 13/15: 500 15/17:500 17+:2,000	Yes	1,3,4,5,6	Provides an alternate route to keep bikes and pedestrians off the state highway, and provides access to city shoreline.
I-5/Cook Road Interchange / Old 99 Intersection Improvement	1, 4	4,300	11/13: 500 13/15: 3,800	Yes	1,3,4,5,6	This project is identified as a regional priority project by the Skagit MPO/Sub-RTPO, and it is included in the state's Highway System Plan.
Mukilteo Multi-Modal Project (WSDOT Ferries)	1,2,3,4,5,6,	350,000	15/17: 175,000 17/19: 175,000	Yes	All	This should not be considered a final number as various alternatives are being reviewed under the EIS process, and this figure assumes the most costly alternative. Costs can range from \$85,000 (NO alternative) to \$350,000 for moving the terminal to Edmonds.

9	Old 99 N. Bridge Replacement Corridor (BNSF Trestle, Thomas Creek Bridge)	1,3,6	15,700	09/11: 100 11/13: 1,500 13/15: 14,100	Yes	3,4,6	Old 99N, north of Cook Road, is a major route that serves trucks from concrete and gravel material companies to the north. The road also serves as a north/south detour route for Interstate 5 when the road is blocked or undergoing construction.
10	Pioneer Hwy/Conway Intersection Reconstruction	3,5,6	1,600	09/11: 400 11/13:1,200	Yes	1,3,4,5	A study will be done to determine the type of intersection to be built.
11	Race Rd. to Houston Road Connector, New County Road, 1.4 miles (Island County Public Works)	1,3,4	7,000	11/13: 7,000	Yes	1,3,4,	This is a critical connector between south and north Whidbey Island needed for emergency preparedness should SR 20 fail
12	SR 20/Race Road to Jacobs Road Widening, Island County, WA (WSDOT)	1,2,3,4	8,200	11/13: 1,000 13/15: 7,200	Yes	1,2,3,4,	This project would widen lanes and shoulders and address roadside safety. When completed, the project would be consistent with the rest of SR 20 on Whidbey Island and provide adequate shoulder for bicycles and pedestrians.
13	Periodic review and update of 2001 North Whidbey Island Access Feasibility Study	1,2	25	15/17: 25	Yes	All	This periodic review will determine if significant changes in traffic volumes, bridge condition, etc. have occurred to warrant re-examination of the findings that a bridge or ferry system from the north end of Whidbey Island to either Camano Island or the mainland would be infeasible due to financial and environmental constraints.
14	South Fidalgo Bay Road (Old Brook Lane)	1,3,4	1,200	09/11: 1,200	Yes	1, 3, 4	This project has a dual purpose: 1) It provides access and infrastructure (storm, sewer, water) for 30 acres of City-owned, undeveloped, Light Manufacturing property. The City plans to develop a business park. And 2) it provides a backage road which is part of the design of the WSDOT Sharpes Corner project
15	SR 20 and SR 525 Multiuse Trail, 44 miles (Island County)	1,3,5	44,000	Begin 2014, End 2036; 2,000 per year	Yes	3,4,5,6,7	The trail would link existing trails along Hwy 20 and Hwy 525 creating a multiuse facility along the length of Whidbey Island
16	SR 20 Corridor / SR9 Freight Mobility and Revitalization Project	1,3,4	24,000	09/11: 2,100 11/13: 6,200 13/15: 15,200	Yes	1,3,4,6	This project is a multi-phase effort to improve freight mobility and safety on SR 20 and SR 9 through Sedro-Wooley by improving the connection of SR 20 and Cook Road, replacing an under-height and under-width Burlington Northern Santa Fe Railroad bridge crossing SR 20, widening portions of SR 20, and providing alternative access paralleling SR 20 and SR 9 to relieve congestion and delay on those routes.
17	SR 20/Oak Harbor, Swantown to Barrington - Phase 1 (WSDOT)	1,3,4	\$30,000	11/13: 5,000 13/15: 25,000	Yes	1,3,4	Construction of four roundabouts to increase capacity and accommodate bike lanes, wider sidewalks and other features.
18	SR 20 Sharpes Corner, Miller-Gibraltar Intersection (WSDOT)	1, 3,4	30,000	11/13: \$4,400 13/15: \$26,000	Yes	1, 3, 4, 5,6	This project will construct intersection improvements at SR 20/Sharpes Corner and SR 20/Miller-Gibraltar to improve safety and traffic flow.

19	SR 20 Turn Lane south of Jacobs Road to Parker Road Intersection, Island County, WA	1,4	3,500	11/13: 3,500	Yes (for shorter section). Amendment needed to include entire section	3,4	Turn lanes, shoulders and realignment to improve safe ingress/egress from SR 20 into various public and private driveways, including, Island County's primary solid waste and recycling facility, WAIF animal shelter and Island Transit. Approximately 1 mile of improvements. Project would be done in partnership with WSDOT and Island Transit.
20	SR 538 - College Way Improvements	1,3,4	6,000	11/13: 1,000 13/15: 5,000	Yes	1,3,4,5,6	SR 538 provides access to the east to Mount Vernon and SR 9. Improvements at the ramp terminal are needed to relieve congestion at the interchange and on SR 538. A preliminary cost estimate and benefit/cost analysis indicates this project will provide significant benefits at a relatively low cost, delaying the need for a full interchange rebuild.
TOTAL			691,625				

**YOE = Year of Expenditure Dollars assuming a 3% inflation factor

Project Type:
1. Safety
2. Reconstruction
3. New Construction
4. Adds Capacity
5. Adds Multi-Modal Facility
6. Maintenance

Policy Goals:
1. Economic Vitality
2. Preservation
3. Safety
4. Mobility
5. Environment
6. Stewardship

Skagit MPO/Skagit-Island RTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

Number 1: Anderson / LaVenture Road Extension Project

Project Description

- **What is it?**

The Anderson LaVenture Extension Project, a Mount Vernon/Skagit County partnership, is a new arterial roadway connecting south LaVenture Road, an existing north-south arterial in east Mount Vernon, to the Anderson Road Interstate 5 interchange in Skagit County.

- **Where is it located?**

The project is located in the Urban Growth Area of south Mount Vernon. Its boundaries are from the Interstate 5/Anderson Road interchange east and north to LaVenture Road in Mount Vernon. Part of the new road will be across vacant land.

- **What is the intended outcome & benefit?**

The Anderson LaVenture Extension Project will significantly reduce congestion on Interstate 5 (I-5), State Routes 538, and 20, and at key I-5 interchanges in Mount Vernon and Burlington, thereby reducing, and in some cases eliminating, costly needed upgrades on the State/Federal transportation systems. Upgrades will not be needed and maintenance costs on the existing system will be reduced because of less traffic than would otherwise have used the State system. It will also have a positive impact on air quality and the economic climate of Northwest Washington. It will also result in a decrease in the number of vehicle collisions and conflict between drivers.



Project Status & Timeline

- **Where is the project at in development?** One phase, Fowler to Blackburn, has been completed. Two more phases, Cedardale to Blodgett and Blodgett to Blackburn are designed and are ready for right-of-way to be acquired. We are seeking funding for the construction phase.
- **What is the timeline for this project from start to completion? *(Please identify the major phases)***

The right-of-way phase is awaiting fund obligation. It is expected to begin by January 2011 and be completed within 9 months. This phase is funded.

The construction phase will start as soon as funding is acquired. If construction is funded, the project can be completed by 2013.

Preliminary Engineering completed

Right of Way awaiting funding obligation by Jan 2011

Construction 2012, 2013

Additional Comments

This project, in partnership with the City of Mount Vernon, is the number one priority of the Skagit RTPO/MPO.

Skagit MPO/Skagit-Island RTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Number 2: BNSF Skagit River Bridge Replacement

Project Description

- This project will replace the BNSF Skagit River Bridge
- The bridge is located on the BNSF main line between Mount Vernon and Burlington
- The current bridge was built in 1916. It is a hydraulic impediment to the River during Skagit floods, endangering the adjacent levees. If the levees fail, Mount Vernon, Burlington, and I-5 will flood.



Project Status & Timeline

- Project was submitted in August 2010 for PE/NEPA funding under the Federal High Speed Intercity Passenger Rail (HSIPR) Program
- The City of Burlington committed \$350,000 toward the PE/NEPA package; WSDOT committed \$1,918,684; total estimated cost for PE/NEPA is \$11,344,342
- Time required for PE/NEPA: 3 years
- Time required for right of way acquisition/construction: 4 years



Project Funding Needed

- For PE/NEPA:

<u>Funding Partner</u>	<u>Biennium</u>	<u>Amount (\$000)</u>	<u>Status</u>
City of Burlington	11 – 13	200	Committed
City of Burlington	13 – 15	150	Committed
State of Washington	11 – 13	1,280	Committed
State of Washington	13 – 15	639	Committed
Fed. Rail Administration	11 – 13	6,051	Pending
Fed. Rail Administration	13 – 15	3,025	Pending

Project Funding Needed (cont.)

- For Right of Way / Construction

<u>Funding Partner</u>	<u>Biennium</u>	<u>Amount (\$000)</u>	<u>Status</u>
State of Washington	13 – 15	4,502	Not Yet Committed
State of Washington	15 – 17	9,552	Not Yet Committed
State of Washington	17 – 19	5,067	Not Yet Committed
Fed. Rail Administration	13 – 15	15,757	Future Grant Cycle
Fed. Rail Administration	15 – 17	34,436	Future Grant Cycle
Fed. Rail Administration	17 – 19	17,735	Future Grant Cycle
BNSF Railroad	13 – 15	2,251	Future Negotiation
BNSF Railroad	15 – 17	4,776	Future Negotiation
BNSF Railroad	17 – 19	2,534	Future Negotiation

Project Category and Type

- Category 2 – Multi-modal
- Type:
 - 1 – Safety: reduces regional flood risk
 - 3 – New Construction: old bridge built in 1916 will be replaced
 - 4 – Adds Capacity: new bridge will have 2 tracks

Statutory Policy Goals

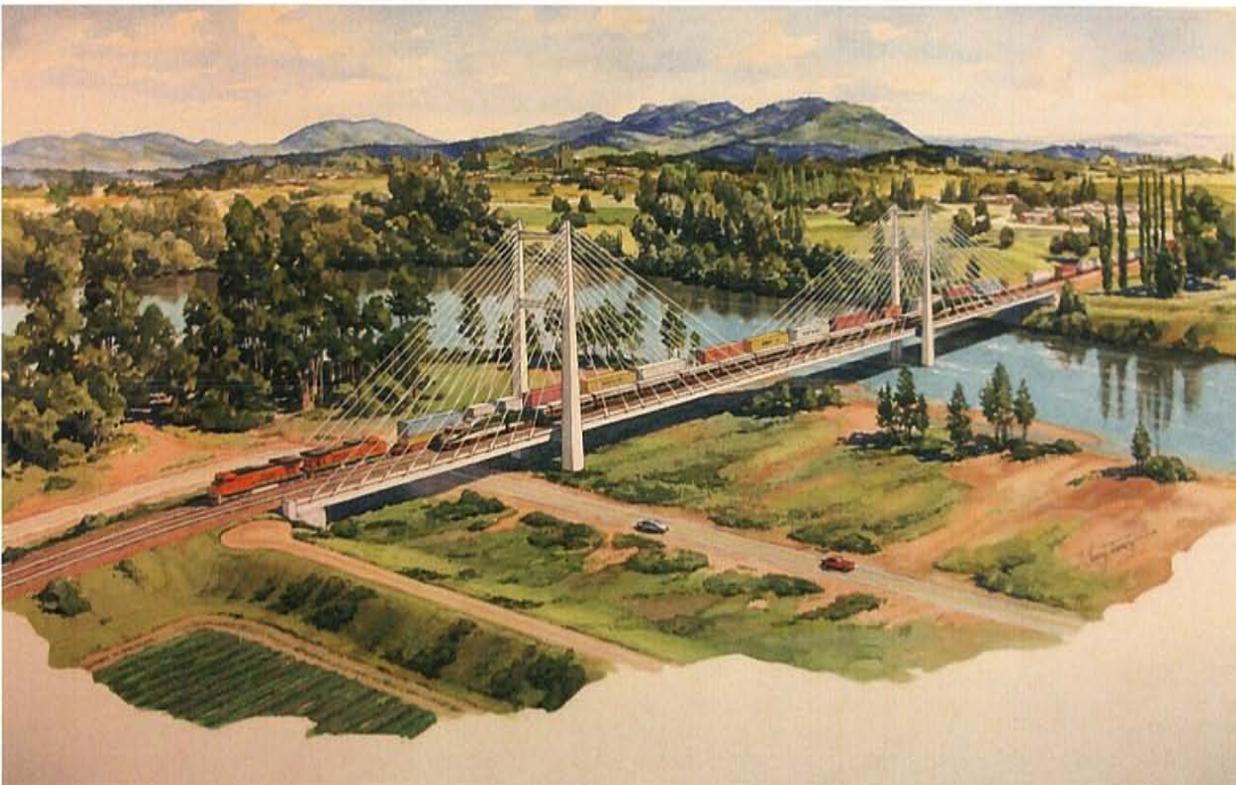
1. **Economic Vitality**: provides 2 tracks and an extended siding to increase freight and passenger rail capacity; significantly reduces the chance of rail line closure or I-5 flooding so that these key freight facilities are always open
3. **Safety**: provides a new, modern bridge that is not a hazard to the adjacent levee system, thereby protecting I-5 and reducing flood risk to Burlington and Mount Vernon
4. **Mobility**: enables secure, reliable and predictable freight movement 24/7, 365 days a year, including during Skagit River floods (currently, BNSF stops rail service when the Skagit River is above flood level)
5. **Environment**: the new bridge will have far fewer piers in the water, facilitating more natural river geomorphic processes. Additionally, the

new bridge will have longer spans and be designed so that the levee system can be set back, further facilitating natural river processes.

6. **Stewardship**: this bridge was built in 1916. It represents a significant flood risk to the region. Replacing the bridge is a responsible action.

Additional Comments

- Benefit/Cost ratio of replacing the bridge is estimated at between 2.6:1 and 7.6:1, due to reduced flood risk
- This bridge failed during the Skagit flood of November 1995 (peak discharge 141,000 cubic feet per second (cfs)). Failure was induced by a crossing freight train. 100-year regulated peak discharge estimate for this location is 208,000 cubic feet per second.
- Concept for bridge replacement shown below



Skagit MPO/Skagit-Island RTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Number 3: Burlington Boulevard to Goldenrod Road: Non-Motorized Connection under Interstate 5

Project Description

- This project, located in the heart of Burlington's retail core, will provide safe pedestrian crossing of I-5 near the Cascade Mall in Burlington, providing a center-of-city non-motorized link to a wide range of services, including transit

Project Status & Timeline

- Design work is listed in Burlington's capital improvement program and funded by Burlington. Design has not yet started.
- PE/NEPA: 18 months
- Bid/construct: 18 months

Project Funding Needed

<u>Biennium</u>	<u>Amount (\$000)</u>
11 – 13	318
13 – 15	1013

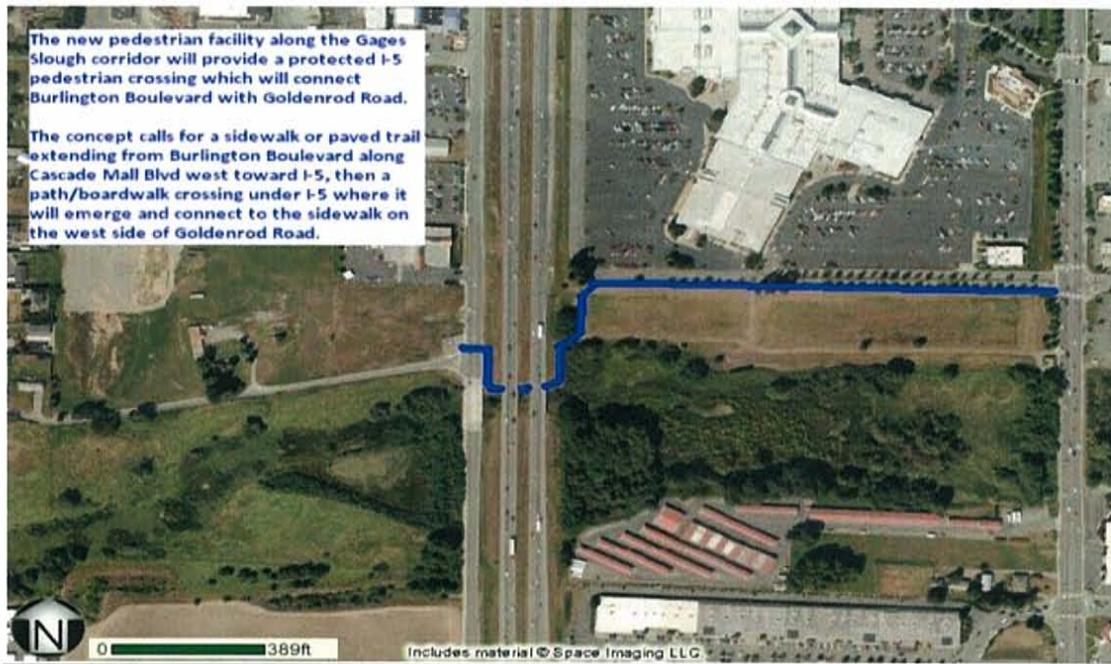
Project Category and Type

- **Category 2 – Multi-modal**
- **Jurisdiction:**
 - City of Burlington
 - Washington State Department of Transportation
- **Type:**
 - 1 – Safety

- 3 – New Construction
- 5 – Adds Multi-Modal Facility

Statutory Policy Goals

- 2. **Safety**: provides safe, grade-separated, protected pedestrian crossing of I-5
- 3. **Mobility**: provides a non-motorized transportation option to enable pedestrians to access a major urban services center, and links the pedestrian facility to transit service
- 4. **Environment**: enables easier non-motorized travel, enabling walking rather than driving, thereby reducing traffic and pollutants
- 5. **Stewardship**: adds non-motorized options to the transportation system



Skagit MPO/Skagit-Island RTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

Number 4: Bush Point Road / Honeymoon Bay Rd/SR 525 Intersection improvements

Project Description

- **What is it?**

A partnership between Island Transit, Island County and WSDOT. This project consists of designing and constructing a modern roundabout at the intersection of State Route 525, Honeymoon Bay Road and Bush Point Road , .5 miles north of the community of Freeland. Left turning traffic from Bush Point and Honeymoon Bay Road on to SR 525 is very difficult and dangerous due to increasing traffic volumes. This project will create new construction jobs and improve traffic flow in and around Freeland, rapidly growing businesses and the commercial district of Central Whidbey Island.

- **Where is it located?**

SR 525 in Freeland



- **What is the intended outcome & benefit?**

Whidbey Island is the only area in the state where Level of Service (LOS) standards on a highway of Statewide significance must be met through concurrency. This intersection has experienced delay which in turn will require improvements to allow for continued planned development of the Freeland area. The economic sustainability and development of this community depend on these improvements.

Project Status & Timeline

- **Where is the project at in development?**

This project is in the planning stage.

- **What is the timeline for this project from start to completion?**

Design and right-of-way: 12 months

Construction: 24 months

Skagit MPO / Skagit-Island RTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

Number 5: Concurrency / LOS Intersection Improvements along SR 20 & SR 525

Project Description

- **What is it?**

ESHB-1487 requires “counties consisting of islands whose only connection to the mainland are state highways or ferry routes” to create and implement a concurrency review program for designated Highways of Statewide Significance. To meet state mandated LOS Standards on SR 525 and SR 20, the following seven intersections will require improvements over the next 10 years: Banta Rd/SR 20, Troxell Rd/SR 20, Frostad Rd/SR 20, Fakkema Rd/ SR 20, Scott Road/SR 525, Coles Rd/SR 525, and Bob Galbreath Road / SR 525. At a minimum, intersections will require traffic signals and in some cases, roundabouts will be considered.

Where is it located?

The proposed intersection improvements are on SR 20 and SR 525 on Whidbey Island. Refer to the map below for specific locations. *See Map on page 2*

- **What is the intended outcome & benefit?**

The project would allow Island County to comply with ESHB-1487 for concurrency requirements, improve traffic flow and safety.

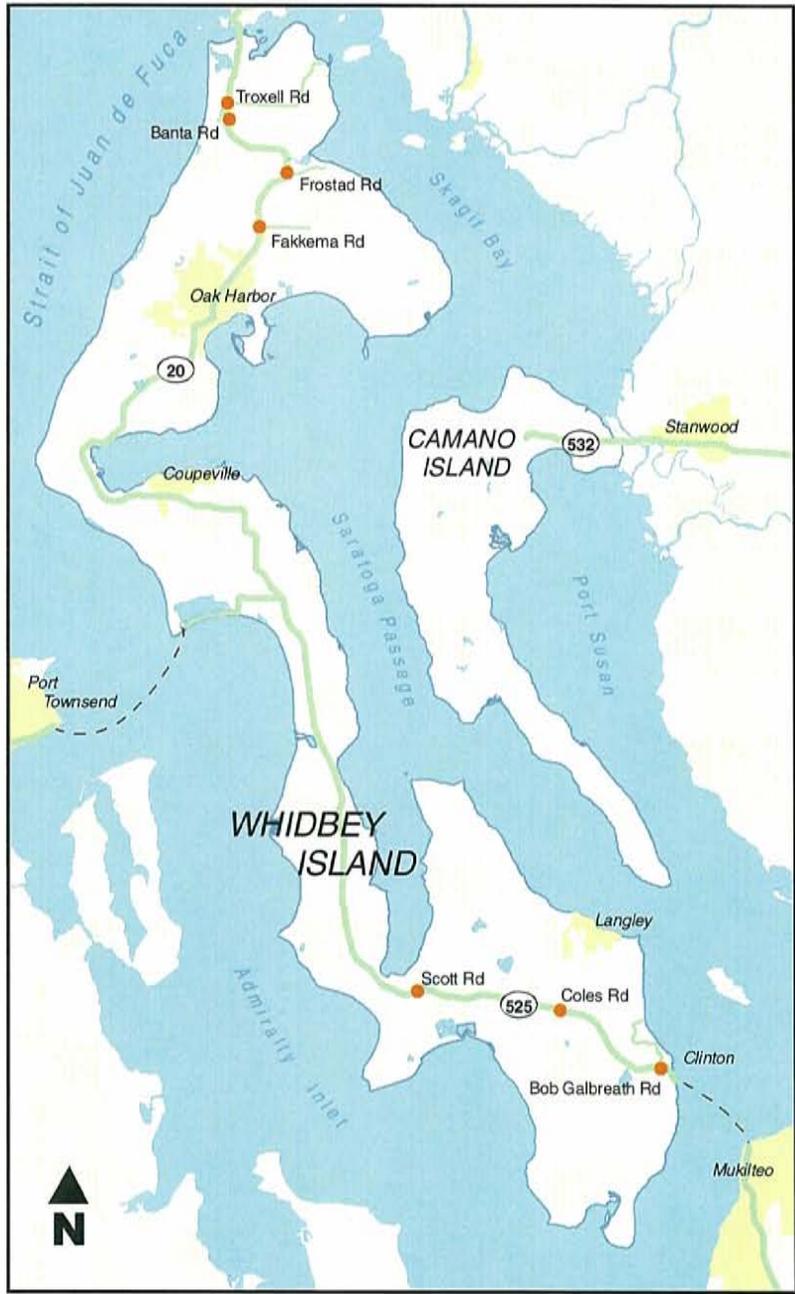
Project Status & Timeline

- **Where is the project at in development?**

Three of the intersections are on Island County’s TIP and the rest will be added within the appropriate 6-year time frames and incorporated into the County’s Transportation Element update in 2012.

- **What is the timeline for this project from start to completion?**
January 1, 2013: Commence PE / Design / Construction of first intersection
December 2021: Project completed.

Intersection Improvements: SR 20 and SR 525



Skagit MPO/Skagit-Island RTP

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Number 6: Guemes Channel Trail

Project Description

- **What is it?**

A scenic pedestrian/bike trail that follows the old railroad grade from downtown Anacortes, to Washington Park along the Guemes Channel. The proposed trail connects the Tommy Thompson Trail to Washington Park.

- **Where is it located?**

Along the shoreline of the Guemes Channel in Anacortes, WA.

- **What is the intended outcome & benefit?**

It is an alternate route to keep pedestrians and bikes off of the State Highway. It uses a 'hard to access' shoreline of the City.

Project Status & Timeline

- **Where is the project at in development?**

It is a flexible, multi-phase project. Concurrently we are

- 1)Enjoying one completed 1200 foot section
- 2)Designing another 2,000 foot section
- 3)Planning another 2,000 foot section and
- 4)Working to secure R/W for the remainder of the trail.

- **What is the timeline for this project from start to completion?**

The City of Anacortes will be satisfied if this project is completed in the next 10 years. We want to do the project correctly as it is a legacy to future residents.

Skagit MPO/Skagit-Island RTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number

Number 7: I-5/Cook Road: Northbound Off-Ramp and Interchange and Old 99N intersection Improvements

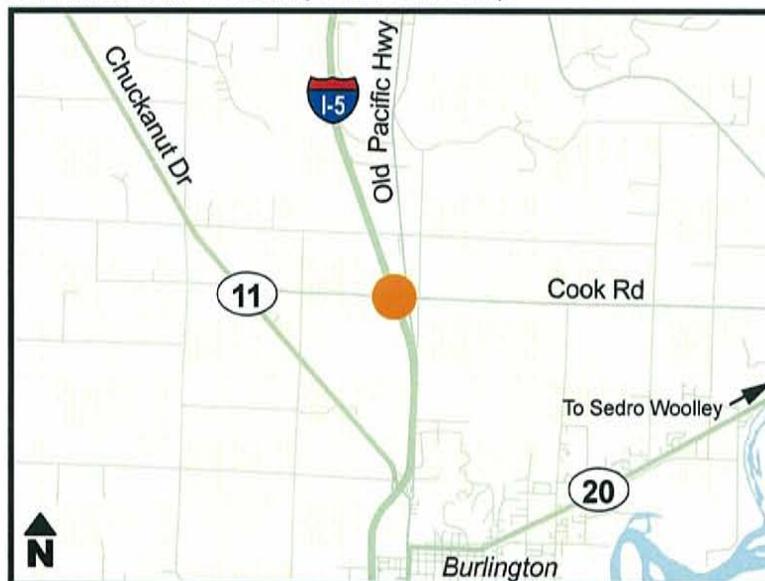
Project Description

- **What is it?**

The project will re-channelize Cook Road from the I-5 off-ramp east of Old Highway 99 as two eastbound lanes across the BNSF at-grade crossing for approximately one quarter mile, and construct improvements at the Cook Road/Old Highway 99 intersection.

- **Where is it located?**

This project is located at the juncture of I-5, Cook Road and the Old Pacific Highway (SR 99, which is now county road Old 99N).



- **What is the intended outcome & benefit?**

At this time, high volumes of traffic at this intersection cause long delays during the peak hour of travel. In addition, queuing from the closely spaced signal at the county's Old 99N intersection with Cook Road impacts the I-5 off-ramps, sometimes spilling traffic back into mainline I-5. Once completed, the improvements will reduce high speed rear-end collisions that often result in fatalities and or injuries; reduce travel times by relieving congestion at the interchange and on the mainline of Interstate 5; and improve traffic flow, particularly for trucks accessing the Port of Skagit and Sedro-Woolley industrial areas.

Project Status & Timeline

- **Where is the project at in development?**

This project is identified in the Washington Highway System Plan.

- **What is the timeline for this project from start to completion?**

Preliminary engineering: 24 months

Construction: 24 months

Additional Comments

This project is identified as a regional priority project by the Skagit MPO/Sub-RTPO, and it is included in the state's Highway System Plan. It is also identified as a high-priority, low-cost improvement in WSDOT's Conway to Cook Interstate 5 Master Plan.

Skagit MPO/ Skagit-Island RTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

Number 8 - Mukilteo Multimodal Project

Project Description

- **What is it?**

The Mukilteo Terminal serves the Mukilteo-Clinton ferry route and is part of SR 525, a major transportation corridor and critical link for residents and commuters between Whidbey Island and the Seattle-Everett metropolitan area. The terminal is among Washington State Ferries' (WSF) busiest facilities, but has not had significant improvements for almost 30 years. WSF plan to improve ferry operations, safety connections and access by moving forward with this project. Various alternatives are being considered under the EIS scoping process which is underway. Depending on the alternative chosen, costs could vary from 85 million (no alternative) to 350 million (moving the facility to Edmonds). Construction is slated to begin in 2015 with completion by 2019.

- **Where is it located?**

The Mukilteo Terminal is located in the City of Mukilteo at the intersection of SR 525 and Front Street, adjacent to the Mukilteo Light House Park.



- **What is the intended outcome & benefit?**

When completed, this project will provide the following:

- Improved safety for passengers and those traveling around the terminal
- Better and safer access for pedestrians and bicyclists
- Improved operations and efficiency loading and unloading vehicles and people
- Convenient transit connections

Project Status & Timeline

- **Where is the project at in development?**

The project is undergoing the EIS scoping process. WSF is soliciting public input on various alternatives.

- **What is the timeline for this project from start to completion?**

- February, 2010: EIS process re-initiated. Various concepts presented for public comment
- Fall 2011: Draft EIS Available for public review
- Early 2012: Preferred alternative chose
- Winter of 2012: Record of Decision filed
- Spring 2015: Begin construction
- Spring 2019: Project completed

Skagit MPO/Skagit-Island RTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

Number 9: Old 99 N Bridge Replacement Corridor (BNSF Trestle, Thomas Creek Bridge)

Project Description

- **What is it?** Replace the BNSF Trestle Overpass on Old 99N and replace the Thomas Creek Bridge on Old 99N. These bridges are timber and were built in 1936 and 1934 respectively.
- **Where is it located?** The BNSF Trestle Bridge is at milepost 1.87 on Old 99 North, north of Cook Road, just north of the Interstate 5 Cook Road Interchange. The Trestle is over BNSF track which is the mainline through Washington State to Vancouver, British Columbia, Canada.
The Thomas Creek Bridge is at milepost 2.95 on Old 99N, north of Road and the Interstate 5 Cook Interchange.



the
track

Cook
Road

- **What is the intended outcome & benefit?**
The project will replace timber bridges that are over 74 years old with concrete bridges, preserve the County's infrastructure, and improve the stewardship of our transportation infrastructure.
The integrity of this economically important truck route and alternate route to Interstate 5 will be preserved.

Project Status & Timeline

- **Where is the project at in development?** The project is in the programming/planning stage. We commissioned a study of all of the County's bridges (107) by a bridge engineer who estimated replacement costs of all of the County's bridges. The cost estimate to replace the BNSF Trestle (timber) Bridge with a pre-stressed concrete bridge is \$14,200,000.00 in today's dollars. If the crossing can be converted to an at-grade crossing, the cost will be reduced significantly. The cost estimate to replace the Thomas Creek (timber) Bridge with a prestressed concrete bridge is \$1,040,000.00 in today's dollars.
- **What is the timeline for this project from start to completion?**
BNSF Trestle -- A major partner in this project is the BNSF Railroad. It will be instrumental in planning, designing, and constructing this project. Another major player is the Washington Utilities and Transportation Commission. The Commission will make the decision whether the Trestle will be replaced with an at-grade crossing.

Planning	2011/2013,
Design	2011/2013
Construction	2013/2015

Additional Comments

Old 99N, north of Cook Road, is a major route that serves trucks from concrete and gravel materials companies to the north.

The road also serves as a north/south detour route for Interstate 5 when the road is blocked or is undergoing construction.

Skagit MPO/Skagit-Island RTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

Number 10: Pioneer Hwy/Conway Intersection Reconstruction

Project Description

- **What is it?** The project will include a study to determine the best intersection type to construct. The study must be done to determine the best solution given the configuration of the existing intersections and the proximity of the railroad at-grade crossing to the west. The Project reconstruction will encompass the Pioneer Hwy (two legs) and Fir Island Road T-intersection as well as the Conway Frontage Road and Main Street intersection along Fir Island Road less than 200 feet to the west.

- **Where is it located?** The project is located in south Skagit County just west of the Interstate 5 / State Route 534 interchange (Conway). The Intersection reconstruction would encompass the Pioneer Hwy (two legs) and Fir Island Road T-intersection as well as the Conway Frontage Road and Main Street intersection along Fir Island Road less than 200 feet to the west and the proximity of the railroad at-grade crossing to the west.



- **What is the intended outcome & benefit?** The outcome would be much improved traffic flow and control through this, the second busiest, non-municipal intersection in Skagit County. Benefits include improved level

of service (particularly from eastbound Fir Island Road to northbound Pioneer Hwy), increased safety, and decreased driver confusion and frustration (given the current condition of two intersections less than 200 feet apart). Also, during the extreme high traffic conditions during the month long Skagit Valley Tulip Festival in April, this intersection would no longer see two-mile plus backups on eastbound Fir Island Road nor would it require traffic control personnel (flagging). Similar backups (though not as long) also occur on a regular basis when the two, peak-hour trains cross Fir Island Road on the at-grade rail crossing just 500-600 feet west of the intersection.

Project Status & Timeline

- **Where is the project at in development?** This project is in the 2010 and 2011 engineering budgets for project definition and design. Work can be started on it immediately.
- **What is the timeline for this project from start to completion?** This project could be completed by 2013.

Preliminary engineering (including study)	2011, 2012
Right of Way	2012
Construction	2013

Additional Comments

Congestion at this intersection, especially during the month-long Tulip Festival, can have harmful effects on the regional economy as it is very discouraging to be stuck in traffic. Poor traffic control could impact whether or not tourists come back to visit Skagit county.

Skagit-Island RTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

Number 11: Race Road to Houston Road Connector (SR 525 Bypass)

Project Description

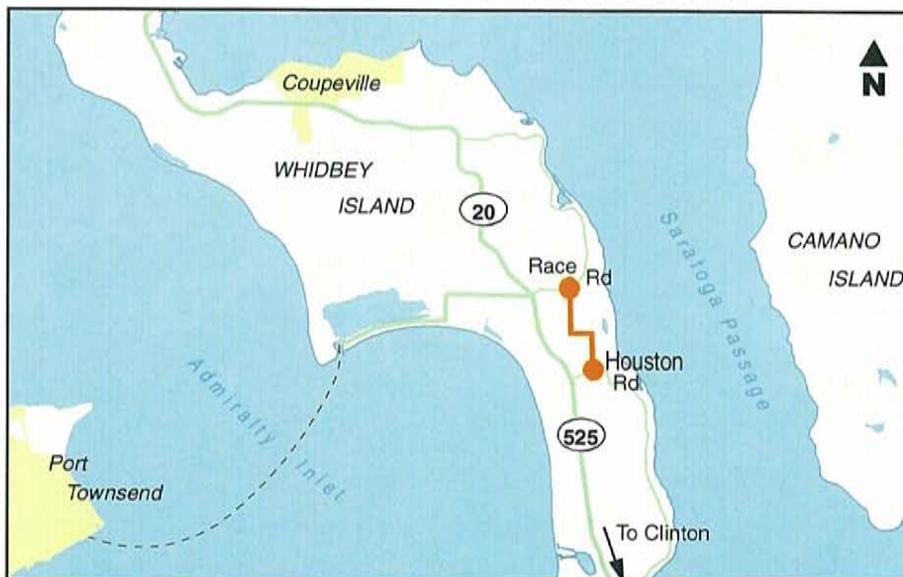
- **What is it?**

The proposed new road would provide a critical bypass route from SR 525 during emergencies and maintenance periods. Currently there is no alternative route to direct motorists should this section of SR 525 be closed due to a vehicle accident or a natural event. The lack of a bypass places the south half of Whidbey Island in a highly vulnerable position as it would essentially be “landlocked” preventing vehicular access to the remainder of Whidbey Island and to critical services such as Whidbey General Hospital, NAS Whidbey and the County seat.

- **Where is it located?**

The new county road connector would begin at Race Road (arterial) and extend 1.4 miles to Houston Road (arterial). The County is in the process of negotiating the purchase of right-of-way from private property owners.

New Road: Race Road to Houston Road Connector



- **What is the intended outcome & benefit?**

The project would create a new County road, which will provide an alternative access road should SR 525 be closed down. The alternative connector road is necessary for the safety of Whidbey Island residents and for emergency preparedness.

Project Status & Timeline

- **Where is the project at in development?**

The project is identified in the Island County Transportation Improvement Plan to commence in January of 2011.

- **What is the timeline for this project from start to completion?**

January 1, 2011: Commence PE / Design / ROW process

January – May of 2012: Complete ROW process, begin construction.

December 2012: Project completed.

Skagit MPO/Skagit-Island RTPO REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

Number 12: SR 20/Race to Jacobs Shoulder Widening

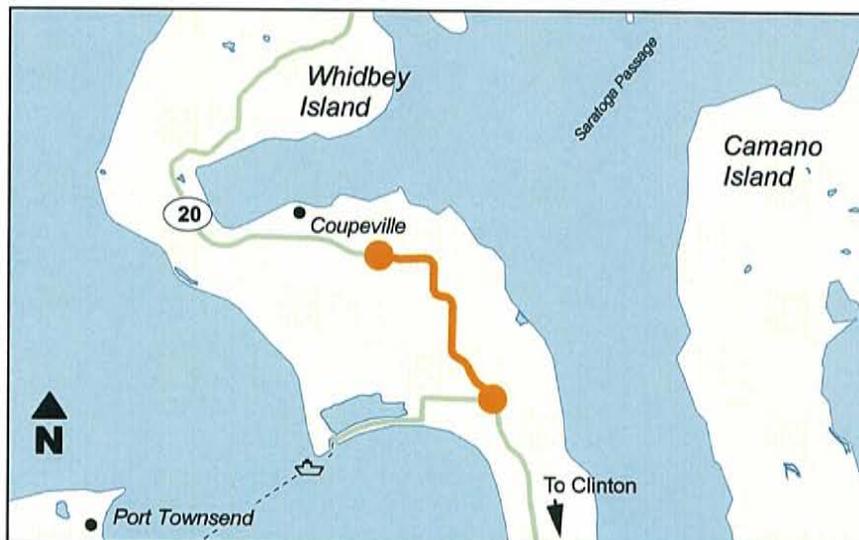
Project Description

- **What is it?**

This project would widen lanes and shoulders and address roadside safety. When completed, the project would be consistent with the rest of SR 20 on Whidbey Island and provide adequate shoulder for bicycles and pedestrians.

- **Where is it located?**

A section of SR 20 on Whidbey Island between Race and Jacobs roads.



- **What is the intended outcome & benefit?**

When completed, this project will provide adequate shoulders along SR 20, resulting in a safer roadway for both bicyclists and pedestrians. This will also make this stretch of roadway consistent with the rest of SR 20 on Whidbey Island.

Project Status & Timeline

- **Where is the project at in development?**

This project is identified in the Skagit-Island Regional Transportation Plan.

- **What is the timeline for this project from start to completion?**

Design and right-of-way: 24 months

Construction: 24 months

Skagit MPO/ Skagit-Island RTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

Number 13: Periodic review/update: 2001 North Whidbey Island Access Feasibility Study

Project Description

- **What is it?**

The current route for SR 20 runs through Deception Pass State Park. The Deception Pass/Canoe Pass bridges are listed as historic landmarks. The last bi-annual inspection, conducted in 2009, revealed that both bridges are in excellent shape. Any widening of the SR 20 facility through the park would be constrained by federal environmental regulations regarding impacts to parks and significant cultural resources. The current WSDOT Highway System Plan does not include any modification or replacement of the existing Deception Pass or Canoe Pass bridges or widening of SR 20.

In Spring 2001 the *North Whidbey Island Access Feasibility Study* concluded with the Skagit/Island Regional Transportation Planning Organization (S/I RTPO) Transportation Policy Board approving the Policy Committee's recommendation not to pursue additional funding for an Environmental Impact Statement. This decision was reached because no feasible alternatives were found. It was agreed that each of the alternatives could be determined not to be feasible due to the potential for environmental impacts to critical areas and to habitat. In addition, the ferry alternative was considered not feasible due to the costs to implement and operate.

Consistent with this finding by the Skagit/Island RTPO, WSDOT's plan is as follows:

- Continue to preserve the existing bridges (Canoe Pass and Deception Pass),
- Fully inspect the bridges every two years, and
- Revisit the findings of the North Whidbey Island Access Feasibility Study every five to eight years.

The last review of the 2001 *North Whidbey Island Access Feasibility Study* was completed in 2007. It will be appropriate to conduct a review and update by 2015.

- **Where is it located?**

The SR 20/Deception Pass and Canoe Pass bridges connect Fidalgo Island in Skagit County to Whidbey Island in Island County.

- **What is the intended outcome & benefit?**

The 2001 *North Whidbey Island Access Feasibility Study* determined that a bridge or ferry system from the north end of Whidbey Island to either Camano Island or the main- land would not be feasible due to financial and environmental constraints. This periodic review will determine if significant changes in traffic volumes, bridge condition, etc. have occurred to warrant re-examination of those findings.

If there is no significant change, WSDOT will conduct another periodic review in the following five to eight year period (after 2020). If the review reveals changes that do warrant additional analysis, WSDOT will pursue a more detailed investigation.

Project Status & Timeline

- **Where is the project at in development?**

This is a review/update of a 2001 feasibility study.

- **What is the timeline for this project from start to completion?**

2015-2017: Conduct review and update of 2001 feasibility study.

2017+: Implement recommendations of review/update.

Skagit MPO/Skagit-Island RTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

Number 14: South Fidalgo Bay Road

Project Description

- **What is it?** It is new construction of a two lane road with sewer, water, and stormwater facilities.
- **Where is it located?** It is located in the southwest quadrant of the Sharpes Corner Intersection (SR 20 and SR 20 Spur)
- **What is the intended outcome & benefit?** It will provide access and infrastructure for 30 acres of City-owned property zoned Light Manufacturing. The City is planning a business park in this area. It will also construct a portion of the WSDOT Sharpes Corner Project; a bypass road for local access once the roundabout is constructed.

Project Status & Timeline

- **Where is the project at in development?** The plans and permits are ready for construction.
- **What is the timeline for this project from start to completion?**
Construction 60-days

Skagit MPO/ Skagit-Island RTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

Number 15: SR 20 and SR 525 Multi-Use Trail

Project Description

- **What is it?**

The Island County Trails Plan has identified a need and community-wide desire for a trail system along SR 20 and SR 525 on Whidbey Island. Sections of the trail have already been built which connect to other trail systems in local jurisdiction, county and state owned public lands. The existing trail (Kettles and Rhododendron) are popular amenities that contribute to the quality of life and eco-tourism economy of the regions. When completed, the trail system will be approximately 44 miles long.

- **Where is it located?**

The proposed trail system would run long the entire length of SR 20 and SR 525, on Whidbey Island. (See Map on Page 2)

- **What is the intended outcome & benefit?**

The existing trail (Kettles and Rhododendron) are popular amenities that contribute to the quality of life and eco-tourism economy of the regions. When completed, the trail system will be approximately 44 miles long.

Project Status & Timeline

- **Where is the project at in development?**

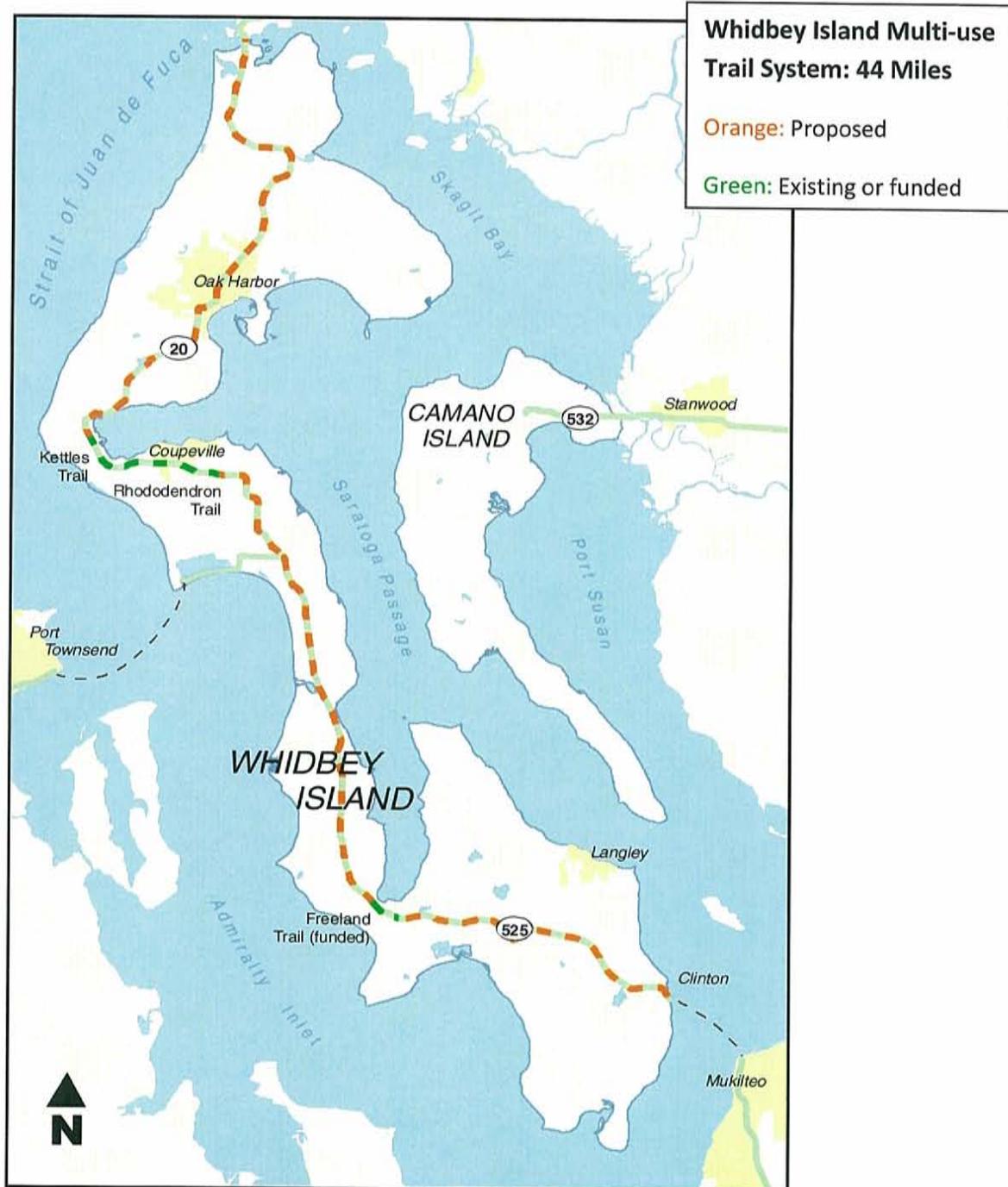
Sections of the trail have already been built (see map below), and funding has been secured for a mile long section in Freeland which will be completed in 2012. As funding becomes available, more sections will be added.

- **What is the timeline for this project from start to completion?**

2012: Completion of Freeland Trail (Segment 1)

2014: Completion of Segment 2 of the Freeland Trail

2015 – 2021+: Segment built as funding becomes available



Skagit MPO/Skagit-Island RTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

Number 16: SR 20 /SR 9 Corridor Freight Mobility and Revitalization Project

Project Description

- **What is it?** This project is a multi-phase effort to improve freight mobility and safety on SR 20 and SR 9 through Sedro-Woolley by improving the connection of SR 20 and Cook Road, replacing an under-height and under-width Burlington Northern Santa-Fe Railroad bridge crossing SR 20, widening portions of SR 20, and providing alternative arterial access paralleling SR 20 and SR 9 to relieve congestion and delay on those routes.
- **Where is it located?** SR 20/SR 9 from MP 64.81 to MP 66.08 and SR 9 at MP 55.45.

What is the intended outcome & benefit?

SR20 bisects the City of Sedro-Woolley east to west, carrying over 17,000 vehicles per day. SR9 bisects the City north to south, and is combined with SR20 from MP64.81 to MP 66.08. SR 20 in this vicinity has a Collision Rate that is well above the State Collision Rate (5.41 MVM2 vs. 3.88 MVM2).

The City's **SR20/SR9 Corridor Freight Mobility and Revitalization Plan** has identified several impediments to traffic and freight mobility involving these routes, including the existing signalized intersection at SR20 and Cook Road/Ferry Street, an under height and under width BNSF bridge at MP 65.47, and SR20 lane restrictions east of the bridge. Due to high traffic volumes on SR20, Cook Road and Ferry Street, and the

proximity to the SR20/SR9 intersection just west of the Cook/Ferry intersection, this portion of the corridor experiences frequent traffic congestion and delay. Both SR20 and Cook Road carry significant traffic to and from Interstate 5 west of the city. Current traffic modeling indicates that the intersection LOS will drop below minimums for a state route (LOS D) by 2020, and to LOS F by 2029. The presence of the substandard bridge leads to regular routing of super wide loads originating at the Janicki Industries facilities east of Sedro-Woolley to use of local access city streets and private facilities.

The Corridor Project has been broken up into four phases for funding purposes:

Phase 1 includes extension of Cook Road east to SR20 with a new roundabout intersection at SR20 MP 65.05, addition of a new city arterial to extend SR9 from SR20 MP 64.81 to Cook Road and F&S Grade Road, and revision of local connector streets. **Phase 2A** consists of replacement of the existing SR20/BNSF Railroad Bridge 020/226 located at MP 65.47, and **Phase 2B** is for construction of a new BNSF railroad bridge to connect John Liner Road with Jones Road to extend and complete an alternate east-west arterial and deconstruction of an inadequate single lane BNSF crossing at Sapp Road. **Phase 3** includes addition of a center turn lane and pedestrian and bicycle facilities on SR20 from MP65.50 Metcalf Street to MP 65.96 Ball Street. **Phase 4** will complete the extension of Patrick Road from the new SR20 Roundabout at MP 65.36 to Jones Road.

The addition of the proposed Cook Road improvements, along with a city arterial from Cook to F&S Grade Road will also provide a new network of streets allowing development of this area as a commercial zone, providing additional jobs for this distressed community. When completed, these improvements will provide significant relief to congestion by providing alternative routes within the city, deal with freight mobility restrictions due to the inadequate bridge, improve traffic and pedestrian safety, lower VMT and air pollution, and complete pedestrian and non-motorized facilities throughout the corridor.

Project Status & Timeline

- **Where is the project at in development?** Preliminary planning.
- **What is the timeline for this project from start to completion?**

- Phase 1A SR 20 Cook Road Realignment – 11/13 Biennium
- Phase 1B SR 9/Edward R Murrow Street, SR 20 to Cook – 11/13 Biennium
- Phase 1C Edward R Murrow Street, Cook to F&AS Grade – 13/15 Biennium
- Phase 2A SR 20 BNSF Bridge Replacement – 13/15 Biennium
- Phase 2B Jones Road/John Liner Road BNSF Bridge Replacement – 13/15 Biennium
- Phase 3 SR 20 Widening – 9/11 Biennium
- Phase 4 Patrick Road, SR 20 to Jones Road Extension Project – 13/15 Biennium
- Phase 5 SR 9/Jameson Arterial Extension Project – 11/13 Biennium

Additional Comments

The project is in the preliminary planning stage. Right of way has been acquired or committed for the proposed SR20/Cook Road intersection, the Murrow Street extension and the Patrick Street extension ROW is committed. The city is pursuing various funding opportunities as they arise, including Congressional Appropriations, ARRA funding, and TIB.

Skagit MPO/Skagit-Island RTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

Number 17: SR 20/Oak Harbor, Swantown to Barrington (Phase 1)

Project Description

- **What is it?**

A 2005 corridor pre-design analysis, developed jointly by WSDOT and the city of Oak Harbor, recommends construction of roundabouts at four intersections and highway widening to increase capacity and accommodate bike lanes, wider sidewalks and context sensitive solutions such as landscaped medians. This project, which represents a first phase of plan implementation, would include construction of four roundabouts.

- **Where is it located?**

The project is located in the southwest part of Oak Harbor, approximately 10.4 Highway miles south of the Deception Pass Bridge.



- **What is the intended outcome & benefit?**

Upon completion of this project, traffic flow will be improved on SR 20 and vehicle conflicts that contribute to collisions will be reduced. Non-motorized facilities will be added and improved to enhance non-motorized transportation. Current limited access to properties along SR 20 will be improved and the look of the city will be improved to enhance community identity and support economic vitality.

Project Status & Timeline

- **Where is the project at in development?**

This project is a recommendation from a 2005 joint planning effort by WSDOT and the City of Oak Harbor.

- **What is the timeline for this project from start to completion?**

Phase I - Right of Way acquisition: 24 months

Phase 2 – Design and Permitting: 24 months

Phase 3 – Construction: 24 months

Skagit MPO/Skagit-Island RTPO REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

Number 18: SR 20/Sharpes Corner Vicinity and Miller-Gibraltar Intersection

Project Description

- **What is it?**

This project will construct intersection improvements designed to improve safety and traffic flow at SR 20/Sharpes Corner. Preliminary engineering began in Spring 2007 and completed 30 percent design before it was shelved after the 2009 legislative budget delayed the project. Design will resume when funding is again allocated to the project.

A roundabout at the Intersection of Miller & Gibraltar roads at SR 20. This project was identified as an additional need during the design phase of the intersection improvements at SR 20/Sharpe's Corner.

- **Where is it located?**

Sharpes Corner intersection where SR 20 splits to either continue travel northbound to Anacortes or eastbound to Whidbey Island.



- **What is the intended outcome & benefit?**

The construction of this project will improve safety at these busy intersections by increasing the traffic flow, subsequently decreasing rear-end collisions. It will also result in shorter driving times for commuters and less idle time for vehicles at the intersection which is currently being controlled by traffic lights. Improvements to stormwater culverts and detention ponds will be made to meet current WSDOT environmental standards. The installation of both roundabouts will improve access.

Project Status & Timeline

- **Where is the project at in development?**

The Sharpes Corner portion of the project was at 30 percent completion of the design stage prior to being shelved by the 2009 legislature due to budget delays.

The Miller-Gibraltar intersection improvement was identified during the Value Engineering Study. No subsequent design has been completed.

- **What is the timeline for this project from start to completion?**

Design and right-of-way: 24 months

Construction: 24 months

Skagit-Island RTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

Number 19: SR 20 Turn Lanes South of Jacobs Road to Parker Road

Project Description

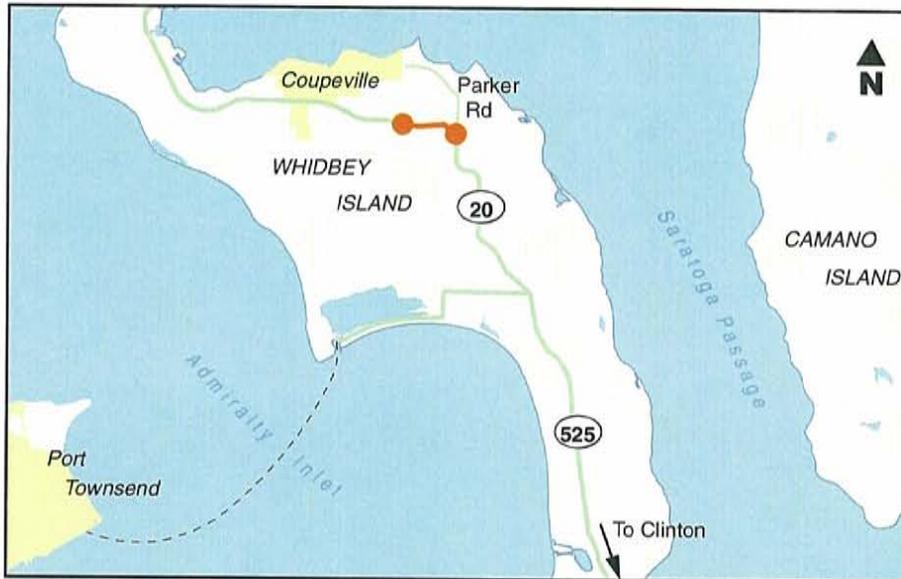
- **What is it?**

Turn lanes are needed to increase safe ingress/egress to various public and private facilities, including the County's main solid waste and recycling facility, Island Transit Administrative Offices, Whidbey Animal Improvement Facility (WAIF), and private businesses. This proposal combines earlier efforts by Island Transit to enhance their planned expansion of their hub facility and Island County's efforts to improve access into the central county solid waste and transfer facility. Further, this project will improve safe access and reduce congestion of through traffic in a portion of SR 20 also serving an animal shelter, county park and private businesses including trash hauling, auto and auto body repair, and a motel.

Turn lanes would extend to a new realignment of Parker Road intersection where Island Transit plans to add a bike-n-ride station and a new access road to their hub facility. A section of SR 20 would be widened to include a center turn lane to improve safety, transportation efficiency and the movement of freight and people in this industrial/commercial area of unincorporated Island County. Approximately 1,200 vehicles enter the County's solid waste and recycling facility on a busy day causing traffic back-ups. Data provided by WSDOT indicate between 2004 – 2009, twelve collisions (six injuries) and seven rear-end accidents were documented during this period. The speed limit through this segment of SR 20 is 50 mph, but many southbound motorists experience backups requiring abrupt stops as turning vehicles including commercial trucks and transit buses wait for an opening in oncoming traffic. Northbound traffic often experiences slowdowns as vehicles enter the highway.

- **Where is it located?**

A section of SR 20 on Whidbey Island south of Jacobs Road to Parker Road. Miles Post 19.3 to Mile Post 20.32. Total length: 1.02 miles.



- **What is the intended outcome & benefit?**

When completed, this project will result in a significantly safer roadway by eliminating or reducing back-ups and associated accidents. It will provide improved access to various public and private facilities involving significant bus and truck turning movements and more efficient flow of through traffic. With the addition of shoulders proposed by WSDOT, this project will further increase safety for pedestrians and cyclists and will extend the upgraded portion of SR 20 south on Whidbey Island.

Project Status & Timeline

- **Where is the project at in development?**

A section of this project is already identified in the Island County Transportation Improvement Plan to commence in 2011. The TIP will be amended to include the entire section. Estimated project costs: 3.5 million. Project would be done in partnership with Island Transit and WSDOT.

- **What is the timeline for this project from start to completion?**

February 1, 2011: Commence PE / Design / ROW Purchase

May 1, 2012: Complete ROW process, begin construction.

September 30, 2012: Complete project

Skagit MPO/Skagit-Island RTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

Number 20: SR 538 – College Way Improvements

Project Description

- **What is it?**

SR 538 provides access to east Mount Vernon commercial areas and SR 9. Improvements are needed to relieve congestion at the interchange and on SR 538.

The project would construct two additional general purpose lanes on SR 538, one eastbound and one westbound, between the bridge support columns and bridge abutments under the I-5 bridge at the I-5/SR 538 interchange. This project would eliminate the bottleneck where SR 538 goes from four lanes to three, and also lengthens the left-turn lanes to the I-5 on ramps.



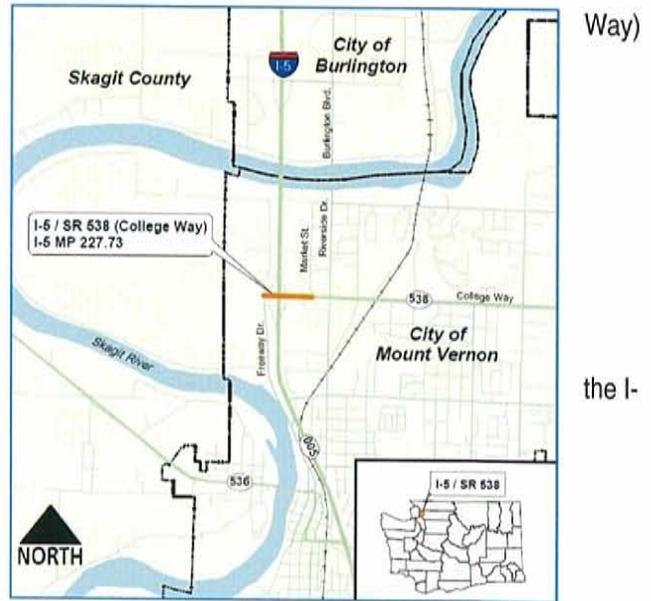
This design visualization shows what the highway would look like with the completed project.

- **Where is it located?**

The I-5 interchange at SR 538 (College Way) is located within the city limits of Mount Vernon. It provides access to the city's commercial and retail center, to residential neighborhoods and to Skagit Valley College.

- **What is the intended outcome & benefit?**

The I-5/SR 538-College Way interchange is 5 corridor's key choke point in the Mount Vernon/Burlington urban area. SR 538-College Way congestion threatens to extend onto I-5. This project will improve traffic operations and capacity through four closely spaced intersections within and adjacent to the I-5/SR 538 interchange. Benefits include reduced intersection delay and queuing, particularly at the I-5 off-ramps, reducing the risk of traffic queuing back to the I-5 mainline.



Project Status & Timeline

- **Where is the project at in development?**

A pre-design analysis (nearing completion) has confirmed that this project would provide mobility and safety improvements out to 2025. A conceptual roadway design has been completed, indicating that alignment and clearances are feasible. Additional resources are needed for a geotechnical analysis of soil conditions and to confirm a feasible retaining wall design for soils at the I-5 bridge abutments. A preliminary cost estimate and benefit/cost analysis indicates this project will provide significant benefits at a relatively low cost, delaying the need for a full interchange rebuild.

- **What is the timeline for this project from start to completion? (Please identify the major phases)**

Design: 7 months

Right of Way: 12 months

Construction: 12 months

Whatcom preservation projects cover a wide range of types, all of which substantially extend the life of existing facilities. Individual jurisdictions have submitted these needs under the titles listed. Some included needs are comprised of larger projects that might not normally be considered preservation, but added traffic controls, drop lanes and roundabouts are seen as adding to the functionality and design life of many existing facilities without the expense of simply adding lane capacity or new road miles.

While some preservation projects may seem duplicative of TOP 20 projects, this is due to a somewhat gray area between distinct high-priority projects and other, larger –scale, projects that extend service life and add functionality.

Below is the preservation list.

WHATCOM PRESERVATION PROJECTS

Assumed Project Type	Estimated Cost
PCCP Grinding project	\$6,400,000
Mill and Fill	\$48,000,000
Overlay	\$176,200,000
Chip Seal	\$49,600,000
Bridge Preservation	\$20,000,000
Multi-Modal Facility	\$1,900,000
Signals	\$5,000,000
Roundabouts	\$15,200,000
Turn Lanes	\$5,000,000
Street Lighting	\$5,000,000
Bike Ped Overpass	\$4,000,000
Culvert Replacement and Improvements	\$15,000,000
Grand Total	\$351,300,000

Whatcom Regional Priority Project List (October 2010) Policy Board Approved 10/13/2010

Project Number	Project Name, Jurisdiction & Category (i.e.: road or multi-modal)	Project Type - Indicate Applicable Number(s) (see instruction memo)	Total Project Cost*	Project Cost Breakdown By Biennia - YOE \$** (09/11; 11/13; 13/15 etc.)					Is This Project Consistent with an Approved Regional Transportati on Plan?	Policy Goals Project Addresses - Indicate Applicable Numbers (see instruction memo)	Comments
				09/11	11/13	13/15	15/17	After 2017			
1	Church Road, Main Street to Heather Drive, Ferndale, Road	1,2,4	\$6,000		\$6,000				Yes	1,2,3,4,5,6	
2	Main Street and Berthusen Rd: B.B. Lynden Rd to 1/2 mile east of Berthusen. City of Lynden, Category 1 (Road)	1,2,3,4,5	\$7,500		\$7,500				Yes	1,2,3,4,5,6	
3	Birch Bay Lynden/ Blaine Rd Roundabout, Whatcom County, Road	1,3,4,5	\$2,500	\$500	\$2,000				Yes	1,2,3,4,6	
4	Slater Rd Bridge, Whatcom County, Road	1,3	\$10,000		\$10,000				Yes	1,2,3,4	
5	Fixed Route Vehicle Replacement (5 buses), WTA, Multimodal	6	\$2,250		\$2,250				Yes	2,3,4,5	
6	Heavy Haul Road Extention in Sumas, Road	3	\$2,300			\$2,300			Yes	1	#
7	I-5/ Bakerview Low-Cost Interchange Improvements, WSDOT, Road	4	\$3,575	\$1,000	\$0	\$2,575			Yes	1, 2, 3, 4, 6	#
8	I-5/ Birch Bay Lynden Ramp Terminal Improvements, WSDOT, Road	4	\$5,150		\$2,060	\$3,090			Yes	1, 2, 3, 4, 6	
9	Birch Bay Dr Ped Facility, Whatcom County, Multimodal	1,2,3,5	\$7,100		\$2,000	\$5,100			Yes	1,2,3,4,5,6	
10	Haxton Way Kwina to Slater (includes roundabout), Whatcom County, Road	1,2,3,4	\$9,000		\$2,000	\$7,000			Yes	1,2,3,4,5,6	Coordinate with Lummi Nation
11	Whatcom Smart Trips, WCOG, Multi-Modal	1,4	\$3,000		\$1,000	\$1,000	\$1,000		Yes	3, 4, 5	#
12	Bellingham Waterfront, Bellingham, Multimodal	1,2,3,4,5,6	\$63,750	\$11,000	\$37,500	\$7,500	\$7,750		Yes	1,3,4,5,6	#
13	I-5/ Iowa Interchange and adjacent I-5 bridges, WSDOT, Road	4	\$55,045	\$2,000	\$0	\$7,725	\$45,320		Yes	1, 2, 3, 4, 5, 6	
14	SR-539/ SR-546 (Badger Rd) to International Boundary, WSDOT, Road	4	\$35,020	\$0	\$0	\$7,210	\$27,810		Yes	1, 2, 3, 4, 5, 6	
15	Urban Incorporated Bike and Ped Infrastructure, Urban Incorporated areas, Multimodal	1,2,3,4,5	\$15,000		\$5,000	\$5,000	\$5,000		Yes	1,3,4,5,6	Multi-jurisdiction
16	East Bakerview Road, Phases 1 & 2, Bellingham, Multimodal	1,2,4,5	\$25,000	\$0	\$0	\$0	\$0	\$25,000	Yes	1,3,4,5,6	
17	James Street, Phases 2 & 3, Bellingham, Multimodal	1,2,4,5	\$11,500	\$500	\$1,000	\$5,000	\$5,000		Yes	1,3,4,5,6	
18	West Horton Road, Phases 1 & 2, Bellingham, Multimodal	1,3,4,5	\$16,000	\$1,000	\$5,000	\$5,000	\$5,000		Yes	1,3,4,5,6	
19	SR 543/Boblett signal, Blaine, Road	1	\$800		\$100	\$700			Yes	1,2,3,4,6	
20	SR-539 Birch Bay Lynden Rd to SR-546 (Badger Rd), WSDOT, Road	4	\$26,000	\$700	\$0	\$1,545	\$4,017	\$14,420	Yes	1, 2, 3, 4, 5, 6	

*Dollars in thousands

**YOE = Year of Expenditure Dollars assuming a 3% inflation factor

It is anticipated that this project will be partially funded through private sector exactions or contributions, the amount of which cannot be determined at this time.

Whatcom County Council of Governments

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

Project Name: Church Road, Main Street to Heather Drive, Ferndale

Project Number: #1

Project Description

- **What is it?**

Church Road was constructed more than 50 years ago as a rural country road. As the City of Ferndale has grown, Church Road has been annexed and has become a major north-south connector.

Currently, Church Road is substandard in width with alligatored and deteriorating chip seal, no shoulders, sidewalks at few locations, and 1:1 roadside ditch slopes. Stormwater is not treated or detained. These conditions do not provide safe pedestrian, bicycle, or vehicle travel. The project improvements include reconstructing the roadway with 2-11 foot travel lanes and 2-5 bike lanes. Sidewalk, curb and gutter will be constructed throughout the project length. Stormwater runoff will be treated and detained in accordance with the most current standards.

- **Where is it located?**

Church Road is a major north-south route located within the city limits of Ferndale, on the west side of the Nooksack River, and links Main Street to Thornton Road.

- **What is the intended outcome & benefit?**

The City of Ferndale reconstructed and improved Main Street, from approximately 1-5 westerly to 3rd Street, in 2004 and reconstructed and signalized the Douglas/Main Street intersection in 2007. Currently, Ferndale is reconstructing Main Street from 3rd to Washington, and in 2012 will complete the remaining section from Douglas to Church. The Main Street improvements, coupled with the proposed Church Road improvements will greatly enhance corridor safety, traffic flow, and access to I-5, as well as enhance multimodal transportation.

Church Road is a major north-south traffic corridor that carries approximately 15,000 vehicles per day and provides access to downtown business, commercial, and industrial districts, as well as the refineries.

Project Status & Timeline

- **Where is the project at in development?**

Currently, the design, permitting and right-of-way acquisition for this project is underway. After this work is completed, the project will be shelved until construction funding is secured.

- **What is the timeline for this project from start to completion?**

(Please identify the major phases)

The design, permitting and right-of-way acquisition for this project is scheduled to be completed in July 2011. Construction work will proceed after funding is secured.

Additional Comments

This project will be shovel-ready in July 2011.

Whatcom Council of Government

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number

Main Street and Berthusen Road: Birch Bay-Lynden Road to ½ mile east of Berthusen Road. Project Number 2

Project Description

- **What is it?**

Main Street provides access to the West Lynden industrial and commercial areas and also the future St. Joseph's North County Campus from SR-539 (Guide Meridian). Berthusen Road provides similar access from Birch Bay-Lynden Road. The City has improved the first ½ mile of Main Street west of SR-539 but the remaining ½ mile needs to be reconstructed to City arterial standards. The proposed 1 mile stretch of Berthusen Road is currently rural county standard road of 20 feet in width. The north ¼ mile is improved to three-quarter street section with sidewalk on one side.

The proposed project will complete improvements to 1.5 miles of road to City all-weather arterial standard 40 feet curb-to-curb, sidewalk, enclosed drainage and utility upgrades.

- **Where is it located?**

Lynden Washington.

- **What is the intended outcome & benefit?**

The project will provide

- **1.5 miles all-weather arterial access to Lynden's West Lynden commercial and industrial areas.**
- **Enhances access to the proposed North County St. Joseph's hospital site.**
- **1.5 miles of sidewalk where none exist.**
- **1.5 miles of striped bike route where none exist.**
- **The only safe and viable all-weather detour route around Lynden when SR-539 is improved.**
-

Project Status & Timeline

- **Where is the project at in development?**
 - **The City has already addressed the drainage of West Main Street in a regional stormwater facility.**
 - **The City has developed plans for this ½ mile section of Main Street to 25%.**
- **What is the timeline for this project from start to completion?**
(Please identify the major phases)
 - **Preliminary Engineering will commence upon fund availability.**
 - **Construction will commence approximately 1.5 years following PE starting.**

Additional Comments

Whatcom County COG

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

Birch Bay Lynden/Blaine Rd Roundabout: #3

Project Description

- What is it? Construction of new roundabout
- Where is it located? Intersection of Birch Bay Lynden Road and Blaine Road (SR 548)
- What is the intended outcome & benefit? Currently intersection is 4-way stop controlled, is operating at LOS D-E and has a high accident rate. Construction of roundabout will improve traffic flow and increase safety.

Project Status & Timeline

- Where is the project at in development? Conceptual design and right-of-way plans complete
- What is the timeline for this project from start to completion?
(Please identify the major phases)
 - Preliminary Engineer 10/10-10/11.
 - Right-of-Way 10/11-5/12.
 - Construction 6/12-10/12

Additional Comments

Whatcom County COG

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

Slater Road Bridge: #4

Project Description

- **What is it? Raising Slater Road 10-feet in elevation and construction of a new 375' opening bridge over the Nooksack River floodway.**
- **Where is it located? Slater Road immediately east of Nooksack River main channel bridge.**
- **What is the intended outcome & benefit? Currently Slater Road is closed to flooding on a frequent basis limiting access to Lummi Nation Indian Reservation, Conoco Philips Refinery and large residential areas. This project will raise Slater Road and construct a new bridge to let floodwater pass underneath. This will allow Slater Road to remain open during most flooding scenarios.**

Project Status & Timeline

- **Where is the project at in development? Project Design and Right-of-Way acquisition complete.**
- **What is the timeline for this project from start to completion?**
(Please identify the major phases)
 - **Environmental Permitting 10/10-1/12.**
 - **Construction 3/12-12/12**

Additional Comments

Whatcom Council of Governments

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number (Number correlates to that shown on excel spreadsheet)

Fixed Route Transit Vehicle Replacement, Whatcom Transportation Authority (WTA) – Project #5

Project Description

- **What is it? Five bio-diesel compatible fixed route transit buses to replace five fully-depreciated buses**
- **Where is it located? Whatcom County**
- **What is the intended outcome and benefit? WTA's buses will be 16 to 17 years old, with mileage in excess of 570,000, by the time they can be replaced. Though they have been partially rebuilt to extend their useful life, they are degrading rapidly. If not replaced soon it will be extremely difficult for WTA to meet the demands of providing reliable, attractive transit service.**

Project Status and Timeline

- **Where is the project in development? In 2008, WTA completed a competitive bid process, selected a vendor, and entered into a contract for up to 33 buses. In the past three years WTA has received 25 replacement buses; it will soon take delivery of three more. Another five are needed to complete the fleet replacement project.**
- **What is the timeline for this project from start to completion? Once funding is secured, WTA would order buses in 2011 and take delivery in 2012.**

Additional Comments

In 2008, the Federal Transit Administration recognized WTA as the small- to mid-sized agency with the highest ridership increase in the nation (26 percent). In 2009, ridership increased by an additional 13 percent. WTA carries approximately 20,000 riders per weekday, or 5.6 million per year.

WTA provides urban, rural, tribal and inter-county bus services as well as service to Western Washington University, three colleges and nearly all major employment centers in Whatcom County. Recent survey data suggests that 37 percent of riders on WTA's high frequency "GO Lines" (corridors along which a bus is coming every 15 minutes) would drive alone if they were not making their trip by transit. WTA's ability to retain and attract riders depends on the reliability and attractiveness of its fleet. This fleet replacement project is part of WTA's capital improvement plan and is identified in regional plans as critical to serving regional mobility needs.

Whatcom Council of Governments

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

Sumas Heavy Haul Road Extension – Project #6

Project Description

- **What is it?** The project includes construction of a new all-weather, heavy haul road to serve the Sumas Industrial District located adjacent to the international border crossing at Sumas.
- **Where is it located?** The new road will extend from Bob Mitchell Way (heavy haul road) west to Barbo Road and then south to Halverstick Road (previously State Route 9) to complete an all-weather, heavy haul loop through the Sumas Industrial District.
- **What is the intended outcome & benefit?** The new road will open up new properties within the Sumas Industrial District and allow them to be developed with new industrial businesses, thereby creating new industrial wage jobs that will allow those living in the local area to work closer to where they live and reduce their vehicle miles traveled as well their contribution to greenhouse gas emissions.

Project Status & Timeline

- **Where is the project at in development?** The project is in the planning stage, although the main property owner has previously

submitted a General Binding Site Plan to begin the development process.

- **What is the timeline for this project from start to completion?**
(Please identify the major phases) Project planning and coordination related to the project will continue over the next two years. Depending on market conditions, roadway design work could get underway in 2013 and would require about six months to complete. No right-of-way acquisition is needed. Timing for project construction will be based on market conditions and demand for industrial property. Actual construction time should be approximately three to four months. It is anticipated that the project will be completed in the 2015 biennium.

Additional Comments

The City of Sumas Industrial District is an area that has seen continued growth in the industrial sector even through the economic downturn. The proximity of this location to the international border allows U.S. and Canadian companies to expand their businesses to reach new markets. It is anticipated that continued strong growth in this and other similar areas will help fuel overall economic recovery in the region.

Whatcom Council of Governments

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

I-5/Bakerview Interchange Low-Cost Improvements, #7

Project Description

- **What is it?**

The interchange at Bakerview Road provides access to the Bellingham International Airport and is an alternative to SR 539 for access to a regional commercial center. Channelization and associated low-cost improvements are needed to relieve congestion at the interchange and on the mainline of I-5.

- **Where is it located?**

This project is located on Interstate 5 in Bellingham. The interchange provides access to the Bellingham International Airport and is an alternative to SR 539 for access to a regional commercial center



- **What is the intended outcome & benefit?**

This project will improve traffic flow on the ramps and intersections at this interchange.

Project Status & Timeline

- **Where is the project at in development?**

The need for improvements at this location was identified in the 2008 *Interstate 5 Master Plan: Fairhaven to Slater*. WSDOT, in partnership with City of Bellingham, Whatcom Council of Governments, Port of Bellingham and Whatcom County is working on a Value Planning Study for this location that will result in an improvement concept, footprint, risk analysis and cost estimate.

- **What is the timeline for this project from start to completion?**

(Please identify the major phases)

Design: 12 months

Construction: 12 months

Additional Comments

Whatcom Council of Governments

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

I-5/Birch Bay Lynden Road Interchange Ramp Terminal Improvements, #8

Project Description

- **What is it?**

Construct a five-leg roundabout at the I-5 northbound ramp terminal intersection with Birch Bay Lynden Road and Valley View Road. The roundabout will combine the traffic movements at two closely spaced intersections into one safer and more efficient intersection.

- **Where is it located?**

The I-5 interchange at Birch Bay Lynden Road provides access to north Whatcom County including Birch Bay to the west and Lynden to the east. The northbound ramp terminal intersection is in close proximity to the intersection of Birch Bay Lynden Road and Valley View Road.



- **What is the intended outcome & benefit?**

This project will improve traffic flow at the I-5 northbound ramp terminal intersection, significantly reducing current and forecasted intersection delay and off ramp queues. This will reduce the risk of traffic backing onto the I-5 mainline.. As the area continues to develop there is an opportunity to leverage local and state funds with developer contributions in order to fund this project.

Project Status & Timeline

- **Where is the project at in development?**

A scoping analysis, including a conceptual roundabout design, has been completed. Developers have purchased property on Valley View Road. There are no firm development proposals at this time.

- **What is the timeline for this project from start to completion?**

(Please identify the major phases)

Design: 12 months

Right of Way: 12 months

Construction: 12 months

Additional Comments

Whatcom County COG

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

Birch Bay Drive Pedestrian Facility: #9

Project Description

- What is it? Construction of separated pedestrian/bicycle trail.
- Where is it located? Birch Bay Drive north of Alderson Rd
- What is the intended outcome & benefit? Safety for pedestrians and bicyclist, flood prevention provided by raised berm and improved shore form,

Project Status & Timeline

- Where is the project at in development? Feasibility Study and cost estimates complete.
- What is the timeline for this project from start to completion?
(Please identify the major phases)
 - Preliminary Engineering 2010 - 2013
 - Right-of-Way 2012-2014.
 - Construction 2014-2015

Additional Comments

Whatcom County COG

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

Haxton Way, Kwina Road to Slater Road: #10

Project Description

- **What is it?** This project includes the reconstruct Haxton Way to all-weather standard and paved shoulders. Construction of round-a-bout at Haxton Way and Slater Road intersection, construction of new bridge over Red River
- **Where is it located?** Haxton Way between Kwina and Slater Roads
- **What is the intended outcome & benefit?** Project will address safety and LOS deficiencies at intersection of Haxton and Slater Roads as well as complete all-weather road network to Lummi Island Ferry and Lummi Nation Indian .

Project Status & Timeline

- **Where is the project at in development?** Design Survey Complete.
- **What is the timeline for this project from start to completion?**
(Please identify the major phases)
 - **Preliminary Engineering 10/11-12/12**
 - **Right-of-Way 12/12-2/13.**
 - **Construction 3/13-10/13**

Additional Comments

Whatcom Council of Governments

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

Whatcom Smart Trips, Project Number: 11

Project Description

- **What is it?** Whatcom Smart Trips reduces congestion and VMT by shifting trips to walking, bicycling, riding the bus or sharing rides. Whatcom Smart Trips will expand its multi-faceted trip-reduction education program, with emphasis on the Individualized Marketing element that has reduced VMT by 15% in the area targeted in 2008. The next phase funding will allow implementation of the Individualized Marketing to other areas of Whatcom County and remaining neighborhoods of Bellingham.
- **Where is it located?** Whatcom Smart Trips is carried out throughout Whatcom County
- **What is the intended outcome & benefit?**

Whatcom Smart Trips will:

Increase Capacity of roads and highways throughout Whatcom County by reducing drive-alone trips. Increase Safety: Reduced VMT will improve traffic safety by reducing congestion and crashes (National Highway Traffic Safety Administration reports that VMT reduction in recent years corresponds with a 13% reduction in fatal crashes nationwide). Adds Multi-modal: Increases use of existing walk/bike/bus infrastructure; improved cost efficiency of existing transportation system. Preservation: Reduced VMT will reduce maintenance costs for local streets and roadways through reduced wear.

Project Status & Timeline

- **Where is the project at in development?** Whatcom Smart Trips is already underway and can begin expanded work immediately after funding is available.

What is the timeline for this project from start to completion?

(Please identify the major phases)

- July 2013 through June 2017: Continue or expand existing Whatcom Smart Trips program elements including:

- Continue Whatcom Smart Trips on-line trip diary and rewards program; worksite promotions, community outreach, emergency ride home, etc.
- Contract with website developer and database manager to develop and design School Smart Trips trip diary program
- Bicycle education and outreach program
- Develop walking transportation education program
- Continue Senior education on bus riding and other smart trips
- o The following timeline will repeat in each biennium (11-13, 13-15, 15-17) to target each of three geographic areas in Whatcom County:
 - January – Contract with Social Data to to perform additional phase(s) of Individualized Marketing, Define target geographic area, develop marketing materials and incentives
 - June - Begin in-depth survey (base line data, “before” project)
 - July – Implement Individualized Marketing for target area
 - September – Complete Individualized Marketing effort
 - October – Follow-up survey (results data, “after” project)
 - June – SocialData data analysis; publicize results

Additional Comments

Whatcom Smart Trips originated in 2006 as a more cost-effective expansion of the worksite-based Commute Trip Reduction program (CTR). While Whatcom CTR worksites reduced drive-alone work trips from 78.08% to 73.52%, this success represents a small fraction of all trips: 80% of daily trips are not work trips. Whatcom Smart Trips addresses all types of trips (shopping, school, errands, leisure and work) and has reduced drive-alone trips to a much greater degree than the CTR program was designed to do. Whatcom Smart Trips Individualized Marketing education provides home-based education, resources, and incentives to encourage transportation behavior change customized to the individual participants’ needs. The 2004 Whatcom Smart Trips pilot program resulted in an overall reduction in drive-alone trips of 8%. Reduced VMT improves highway capacity for freight: 60% of I-5 traffic through Bellingham is local (<5 miles) and such short trips are most easily changed to biking or bus modes. Whatcom Smart Trips has precise data and evaluation measurements demonstrating success of previous Individualized Marketing.

Whatcom Smart Trips partners and grants include: Bellingham, Whatcom Transportation Authority, Whatcom County, Whatcom Council of Governments (WCOG), FTA, FHWA, Northwest Clear Air Agency, private companies, and WSDOT. Program details are available at: <https://www.whatcomsmarttrips.org/news/implement.aspx>.

Whatcom Council of Governments

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Bellingham Waterfront District Arterial Streets (12) \$63,750,000

Project Description

- **What is it?** Several new multimodal arterial streets and bridges and significant reconstruction of existing arterial streets are required to support the redevelopment of 200-acres of former heavy industrial land on Bellingham Bay.
- **Where is it located?** Between Bellingham Bay and downtown Bellingham (See next page)



- **What is the intended outcome & benefit?** The 200-acres of former heavy industrial land on the Bellingham Bay waterfront will be redeveloped as a vibrant mixed-use urban neighborhood with up to 6 million square feet of residential, commercial, light industrial, institutional, and public parks and beaches. The benefits of the project include:
 - 512 new short-term jobs, 13,188 new long-term jobs, preserve 10,510 existing jobs;
 - Critical multimodal transportation links between the Waterfront and downtown;
 - Increase BNSF mainline railroad track speed 5 mph, eliminate 3 at-grade crossings;
 - Reduce annual vehicle miles traveled, gasoline use, CO₂, and greenhouse gases; and
 - Improve safety by reducing the number, rate, and severity of crashes and injuries.

Project Status & Timeline

- **Where is the project at in development?** Adopted in Bellingham 2011-2016 TIP, significant street and bridge design work completed, permits in process. Waterfront District Final Environmental Impact Statement and Master Plan completed, development regulations and planned action ordinance in process with completion expected in early 2011.
- **What is the timeline for this project from start to completion?** Multiple phases over approximately 50 years, as funding becomes available.

Bellingham Waterfront District Master Plan of Arterial Streets



Connection to Squalicum Promenade

Connection to Maritime Heritage Park

Location/Alignment of Road to be Determined

Connection to South Bay Trail (Coast Millennium Trail) until 2025. Thereafter, grade-separated or closed.

Connection to Boulevard Park via overwater boardwalk

- Existing Structures
- Privately Developed Open Space
- Relocated Railroad
- Parks
- Existing Rail
- Development Areas
- Trails
- Shoreline
- Commuter Bike Route
- Restoration

*Note: All arterial streets will have pedestrian, bicycle and transit facilities.

500 1,000 FT

NORTH

Western Washington University

Whatcom Waterway

Marina



Whatcom Council of Governments

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

I-5/Iowa Interchange and Adjacent Bridges, #13

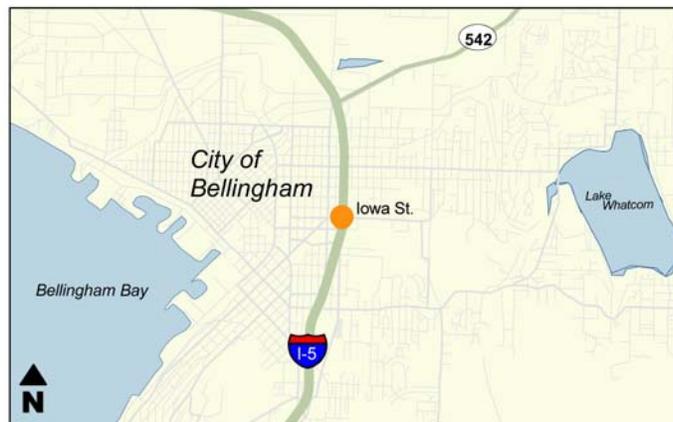
Project Description

- **What is it?**

This project would replace aging Interstate 5 bridges and an interchange in a quarter mile segment through Bellingham. The bridges and interchange are located at a key access point between Interstate 5 and Bellingham's industrial areas. In all there are six bridges over 50 years old and all are functionally obsolete. The project would replace I-5 bridges crossing over Meador St, Whatcom Creek and Kentucky St, and replace the existing Iowa St interchange with a single point urban interchange (SPUI). This project is recommended in the Interstate 5, Fairhaven to Slater Master Plan.

- **Where is it located?**

This project is located on Interstate 5 in Bellingham.



- **What is the intended outcome & benefit?**

Congestion Relief: This project will reduce backups on I-5 by vehicles entering from and exiting

onto Iowa Street, improving traffic flow.

Freight mobility: This project will improve access between I-5 and the freight-dependent industrial area of Bellingham. An efficient SPUI interchange will improve merging on and off I-5, reduce mainline backups and improve the reliability of trip times for through movements.

Safety: A single-point urban interchange (SPUI) reduces the number of conflict points at the ramp terminal intersection and significantly increases the capacity to handle existing and forecasted volumes of traffic. Vehicles can merge on and off the I-5 mainline at safe speeds. Traffic queues at the off ramps will be reduced, decreasing the risk of high speed rear end collisions.

Project Status & Timeline

- **Where is the project at in development?**

This project was recommended in the 2008 *Interstate 5 Master Plan: Fairhaven to Slater*. The plan included traffic analysis, assessment of right-of-way needs and a planning level-cost estimate.

- **What is the timeline for this project from start to completion?**

(Please identify the major phases)

Design: 24 months

Right of way: 24 months

Construction: 36 months

Additional Comments

Whatcom Council of Governments

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

SR 539/ Badger Road (SR 546) to International Boundary, #14

Project Description

- **What is it?**

SR 539 has recently been widened to four lanes from Bellingham to the south city limits of Lynden. This project would continue the improvements from SR 546 (Badger Rd) to the Canadian border.

- **Where is it located?**

This project is located on SR 539 north of Lynden.



- **What is the intended outcome & benefit?**

SR 539 is a border crossing highway essential to freight movement and regional commerce. The existing two-lane section of SR 539 from SR 546 to the Canadian Border would be widened to four lanes to match the proposed four lane section through Lynden, and the existing four lane section south of Lynden. Completing four lanes from I-5 in Bellingham to the international border is a critical upgrade to the corridor.

Congestion Relief: The project will provide additional capacity for freight traffic traveling between the U.S. and Canada..

Safety: The project will change the Guide Meridian from a narrow two-lane roadway with minimal shoulders to a wider and safer four-lane highway.

Project Status & Timeline

- **Where is the project at in development?**

A scoping estimate has been completed.

- **What is the timeline for this project from start to completion?**

(Please identify the major phases)

Design: 12 months

Right of Way: 24 months

Construction: 24 months

Additional Comments

Whatcom Council of Governments

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

Urban Incorporated Bike and Ped Infrastructure: #15

Project Description

- **What is it? A program of projects intended to systematically and substantially increase access, safety and mobility for pedestrians and bicycle riders in Whatcom County**
- **Where is it located? In all urban incorporated areas of Whatcom County**
- **What is the intended outcome & benefit? Pedestrians and bicycle riders will have access to substantially improved facilities County wide. This project emphasizes dedicated bicycle and pedestrian infrastructure improvements; including separated routes, bicycle parking and storage facilities, an extensive bicycle lane marking program and widened shoulders and sidewalks where appropriate.**

Project Status & Timeline

- **Where is the project at in development? This project expands, enhances and accelerates multiple short- and long-range efforts in the planning stages.**
- **What is the timeline for this project from start to completion? The project would begin in calendar 2011 and continue over the following six years with planning and design continuing for the various identified projects over the first three years. Construction**

would begin almost immediately with some projects that have been under previous consideration with some preliminary work completed

Additional Comments

Added non-auto mobility will encourage and cause increasing levels of walking and bicycling by all ages, contributing significantly to lowering Whatcom's transportation carbon footprint, increasing health among all age groups and reducing congestion.

Whatcom Council of Governments REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

East Bakerview Road, Phases 1 and 2 (16) \$25,000,000

Project Description

- **What is it?** The East Bakerview Road principal arterial will be reconstructed and widened from a rural standard with two travel lanes to an urban standard with 4 travel lanes, a center two-way left turn lane, sidewalks, bicycle lanes, and bus pullouts.
- **Where is it located?** Phase 1 = Deemer Road to James Street
Phase 2 = James Street to Hannegan Road.



- **What is the intended outcome & benefit?** Reconstruction and widening of this critical east-west principal arterial from a rural standard to an urban standard complete with multimodal facilities will provide increased safety between Bellingham's largest industrial employment and manufacturing center and the largest commercial shopping and employment area with connections to both Interstate 5 and State Highway 542.

Project Status & Timeline

- **Where is the project at in development?** Adopted in Bellingham Comprehensive Plan Transportation Element.
- **What is the timeline for this project from start to completion?** Phase 1 anticipated by 2020; Phase 2 anticipated by 2022, if funding is available.

Whatcom Council of Governments

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

James Street, Phases 2 and 3 (17) \$11,500,000

Project Description

- **What is it?** James Street will be reconstructed as a secondary urban arterial street with sidewalks, bicycle lanes, turn lanes, crosswalks, and signals at Orchard and Telegraph.
- **Where is it located?** Phase 2 = Woodstock Way to East Orchard Drive
Phase 3 = From East Orchard Drive to Telegraph Road.



- **What is the intended outcome & benefit?** North-south multimodal connectivity and increased safety and transit efficiency between two major arterials to support annexation of 860 acres to the north, including approximately 1,600 residential units, Sunset Pond Regional Park, Sunset Square Regional Shopping Center, and Bay-to-Baker multiuse trail.

Project Status & Timeline

- **Where is the project at in development?** Adopted on Bellingham 2011-2016 TIP; Phase 2 design underway, mitigation strategy being developed, permits being sought.
- **What is the timeline for this project from start to completion?** Phase 2 programmed for construction in 2012; Phase 3 in 2016, if funding is available.

Whatcom Council of Governments

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

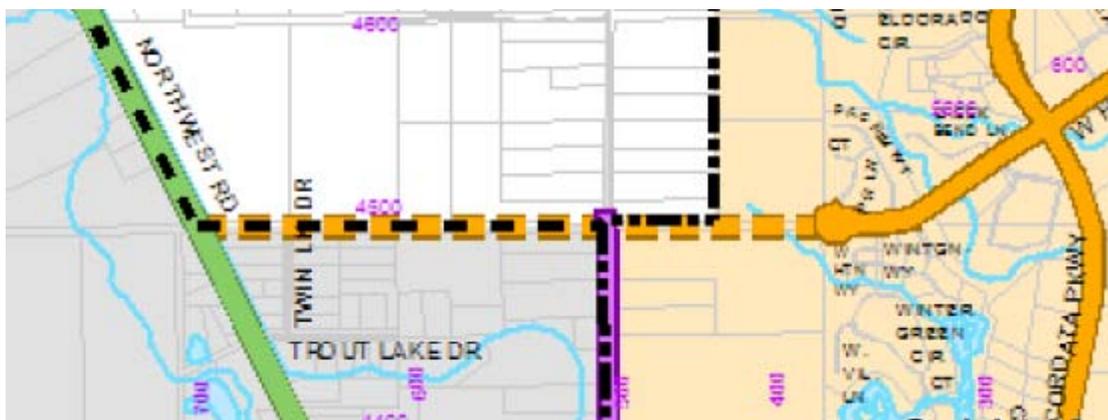
NARRATIVE PROJECT INFORMATION

October 2010

West Horton Road, Phases 1 and 2 (18) \$16,000,000

Project Description

- **What is it?** West Horton Road will be extended as a secondary urban arterial street with sidewalks, bicycle lanes, turn lanes, and signals at Aldrich and Northwest.
- **Where is it located?** Phase 1 = From current terminus to Aldrich Road and Phase 2 = From Aldrich Road to Northwest Road.



- **What is the intended outcome & benefit?** East-west multimodal connectivity between two major arterials to support annexation of 125 acres to the south, including 350 residential units, a new Cordata elementary school, and the 20-acre Cordata Neighborhood Park with vehicle access from Horton. Significant environmental constraints will require land acquisition, wetland mitigation, and perhaps alternative design for pin-pile sidewalks.

Project Status & Timeline

- **Where is the project at in development?** Adopted on Bellingham 2011-2016 TIP. Feasibility study underway with land acquisition strategy being developed.
- **What is the timeline for this project from start to completion?** Phase 1, current terminus to Aldrich Road in 2016; Phase 2, Aldrich Road to Northwest Road, 2017.

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REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number: SR 543/ Boblett Signal Project #19

Project Description

- **What is it?**
Permanent signalization and channelization of SR 543 (Truck Route Border Crossing) and Boblett Street
- **Where is it located?**
SR 543 and Boblett Street – City of Blaine
- **What is the intended outcome & benefit?**
Project will increase safety and freight mobility through a critical choke point which supports the freight international border crossing, access to I-5, and the primary industrial area in Blaine.

Project Status & Timeline

- **Where is the project at in development?**
The project is in early stages of preliminary design.
- **What is the timeline for this project from start to completion?**
PE: June 2011
ROW: Complete
Construction: March 2013 - Complete September 2013

Additional Comments

This is the first intersection serving the I-5 on/off ramps at Exit 275 and the international border crossing. Without a fully functioning and coordinated signal, this intersection constitutes a major choke point in this international freight corridor.

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REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

SR 539/Birch Bay Lynden Road to Badger Road (SR 546), #20

Project Description

- **What is it?**

SR 539 has recently been widened to four lanes from Bellingham to the south city limits of Lynden. This project would continue the improvements through the city of Lynden to SR 546 (Badger Rd).

- **Where is it located?**

This project is located on SR 539 within the city limits of Lynden.



- **What is the intended outcome & benefit?**

SR 539 is a border crossing highway essential to freight movement and regional commerce. The existing two-lane section through Lynden is a capacity bottleneck between the four-lane section of SR 539 to the south and border crossings to the north. Widening SR 539 to four lanes within Lynden will eliminate the bottleneck. Completing four lanes from I-5 in Bellingham to the international border is a critical upgrade to the corridor.

Congestion Relief: The project will eliminate a key bottleneck and provide additional capacity for freight traffic between the U.S. and Canada.

Safety: The project will change the Guide Meridian from a narrow two-lane roadway with minimal shoulders to a wider and safer four-lane highway.

Project Status & Timeline

- **Where is the project at in development?**

Some design and permitting has been completed, but more is needed.

- **What is the timeline for this project from start to completion?**

(Please identify the major phases)

Design: 12 months

Right of Way: 36 months

Construction: 12 months

Additional Comments

Whitman County road system preservation requires a great deal of financial commitment, and covers a wide range of infrastructure types. Preservation activities primarily add or extend the useful life of existing infrastructure. Whitman County contains 17 different jurisdictions plus WSDOT. The needs generally fall into the categories indicated below.

WHITMAN COUNTY PRESERVATION NEED

Assumed Project Type	Estimated Cost
Pavement grind and re-pave (incl. PCCP)	\$64,500,000
Asphalt Overlay	\$13,000,000
Chip Seal	\$24,000,000
Bridge Preservation	\$8,500,000
Turn Lanes	\$1,500,000
Street Lighting	\$250,000
Culvert Replacement and Improvements	\$2,200,000
Total Preservation Need	\$113,950,000

Asotin County estimates do not include the Cities of Asotin or Clarkston. Also, the bridge preservation is high due to the need on Southway Bridge. The following summary also includes a roundabout estimate for Fleshman Way, even though it is a capital project. The estimates for Asotin County do not include WSDOT preservation needs.

ASOTIN COUNTY PRESERVATION NEED

Assumed Project Type	Estimated Cost
Pavement grind and re-pave	\$10,000,000
Asphalt Overlay	\$8,000,000
Chip Seal	\$7,000,000
Bridge Preservation	\$7,000,000
Turn Lanes	\$3,000,000
Street Lighting	\$800,000
Signals	\$700,000
Roundabouts	\$10,000,000
Bike Ped Underpass	\$1,500,000
Culvert Replacement and Improvements	\$1,200,000
Total Preservation Need	\$49,200,000

Columbia County road system preservation estimates below do not include the Cities of Dayton and Starbuck, nor estimates for WSDOT.

COLUMBIA COUNTY PRESERVATION NEED

Assumed Project Type	Estimated Cost
Asphalt Overlay	\$5,900,000
Chip Seal	\$7,300,000
Bridge Preservation	\$750,000
Culvert Replacement and Improvements	\$2,100,000
Total Preservation Need	\$16,050,000

Garfield County system preservation estimates below do include the City of Pomeroy.

GARFIELD COUNTY PRESERVATION NEED

Assumed Project Type	Estimated Cost
Cement Stabilization/Bituminous Treatment	\$4,500,000
Chip Seal	\$6,000,000
Bridge Preservation	\$1,500,000
Culvert Replacement/small structure Improvements	\$1,400,000
Total Preservation Need	\$13,400,000

Palouse RTPO (Asotin, Columbia, Garfield, Whitman Counties)
Regional Priority Project List
October, 2010

Project Name, Jurisdiction & Category (i.e.: road or multi-modal)	Project Type - Indicate Applicable Number(s) (see instruction memo)	Total Project Cost*	Project Cost Breakdown By Biennia - YOE \$** (09/11; 11/13; 13/15 etc.)	Is This Project Consistent with an Approved Regional Transportation Plan?	Policy Goals Project Addresses Indicate Applicable Numbers (see instruction memo)	Comments
Fleshman Way/SR129 Interchange, Asotin County (Road)	1, 2, 4	10,000	06/11 - R/W - \$1,000, 06/12 - C - \$9,000	Yes	1, 2, 3, 4, 6	Incorporate innovative design to address multiple modes and reduce accidents.
Almota Road Reconstruction (Phase III), Whitman County (Road)	1, 2	3,800	11/13 - PE - \$100, 13/15 - CE - \$3700	Yes	1, 2, 3, 4, 5, 6	Construct to All-Weather Freight capacity
Neace Bridge Replacement, Columbia County (Road)	1, 2	1,500	Not yet funded	Yes	1, 2, 3, 5	
Kirby Mayview Road Reconstruction, Garfield County (Road)	1, 2	2,700	12/13 - PE \$270, 14/15 CE/CN 2430	Yes	1, 2, 3, 4, 5, 6	
SR194 Reconstruction, WSDOT (Road)	1, 2	11,000	Not yet funded	Yes	1, 2, 3, 4, 5, 6	Construct to All-Weather Freight capacity
Snake River Road Corridor Improvements, Asotin County (Road)	1, 2	8,000	04/12 - PE - \$1,000, 04/14 - R/W - \$1,000, 04/15 - C - \$6,000	Yes	1, 2, 3, 4, 5, 6	Improves road that is regionally and nationally significant to Hells Canyon.
Pullman Airport Road Reconstruction, Pullman & Whitman County (Road)	1, 2, 4, 5	33,000	13/15 - PE Phase I - \$300, 15/17 - CE Phase I - \$8000	Yes	1, 2, 3, 4, 5, 6	Construct to All-Weather Freight capacity, include bike/ped facilities, Re-align for future FAA airport improvements
Rose Gulch Bridge Replacement, Columbia County (Road)	1, 2	2,800	Not yet funded	Yes	1, 2, 3, 4, 5, 6	
Fairground Road Bridge Replacement, Garfield (Road)	1, 2	1,000		Yes	1, 2, 3, 4, 6	
Edmunson Bridge Replacement, Whitman County (Road)	1, 2	1,200	Not yet funded	Yes	1, 2, 3, 4, 6	Replace last narrow bridge (approx 100 year old) on regionally significant route.
Southway Bridge Pavement Rehabilitation, Asotin County (Road)	1, 2	6,000	04/12 - PE - \$500, 04/13 - C - \$5,500	Yes	1, 2, 3, 4, 6	Replace deck pavement. Joint project with Idaho agencies.
North Touche Road Reconstruction, Columbia County (Road)	1, 2	9,000	Not yet funded	Yes	1, 2, 3, 4, 5, 6	
Columbia Street Reconstruction, Pomeroy (Road)	1, 2	400	2012 - PE \$40, 2013 CE/CN \$360	Yes	1, 2, 3, 4, 6	

Hume Road Reconstruction, Whitman County (Road)	1, 2	15,000-20,000	13/15 - PE Phase I - \$150, 15/17 - CE Phase I - \$4000	Yes	1, 2, 3, 4, 5, 6	Construct to All-Weather Freight capacity
Main Street Improvements, Asotin, Asotin County (Road)	1, 2	1,500	04/11 - PE - \$100, 05/11 - C - \$1,400	Yes	1, 2, 3, 4, 5, 6	Rehabilitate deteriorated concrete pavement on Asotin Main Street
Eckler Mountain Road Improvements, Columbia County (Road)	1, 2	24,000	Not yet funded	Yes	1, 2, 3, 4, 5, 6	
Tekoa Farmington Road Reconstruction, Whitman County (Road)	1, 2	15,000	Not yet funded	Yes	1, 2, 3, 4, 5, 6	Construct to All-Weather Freight capacity
Regional Small Bridge Replacement Program, Asotin, Columbia, Garfield, Whitman Counties (Road)	1, 2, 4, 5	500 - 1,000 annually	Not yet funded	Yes	1, 2, 3, 4, 6	
Pullman South Bypass, City of Pullman, Whitman County (Road)	1, 3, 4, 5	23,000	Not yet funded	Yes	1, 2, 3, 4, 5, 6	Construct to All-Weather Freight capacity
Lower Deadman Road, MP 10.13 to 11.91	1, 2	1,100	2015-PE \$100, 2016-CE/CN \$1,000	Yes	1, 2, 3, 4, 5, 6	Construct to All-Weather Freight capacity and major safety improvement.

**YOE = Year of Expenditure Dollars assuming a 3% inflation factor

Palouse RTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

1. Fleshman Way/SR129 Interchange, Asotin County - \$10,000 Thousand

Project Description

- **What is it?** The project is an intersection of Fleshman Way (a principal arterial) and SR129 that services over 35,000 vehicles per day of region-wide traffic. Substantial congestion and accidents are experienced at the interchange.
- **Where is it located?** Project is located just west of the Snake River in Asotin County urbanized area.
- **What is the intended outcome & benefit?** Completion of the project will incorporate roundabout technology to substantially improve mobility for multiple travel modes, reduce congestion, and reduce accidents.

Project Status & Timeline

- **Where is the project at in development?** Design is about 75% complete.
- **What is the timeline for this project from start to completion?**
(Please identify the major phases) PE (design) – Complete 05/11
R/W – Start 06/11
Construction – Start 04/12 (pending funding)

Additional Comments

2. Almota Road Reconstruction- Phase III, Whitman County - \$3,500 Thousand

Project Description

- **What is it? Almota Road is a major trucking route for local agricultural producers to deliver their product to the Port facilities at Almota, on the Snake River. The road is currently not suitable for year round freight, and also has many safety and capacity concerns. The project would solve these issues. Total project cost is estimated at \$3.5 Million.**
- **Where is it located? Connecting Colfax area with Port of Almota, Whitman County, WA**
- **What is the intended outcome & benefit? Safer, higher capacity road for freight, farm to market and other uses to the Snake River area in southern Whitman County.**

Project Status & Timeline

- **Where is the project at in development? Phase I & II are completed, Phase IV is in design right now. Phase III is the only portion without funding at this time.**
- **What is the timeline for this project from start to completion? Phase I complete with RATA funds in 2007, Phase II complete with RATA funds in 2010, Phase IV in design, anticipated for construction in 2013. Phase III will start the design phase as soon as funding is secured.**

Additional Comments

Almota Road is listed in our regional transportation plan as a high priority. It would be a major local accomplishment to complete the last phase of the project that is critical to movement of agricultural products to the Port at Almota.

3. Neace Bridge Replacement, Columbia County - \$1,500 Thousand

Project Description

- What is it? Replace a structurally deficient bridge. The current sufficiency rating is 34.3.
- Where is it located? The project is located approximately 5 miles southwest of Dayton, WA at MP 0.75 on Whiskey Creek Road.
- What is the intended outcome & benefit? By replacing the structurally deficient bridge, the corridor will be fully restored for the hauling of grain and timber harvested in the area.

Project Status & Timeline

- Where is the project at in development? Preliminary survey data has been collected so that the County can begin to evaluate design options.
- What is the timeline for this project from start to completion? *(Please identify the major phases)* Design of the project is anticipated to take three years. Most of that time will be due to environmental permitting and right-of-way acquisition. Construction is expected to take six to eight months.

Additional Comments

4. Kirby Mayview Road Reconstruction, Garfield County - \$2,700 Thousand

Project Description

- What is it? Reconstruction of Kirby Mayview Road from its intersection onto US 12 to Smith Gulch Road.
- Where is it located? <Insert text>

- **What is the intended outcome & benefit? Significant Intersection Safety Improvements on US 12, Ledgerwood Rd and Smith Gulch Intersections. Also, reconstruction to all weather standards and other safety corridor improvements. This project is one of the primary access locations from US 12 to Lower Granite Dam.**

Project Status & Timeline

- **Where is the project at in development? The project has been in initial planning and scoping for several years, and is listed as a priority for the RTPO. It has not received any project specific funding to this date.**
- **What is the timeline for this project from start to completion? PE in 2012/2013 construction in 2014/2015 (*Please identify the major phases*)**
<insert text>

Additional Comments

5. SR194 Almota Grade Reconstruction, Whitman County - \$11,000 Thousand

Project Description

- **What is it? SR194 is a WSDOT maintained 2-lane rural highway that supports movement of people, goods, and service in the region around Pullman. It is also the primary route for recreational access to the Snake River in the area. The grade portion of the highway is currently in very poor condition, with massive ruts, and pavement degradation. The road was never built to an “all-weather” standard. It sustains additional heavy damage every spring. The portion requiring full reconstruction is MP 0 to MP6.44.**
- **Where is it located? SR194 connects the City of Pullman to the port facilities at Almota on the Snake River transportation corridor, Whitman County. The Almota Grade is the portion of the highway**

that connects the port facilities themselves, with the top of the hill, and ultimately Pullman.

- What is the intended outcome & benefit? The outcome is to reconstruct a severely deteriorating freight route to one of the region's major seaports along the Snake River transportation corridor. Deterioration of the current road system is so severe, it threatens the continued movement of goods. Agriculture is a critical part of the local and regional economy, and must be supported for economic health of the region and state.

Project Status & Timeline

- Where is the project at in development? There is currently no funding for the project in the state budget. It is not currently scheduled for funding.
- What is the timeline for this project from start to completion? There is no anticipated timeline for the project.

Additional Comments

6. Snake River Road Corridor Improvements, Asotin County - \$8,000 Thousand

Project Description

- What is it? Improve and/or reconstruct several sections of Snake River Road, a major transportation and recreational corridor of national significance. The corridor experiences significant accident history.
- Where is it located? Project is located along the Snake River in Asotin County.
- What is the intended outcome & benefit? The project will improve the travel corridor by widening and paving Snake River Road, and installing guardrail and other safety improvements.

Project Status & Timeline

- Where is the project at in development? Projects have been identified in transportation plan, but no funding is available yet to start.
- What is the timeline for this project from start to completion?
(Please identify the major phases) PE – 04/12
R/W – 04/14
Construction – 04/15

Additional Comments

7. Pullman Airport Road Reconstruction, Pullman & Whitman County - \$33,000 Thousand

Project Description

- What is it? Pullman Airport Road is a vital link between the WSU campus and the University of Idaho campus, somewhat referred to as the “Knowledge Corridor”. The Airport serving the two communities, and both universities, is served by the road. It carries a great deal of freight, bicycle, and passenger traffic to the airport and the two communities. The road is too narrow, and cannot support the heavy loads in the winter and spring without significant damage. The project will help alleviate these issues, and promote economic health of the region.
- Where is it located? The road connects Pullman, Washington with Moscow Idaho, and serves the regional airport.
- What is the intended outcome & benefit? The outcome is to support heavy freight year round, the airport business (including Schweitzer Engineering), and the two universities with a business friendly corridor, and to accommodate the re-alignment of the Pullman-Moscow Airport by the FAA in the near future.

Project Status & Timeline

- Where is the project at in development? The project has been in initial planning and scoping for several years, and is listed as a priority for the RTP. It has not received any project specific funding to this date. It is larger than the local funding sources can accommodate.
- What is the timeline for this project from start to completion? If funding is secured, the project planning and design/right of way acquisition can begin immediately. Construction of the first of two phases could be under construction as soon as the 2015/17 biennium.

Additional Comments

8. Rose Gulch Bridge Replacement, Columbia County - \$2,800 Thousand

Project Description

- What is it? Replace a structurally deficient bridge. The current sufficiency rating is 41.3
- Where is it located? The project is located approximately 3 miles southwest of Dayton, WA at MP 0.3 on Rose Gulch Road.
- What is the intended outcome & benefit? This bridge leads to the only commercial rock source in the County. The new bridge will allow for improved access to this vital commercial resource. The project will also ensure access during times of high flow and improved river flow. This area historically experiences flooding and bridge damage during high river flow.

Project Status & Timeline

- Where is the project at in development? This project is only in the planning stage. No work on design has been initiated.
- What is the timeline for this project from start to completion?
(Please identify the major phases) Design of the project is anticipated to take four years. Most of that time will be due to environmental permitting and right-of-way acquisition. Construction is expected to take one year.

Additional Comments

9. Fairground Road Bridge Replacement, Garfield County - \$1,000 Thousand

Project Description

- What is it? Turn Lanes on US 12 and bridge replacement on very narrow Fair Grounds Road bridge abutting US 12.
- Where is it located? Two Miles East of City of Pomeroy.
- What is the intended outcome & benefit? Major Safety improvement for traffic turning off US 12 onto Fairgrounds Road which services many local residents, the Eastern Washington Agriculture Museum, Fair Grounds and Fair Grounds RV Park.

Project Status & Timeline

- Where is the project at in development? Funding not yet secured
- What is the timeline for this project from start to completion?
Undetermined

Additional Comments

10. Edmunson Bridge Replacement, Whitman County - \$1,200 Thousand

Project Description

- **What is it? Edmunson Bridge is a nearly 100-year old bridge situated on the Sand Road, a major regional through route connecting areas south of Pullman to the Moscow, Idaho and Pullman Moscow Corridor. The Bridge is 19 feet wide on a road that supports two-lane traffic and speeds in excess of 50 mph. All the other bridges on the route are at least 28 feet wide.**
- **Where is it located? The bridge is situated about 5 miles southeast of Pullman on the Sand Road.**
- **What is the intended outcome & benefit? Replacement of the bridge will make the route far safer for the public. There are many “near-miss” incidents at the bridge approaches every year. It is only a matter of time before there is a more serious accident or head-on collision.**

Project Status & Timeline

- **Where is the project at in development? The project has been considered for funding for the last several years, but the shortage in federal bridge replacement money has excluded this bridge from making the funding line.**
- **What is the timeline for this project from start to completion? If funding were acquired today, the project could be designed, permitted, and constructed within three years.**

Additional Comments

11. Southway Bridge Pavement Rehabilitation, Asotin County - \$6,000 Thousand

Project Description

- What is it? Southway Bridge connects Asotin County across the Snake River with Nez Perce County, Idaho. The bridge was built in 1981 and serves 25,000 vehicles per day. The asphalt surface is degraded and is proposed to be replaced with concrete.
- Where is it located? Project is located across the Snake River between Clarkston and Asotin.
- What is the intended outcome & benefit? The outcome would be a long-wearing, lower maintenance concrete travel surface used by interstate travelers and commerce.

Project Status & Timeline

- Where is the project at in development? Only conceptual engineering has been performed.
- What is the timeline for this project from start to completion?
(Please identify the major phases) PE – 04/12
Construction – 04/13

Additional Comments

The project would be a joint effort between Asotin County, City of Clarkston, WA, City of Lewiston, ID and Nez Perce County, ID.

12. North Touche Road Reconstruction, Columbia County - \$13,500 Thousand

Project Description

- What is it? This project will reconstruct approximately 6 miles of forest highway that is deficient for width and both horizontal and vertical alignment. Included will be the replacement of three bridges.

- **Where is it located?** The project begins approximately 9 miles southeast of Dayton, Wa and finishes at the boundary of the Umatilla National Forest.
- **What is the intended outcome & benefit?** This project will complete a corridor improvement of the County's portion of the North Touchet Road. The road is a primary access to a large portion of the agricultural and recreational traffic of the County. The road provides for the hauling of fruit, grain, and timber to market. The road is also the primary access for the Umatilla National Forest in the County and a major ski resort (Bluewood).

Project Status & Timeline

- **Where is the project at in development?** The project is only in the planning phase. Aerial survey data has been collected that the County will use to explore various design options.
- **What is the timeline for this project from start to completion?** *(Please identify the major phases)* Design is anticipated to take approximately 5 years. Environmental permitting and right-of-way acquisition are expected to be to primary issues during design. Due to the climate of the area, construction is expected to take place over the course of two construction seasons.

Additional Comments

13. Columbia Street Reconstruction, Pomeroy, Garfield County - \$400 Thousand

Project Description

- **What is it?** Final section of Columbia Street Corridor improvement project. Reconstruction of existing Columbia Street, including sidewalks.

- Where is it located? City of Pomeroy – Columbia Street between 5th and 6th Streets
- What is the intended outcome & benefit? This project will complete the Corridor improvements to Columbia Street. Columbia Street from 6th to 18th have been completed. This project is the primary access to downtown business, schools, parks and is used as a temporary bypass to US 12.

Project Status & Timeline

- Where is the project at in development? Funding not yet secured

What is the timeline for this project from start to completion? PE 2012

Construction 2011.

Additional Comments

14. Hume Road Reconstruction, Whitman County - \$15,000 to \$20,000 Thousand

Project Description

- What is it? Hume Road is a major transportation route for local agricultural producers and commerce between Colfax and the communities of Oakesdale and Tekoa. The road is currently not suitable for freight traffic, and is restricted all 12 months of the year. The road has many safety and capacity concerns. The project would solve most of the heavy freight and transportation issues in this portion of the region. Total project cost is estimated at \$15 Million.
- Where is it located? Connecting Colfax area with Oakesdale and Tekoa, WA

- What is the intended outcome & benefit? Safer, higher capacity road for freight, farm to market and other uses in northern Whitman County.

Project Status & Timeline

- Where is the project at in development? The road is segregated into 4 distinct phases, none of which are currently funded. The road is one of the highest maintenance cost/year roads in the region.
- What is the timeline for this project from start to completion? Phase I could be designed, permitted, and constructed within three to four years of receiving funding.

Additional Comments

15. Drain Street Improvements, Asotin, Asotin County - \$1,500 Thousand

Project Description

- What is it? The project involves rehabilitating an old concrete Main Street in downtown Asotin, WA. The surface has been deteriorated such that drivability is compromised and other modes such as bicycles are hampered.
- Where is it located? Asotin, WA
- What is the intended outcome & benefit? The outcome will be an improved riding/driving surface with improved ADA access that services downtown Asotin as well as Asotin schools.

Project Status & Timeline

- Where is the project at in development? Design is about 80% complete.
- What is the timeline for this project from start to completion?
(Please identify the major phases) PE – Complete 04/11

Additional Comments

16. Eckler Mountain Road Improvements, Columbia County - \$24,000 Thousand

Project Description

- What is it? This project will improve 16 miles of gravel road to a paved all-weather road.
- Where is it located? The project begins three miles east of Dayton, Wa and extends to the Eckler Mountain Snow Park.
- What is the intended outcome & benefit? The forest highway is the primary access from Dayton Washington to the Eckler Mountain area. This area is seeing increased development, grain production, and timber harvesting. The area is currently served by a gravel road, a portion of which is closed in winter. The new road will provide year round access to the area.

Project Status & Timeline

- Where is the project at in development? The County has obtained aerial survey data to compare route alternatives. A final route for improvement is expected to be selected by the end of 2011.
- What is the timeline for this project from start to completion?
(Please identify the major phases) Once design begins, it is expected to take approximately 4 years to complete. Right-of-way acquisition is expected to be the most time consuming portion of the design phase. Due to climatic conditions in the area (High elevation), the project is expected to take two construction seasons to complete.

Additional Comments

17. Tekoa Farmington Road Reconstruction, Whitman County **- \$15,000 to \$18,000 Thousand**

Project Description

- What is it? Tekoa Farmington Road is a major trucking route for local agricultural producers to deliver their products from along the eastern boundary of Whitman County to the grain facilities in Tekoa. There is also plans in the works for a grain train facility in the area, that would require year round heavy freight routes for support. The road is currently not suitable for year round freight, and also has many safety and capacity concerns. The project would solve these issues. Total project cost is estimated at around \$15 to \$18 Million.
- Where is it located? Connecting Farmington, SR27, and Tekoa for the movement of freight and goods.
- What is the intended outcome & benefit? Safer, higher capacity road for freight, farm to market and other uses to the northeastern portions of Whitman County with the rest of the region.

Project Status & Timeline

- Where is the project at in development? Many locally funded improvements to the road have been made over the last few years, but no funding for major improvements have been secured.
- What is the timeline for this project from start to completion? No timeline currently exists for the project

Additional Comments

18. Regional programmatic Small Bridge Replacement **Program, Asotin, Columbia, Garfield, and Whitman Counties** **- \$500 to \$1,000 Thousand Annually**

Project Description

- What is it? The four county region, and the entire state, have need of a small bridge replacement program. Although the Federal funding helps local agencies replace larger bridges, there is no assistance for smaller one that may not even be situated on a federally classified route. Programmatic funding, without complicated documentation process, would provide for the most efficient way to update the small bridges in the region.
- Where is it located? Regionwide.
- What is the intended outcome & benefit? There are currently over 50 small bridges in the four county region that are deteriorating faster than the local agencies are able to replace them. The funding to replace small spans merely dilutes local funds that would be better spent on region preservation needs. These small bridge replacement projects do not qualify for any other funding currently.

Project Status & Timeline

- Where is the project at in development? The project has not been developed yet as it has no funding at this time. It has been discussed for several years with the WSDOT bridge office, and is thought to be a great way to solve a statewide problem.
- What is the timeline for this project from start to completion? Not yet determined.

Additional Comments

19. Pullman South Bypass, City of Pullman, Whitman County - \$23,000 Thousand

Project Description

- **What is it?** The Pullman South Bypass is a proposed route to relieve heavy truck pressure and congestion from downtown Pullman. It has been identified for a number of years as a more affordable option to the WSDOT proposed North Bypass. It takes advantage of currently undeveloped land in Whitman County.
- **Where is it located?** There was a feasibility study completed in 2005, that identifies three potential routes, all of which connect highway SR195 at the south end of Pullman, to SR270 in the Pullman-Moscow corridor.
- **What is the intended outcome & benefit?** Congestion and heavy truck traffic in downtown Pullman has been long considered a hindrance to economic vitality of the city and county. The outcome will be twofold, relieve congestion, and promote economic development outside the central corridor.

Project Status & Timeline

- **Where is the project at in development?** The project feasibility study has been completed, and we are currently seeking different funding sources to complete the design, right of way purchase, and construction.
- **What is the timeline for this project from start to completion?** A timeline has not been developed, as sufficient funding has not been secured. The window of opportunity will start to go away, and land in the vicinity of the proposed alignment starts to develop.

Additional Comments

20. Lower Deadman Road MP 10.13 to 11.91, Garfield County **- \$1,100 Thousand**

Project Description

- **What is it? Widening, reconstruction to all weather standards and major safety improvements.**
- **Where is it located? 12 miles north of City of Pomeroy on Lower Deadman Road.**
- **What is the intended outcome & benefit? This project is on one of Garfield County's main freight corridors to the Snake River at Central Ferry. This section of road is very narrow, rough and has unprotected steep embankments and other roadside hazards.**

Project Status & Timeline

- **Where is the project at in development? Funding not yet secured**
- **What is the timeline for this project from start to completion?
Undetermined (*Please identify the major phases*) <insert text>**

Additional Comments

WVTC / NCRTPO

Estimated Preservation Need

October 29, 2010

In addition to the information contained in the project list, the total estimated 10-year unfunded preservation need totals **\$94,379,000**.

This figure covers the three county NCRTPO region of Chelan, Douglas and Okanogan counties and all of the cities and towns contained within.

The range of preservation needs includes typical city street and county road surface preservation, as well as the more costly preservation strategies necessary to maintain heavier-duty “all weather roads” on many of the key agricultural freight routes, on bridges of all types including irrigation canal crossings, and for addressing unstable slopes.

WVTC / NCRTPO
Regional Priority Project List
October, 2010

Project Name, Jurisdiction & Category (i.e.: road or multi-modal)	Project Type - Indicate Applicable Number(s) (see instruction memo)	Total Project Cost*	Project Cost Breakdown By Biennia - YOY \$** (09/11; 11/13; 13/15 etc.)	Is This Project Consistent with an Approved Regional Transportation Plan?	Policy Goals Project Addresses Indicate Applicable Numbers (see instruction memo)	Comments
"SR 285 Corridor Improvements / Confluence Parkway" - City of Wenatchee, WSDOT & Link Transit - Road & Multimodal	1, 2, 3, 4, 5	236,000	09/11 = \$6,000; 11/13 = \$63,654; 13/15 = \$180,081; 15/17 = \$11,941	Yes	1, 3, 4, 5, 6	Safety improvements to SR 285 from downtown Wenatchee to junction of SR 285 / US2 / US 97A; construct parallel "Confluence Parkway" to provide mobility improvement parallel to SR 285.
SR 28/Junction US2/97 to 9th Street: Remaining Stages of FEIS	1, 3, 4	211,000	09/11 = \$1,000; 11/13 = \$31,827; 13/15 = \$15,757; 15/17 = \$45,374; 17/19 = \$111,476; 19/21 = \$53,757	Yes	1, 3, 4	Construct interchange and widen highway to 4 Lanes through East Wenatchee.
"US 97 Passing Lanes: Blewett Pass to Canadian Border" - WSDOT - Road	1, 3, 4	55,000	11/13 = \$4,242; 13/15 = \$15,757; 15/17 = \$35,822; 17/19 = \$8,867	Yes	1, 2, 3, 4, 6	Construct passing and truck climbing lanes to improve safety and mobility.
"Transit Fleet & Infrastructure to Electrify Entire Bus System" - Link Transit - Multimodal	5	39,000	11/13 = \$25,462; 13/15 = \$16,883	Yes	1, 4, 5, 6	Link received federal ARRA funding to pioneer all-electric urban trolley buses; this project reflects Link's intent to transition the entire urban fleet to all-electric as the next cycle of fleet replacement occurs.
"SR 155 Central Avenue Bridge Replacement" - WSDOT, City of Omak - Road	1, 3, 4, 5	26,000	11/13 = \$2,122; 13/15 = \$4,502; 15/17 = \$23,881	Yes	1, 3, 4, 6	Replace existing, functionally obsolete bridge into City of Omak central business district.
"US 2 Peshastin Business Park Bridge" - WSDOT, Port of Chelan County - Road	1, 3, 4	20,000	11/13 = \$2,122; 13/15 = \$4,502; 15/17 = \$16,717	Yes	1, 3, 4, 6	Construct new bridge into Peshastin industrial/business park.
"US 97A Multimodal Corridor Improvements" - WSDOT, City of Entiat - Road & Multimodal	1, 2, 5	11,737	11/13 = \$2,045; 13/15 = \$10,347	Yes	1, 3, 5, 6	A comprehensive, corridor approach that will provide pedestrian/bicycle facilities, improve transit opportunities, calm traffic, and create a sense of place.
"SR 28 Passing Lanes: East Wenatchee to Grant County Line" - WSDOT - Road	1, 3, 4	10,000	11/13 = \$1,591; 13/15 = \$9,567	Yes	1, 2, 3, 4, 6	Construct passing lanes for safety and improved mobility.
"10th Street Reconstruction" - City of East Wenatchee - Roadway	1, 2, 6	7,200	11/13 = \$3,183; 13/15 = \$4,727	Yes	3, 4, 6	
"SR 150 / NoSeeUm Road Intersection Safety Reconstruction" - WSDOT, City of Chelan - Roadway	1, 2	7,000	09/11 = \$200; 11/13 = \$1,910; 13/15 = \$5,628	Yes	3, 6	Widen SR 150 for turn lane; improve safety of intersection.
"Eastmont Avenue Reconstruction" - City of East Wenatchee - Road	1, 2, 4, 5	7,000	11/13 = \$3,183; 13/15 = \$4,502	Yes	1, 3, 4, 5, 6	Reconstruction to urban standards.
"Grant Road Relocation (for Pangborn Airport runway extension)" - Douglas County - Road	3	10,287	11/13 = \$10,913	Yes	1, 3, 4, 5, 6	Funding for the runway extension is identified in FAA's program of future expenditures, but not yet committed.

"Chief Joseph Bridge Replacement" - Douglas County - Road	2	4,326	09/11 = 200; 11/13 = \$4,377	Yes	1, 2, 3, 4, 5, 6	Replace an existing weight restricted bridge on an "All Weather" freight route.
"Knowles Road Reconstruction" - Cheilan County - Road	1, 2, 5	4,322	11/13 = \$2,225; 13/15 = \$2,291	Yes	3, 4, 5, 6	Reconstruction to urban standards.
"US 2 Pedestrian Underpass" - WSDOT, City of Leavenworth - Multimodal	1, 3, 5	3,500	11/13 = \$3,713	Yes	1, 3, 4, 5, 6	Construct pedestrian undercrossing in downtown Leavenworth to improve safety and reduce congestion on US 2
"19th Street Reconstruction" - City of East Wenatchee - Road	1, 2, 5	3,800	11/13 = \$4,031	Yes	3, 4, 6	Reconstruction to urban standards.
"Transit Operations Facility & Equipment" - Okanogan County Senior Transportation - Multimodal	5	2,572	11/13 = \$2,030; 13/15 = \$796	Yes	1, 2, 4, 5, 6	OCTN is a non-profit rural transit provider that depends on continued state investment to continue it's services.
"Coulee Meadows / Moses Coulee Road Reconstruction" - Douglas County - Road	1, 2	1,978	11/13 = \$212; 13/15 = \$2,001	Yes	1, 2, 3, 4, 6	Structural, "All Weather" Reconstruction
"Upper Bluff Street Improvements" - Town of Winthrop - Road	2	902	09/11 = \$902	Yes	1, 3, 4, 5, 6	Roadway reconstruction to urban standard; provides the only point of access to Pearygin Lake State Park
"SR 155 Central Avenue Sidewalks" - City of Omak - Multimodal	1, 5	750	11/13 = \$796	Yes	1, 3, 4, 5, 6	The City has been seeking Safe Routes to School funding for this important pedestrian link. The route is along SR 155 and will provide a safe and ADA accessible pedestrian route from East Omak Elementary to the Omak High/Middle School Campus. It will also provide access between the Colville Reservation and downtown Omak.

*Dollars in thousands

**YOE = Year of Expenditure. Dollars assuming a 3% inflation factor

WVTC / NCRTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

“SR 285 Corridor Improvements / Confluence Parkway” (#1)

Project Description

- **What is it?** WVTC recently completed an in-depth corridor study and alternatives analysis to address the mobility and safety challenges on SR 285 North Wenatchee Avenue. SR 285 carries approximately 45,000 vehicles per day and is one of only two points of physical roadway access to and from the City of Wenatchee, which is isolated on all sides by the Columbia River, Wenatchee River and steep mountains. This project is a comprehensive, long-range solution that improves the existing SR 285 route through the north end of Wenatchee, improves the safety and functionality of the SR 285 / US 2 interchange, and constructs a new, parallel bypass corridor from US 2 directly to the Wenatchee central business district, providing a third point of access to and from the city.
- **Where is it located?** This project is located within the north-end of the Wenatchee metropolitan area.
- **What is the intended outcome & benefit?** This project addresses critical safety, mobility and economic development challenges and is designed to improve Wenatchee’s ability to accomplish the downtown, Waterfront district and other infill development objectives identified in the city’s GMA comprehensive plan objectives. Providing a new (and only a third) point of access to Wenatchee is highly important for purposes of public safety, including the possibility of an evacuation scenario related to breaching of a Columbia River Dam or other disaster, and on a daily basis for maintaining viable emergency access to Central Washington Hospital and the Wenatchee Valley Medical Center. When one of the two existing bridges into Wenatchee are blocked due to an accident, the travel time to the emergency room increases by at least 25 minutes. Many other benefits will accrue with completion of this project,

particularly with regard to improving the speed and reliability of Link Transit's regional intercity commuter bus routes.

Project Status & Timeline

- **Where is the project at in development?** Awaiting funding for NEPA, Design and Construction
- **What is the timeline for this project from start to completion?** NEPA is required for new construction elements of this project, and can be completed within a two year period. Design for the SR 285/ US 2 Interchange modifications can begin immediately. Construction phases could begin as early as the 11/13 biennium and would likely continue through the 13/15 biennium. Many of the smaller components of the project can be designed and constructed concurrently.

Additional Comments

This project is the top regional investment priority for the Wenatchee Valley Transportation Council.

WVTC / NCRTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

“SR 28/Junction US 2/97 to 9th Street: Remaining Stages” (#2)

Project Description

- **What is it?** These are the remaining improvement stages planned for the SR 28 corridor in the East Wenatchee area
- **Where is it located?** The project is located just east of the Odabashian Bridge on US 2 in Douglas County. This project is within the metropolitan planning area managed by the Wenatchee Valley Transportation Council (WVTC).
- **What is the intended outcome & benefit?** This project will complete an interchange and connecting roadways, remove an at-grade intersection, and construct two additional lanes, making a four lane roadway and a center median with intersection turn lanes and other intersection improvements. The benefits will be safety, mobility, and economic development.

Project Status & Timeline

- Where is the project at in development? WSDOT completed an EIS in 2006. Stage 1 is funded and will be constructed in several contracts between 2009 and 2012. Stage 2 had a Value Engineering Study completed in 2008. WSDOT has proceeded with some initial design and is at about 30% completion. An informational folio has been prepared.
- What is the timeline for this project from start to completion? Design and Right of Way: Three years from funding approval
Construction: At least three full construction season

Additional Comments

WVTC / NCRTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

“US 97 Passing Lanes – Blewett Pass to Canadian Border” (#3)

Project Description

- **What is it?** This project consists of the construction of passing lanes at selected locations on US 97.
- **Where is it located?** The project locations are located on US 97 in Chelan County, Douglas County and Okanogan County.
- **What is the intended outcome & benefit?** The benefits will be safety, mobility, and economic development.

Project Status & Timeline

- **Where is the project at in development?** Early planning state.
- **What is the timeline for this project from start to completion?**
(Please identify the major phases) Assuming each passing lane location as a separate contract, Design and Right of Way: Two years from funding approval for each location. Construction: One full construction season for each location.

Additional Comments

WVTC / NCRTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

“Transit Fleet & Infrastructure to Electrify Bus System” (#4)

Project Description

- **What is it?** This project is a combination of capital facilities and bus fleet replacement for a wholesale conversion of the urban transit system to all-electric vehicles. This requires not only the coaches with battery operated powertrains, but also specialized charging stations and the addition of additional bus transfer locations.
- **Where is it located?** Link Transit operates bus transit service within the Wenatchee urbanized area, and provides regional intercity commuter bus services to most outlying small cities in Chelan and Douglas counties.
- **What is the intended outcome & benefit?** The intended outcome is a fully electric urban bus service. The benefits include lower long-term life cycle costs, and dramatic reductions to greenhouse gas emissions in the urban area.

Project Status & Timeline

- **Where is the project at in development?** Preliminary planning is completed for the location and design of additional bus transfer centers; the remaining project will be developed in partnership with the private companies that will manufacture the charging equipment and buses.
- **What is the timeline for this project from start to completion?** *This project will require at least one year for design and environmental review upon receipt of funding. Construction of additional transfer/charging locations will take two years, and fleet replacement can occur immediately thereafter.*

Additional Comments

WVTC / NCRTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

“SR 155 Central Avenue Bridge Replacement” (#5)

Project Description

- **What is it?** Replacement of an old narrow bridge crossing the Okanogan River within the City of Omak
- **Where is it located?** Within the City of Omak , in Okanogan County
- **What is the intended outcome & benefit?** Replacement of this massive aged structure will remove a transportation bottleneck within the City of Omak. The existing structure only allows for 10 foot wide driving lanes and narrow sidewalks, making this an accident risk area for drivers and pedestrians.

Project Status & Timeline

- **Where is the project at in development?** This project is only at the early planning phase. An initial analysis is needed to determine the size and location of a replacement bridge. With the planned growth in the east Omak area, a new bridge location should be considered.
- **What is the timeline for this project from start to completion?**
Initial design and environmental analysis; two years
Final Design and Right of Way acquisition: two years
Construction: one construction season

Additional Comments

This existing bridge is essential to the Omak community for transportation circulation. It is the principal city access across the Okanogan River for police, fire trucks, and other emergency vehicles. It is the main pedestrian route for school children to an elementary school. It is the connection from the Omak Stampede arena to the downtown Omak area.

WVTC / NCRTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

“US 2/ Peshastin Business Park Bridge” (#6)

Project Description

- **What is it?** This project will add another bridge crossing the Wenatchee River to access the Peshastin area. An existing bridge is located 2 miles downstream of the new location, but it is very old, narrow, and has a high number of vehicle collisions at the intersection of US 2. The new bridge and approaches will open access to a large area, especially the proposed Port of Chelan development of 30 acres along the Wenatchee River
- **Where is it located?** This project is located in Chelan County, approximately 2 miles east of Leavenworth.
- **What is the intended outcome & benefit?** This project will provide safer access to the Peshastin area. It will help alleviate the collision concern that WSDOT has at the existing access to the Peshastin area. This project will help economic growth and development for the Port of Chelan and other nearby properties.

Project Status & Timeline

- **Where is the project at in development?** Early planning stages. The Port of Chelan has completed a site assessment study. This report was completed in 2005 by RH2 Engineering, Inc. and identified the second bridge over the Wenatchee River as the preferred solution for optimizing site access to the north end of Peshastin as well as providing the most overall long-term benefit to Peshastin. WSDOT has reviewed the high collision area at the existing Peshastin Bridge and believe that this new bridge would help alleviate the current collision patterns.

- **What is the timeline for this project from start to completion?**

Begin Design and Right of way, 11/13 biennium, est. \$2M expended;

Complete Design and Right of way, 13/15 biennium, est. \$4M expended,

Construction of bridge and approach roads, 15/17 biennium, est. \$14 M expended

Additional Comments

WVTC / NCRTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

“US 97A Multimodal Corridor Improvements” (#7)

Project Description

- **What is it?**

This project is a full corridor multi-modal upgrade. The Entiat US 97A Corridor project will provide safety and mobility for pedestrians and bicyclists along and across US 97A. Project elements include bicycle lanes, transit/bicycle restroom and storage facilities, crosswalks, vegetated medians with left-turn pockets to minimize collision points and provide a refuge for pedestrians, gateway features to announce to motorists that they have entered a populated area, a mixed-use pathway connecting to other bike/ped trails, and a round-a-bout to provide continuous flow of traffic at the city core.

The project site is a heavily-traveled commuter and tourist corridor between the Wenatchee urban area and Lake Chelan, a popular tourist destination. US 97A runs through the center of the City of Entiat, separating much of the residential and business district from the waterfront and city park. The City of Entiat partnered with the local WSDOT planning office and the Regional Transportation Planning Organization in the development of the Entiat US 97A Corridor Plan. The study and planning was funded by Surface Transportation Program dollars. The planning included a highly participatory public process in which citizen turnout numbers were high and other attendees included local and state elected officials, the LINK Transit General Manager, the Chelan County Port District General Manager, and both the Superintendent and Transportation Manager from Entiat School District.

- **Where is it located?**

The project is located along the US 97A Corridor in the City of Entiat between Wenatchee and Chelan.

- **What is the intended outcome & benefit?**

This is a comprehensive, corridor approach that will provide pedestrian/bicycle facilities, improve transit opportunities, calm traffic, and create a sense of place.

Project Status & Timeline

- **Where is the project at in development?**

Project is at conceptual design phase. Planning, preliminary environmental scan, and public involvement is completed.

- **What is the timeline for this project from start to completion?**

- Three months from award contract for contracting of design and permitting consultant(s).
- Twelve months for final design and permitting.
- Six months for bid documents and contracting of construction contractor.
- Eight-month construction season (March through October)

Additional Comments

This project can be broken into smaller elements and phased to be completed as funding is available. The round-a-bout portion of the project should be completed in conjunction with the development of the City waterfront project in order to provide smooth ingress and egress. Initial trail and restoration portion of waterfront project is expected to begin in the fall of 2012. Marina development is anticipated for 2013.

WVTC / NCRTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

“SR 28/Passing Lanes – East Wenatchee to County Line” (#8)

Project Description

- **What is it?** This project consists of the construction of passing lanes at selected locations on SR 28.
- **Where is it located?** The selected project locations are located on SR 28 in Douglas County from East Wenatchee to Douglas County Line.
- **What is the intended outcome & benefit?** The benefits will be safety, mobility, and economic development.

Project Status & Timeline

- **Where is the project at in development?** Early planning state.
- **What is the timeline for this project from start to completion?**
(Please identify the major phases) Assuming each passing lane location as a separate contract, Design and Right of Way: Two years from funding approval for each location. Construction: One full construction season for each location.

Additional Comments

WVTC / NCRTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

“10th Street Reconstruction” (#9)

Project Description

- **What is it?** Full reconstruction of roadway with widening, center turn lane, curb, gutter, sidewalk, stormwater conveyance and water quality, illumination, signing and striping.
- **Where is it located?** 10th Street, Eastmont Avenue to Kentucky Avenue.
- **What is the intended outcome & benefit?** To provide full development of this Principal Arterial to adopted standards and to increase capacity and safety.

Project Status & Timeline

- **Where is the project at in development?** A preliminary cost estimate has been prepared.
- **What is the timeline for this project from start to completion?**
Design – 2011 to 2012
ROW Acquisition – 2012
Construction - 2013

Additional Comments

WVTC / NCRTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

“US 150/ No-See-Um Road Intersection Safety Reconstruction” (#10)

Project Description

- **What is it?** This project consists of improving the corridor along SR 150 in the vicinity on No-See-Um road. Widening for two way left turn lane, turn lanes and possible a signal system at the existing No-See-Um intersection, and establishing locations of new city streets to access residential growth areas.
- **Where is it located?** The project location is located on SR 150 at the west side of the City of Chelan, in Chelan County.
- **What is the intended outcome & benefit?** The benefits will be safety and the orderly development of land use development.

Project Status & Timeline

- **Where is the project at in development?** Early design state.
- **What is the timeline for this project from start to completion?**
Design and Right of Way: Two years from funding approval. Construction: one construction season.

Additional Comments

WVTC / NCRTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

“Eastmont Avenue Reconstruction” (#11)

Project Description

- **What is it?** Full reconstruction of roadway with widening, center turn lane, curb, gutter, sidewalk, bicycle lanes, stormwater conveyance and water quality, illumination, signing and striping.
- **Where is it located?** Eastmont Avenue, Ninth Street to Grant Road.
- **What is the intended outcome & benefit?** To provide full development of this Principal Arterial to adopted standards; to extend previously funded sections of this roadway; and to increase capacity and safety.

Project Status & Timeline

- **Where is the project at in development?** A detailed scoping report and cost estimate has been prepared.
- **What is the timeline for this project from start to completion?**
 - Design – 2011 to 2012
 - ROW Acquisition – 2012
 - Construction - 2013

Additional Comments

WVTC / NCRTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

“Grant Road Relocation (for Pangborn Airport runway extension)” (#12)

Project Description

- **What is it?**

During the 2004 Airport Master Planning process, forecast air transportation growth indicated the need to extend the primary runway (12/30) at Pangborn Memorial Airport (PMA) to accommodate larger aircraft for both commercial air service and general aviation users. In 2006, it became apparent that the forecast for growth and the use of larger, more demanding aircraft was going to occur sooner than anticipated in the 2004 Plan. PMA subsequently embarked on the development of an Airfield Improvement Needs Assessment. This assessment, completed in October 2009, refined and analyzed various alternatives for extending the runway, resulting in a preferred alternative. The preferred alternative includes planning, engineering, land acquisition, and construction for the relocation of Grant Road and impacted adjacent streets (South Union Avenue, Airway Street SE, and Texas Avenue); utility relocations associated with the road relocations; and, finally, the extension of the runway, taxiway, and associated navigational aids.

- **Where is it located?**

PMA is located in the East Wenatchee area of Douglas County, in Township 22 North, Range 21 East, WM, in Section 16. Grant Road and adjacent streets are also located in portions of Sections 8, 9 and 17. PMA is part of the North Central RTPO and is located within the Greater Wenatchee Urban Area MPO, which is governed by the Wenatchee Valley Transportation Council (WVTC).

- **What is the intended outcome & benefit?**

PMA is not only an important regional and statewide transportation facility necessary to facilitate the movement of people and goods; it is also an important essential public facility with significant direct and indirect economic benefits for the entire Airport Service Area. Airports provide employment and business opportunities that are both directly related to the aviation industry and to other, various economic sectors and industries. PMA is the 6th largest airport providing passenger enplanements and 1 of 12 primary airports in the state of Washington. PMA provides direct, indirect, and induced impacts that contribute to over 630 jobs and \$47 million to our economy. To remain a competitive transportation facility, and for the long-term viability of PMA and the surrounding region, it is essential that this project be implemented. This project ensures that both existing and forecasted airport operations are maximized, which in turn stimulates, supports and enhances the movement of people and goods that is indicative of a prosperous economy. A viable and competitive air transportation facility to serve the Greater Wenatchee Area is important for ensuring there is predictability for people and businesses that rely on air service to support their endeavors. Without this project, there will be future reductions in both general aviation as well as commercial air service, which jeopardize the investments that have already been made at the airport over the decades by both the community, the state of Washington and by the Federal Aviation Administration (FAA). Relocating Grant Road and other surrounding road corridors is required specifically to address the safety and security of transportation customers and the runway, as defined by FAA regulations. Overall, the outcome and benefit of this project is to continue to respond to and provide for the air transportation and economic development needs of the community and the state through an effective, efficient and high quality transportation facility.

Project Status & Timeline

- **Where is the project at in development?**

The demonstrated need and preliminary selection of a preferred alternative for this project has been completed. Due to Federal Aviation Administration (FAA) funding and regulatory requirements, an Environmental Assessment (EA) and preliminary engineering is anticipated to begin in the next Federal Fiscal Year. Current efforts in preparation of the EA include preliminary technical analysis of

the airspace associated with the extended runway; preliminary engineering for the relocation of Grant Road, South Union Avenue, Airway Street SE, and Texas Avenue; and coordination with Douglas County and the City of East Wenatchee regarding compatible land use and potential urban growth areas.

- **What is the timeline for this project from start to completion?**

(Please identify the major phases)

With most of the groundwork for the EA completed or in progress, the EA itself is expected to take approximately six to twelve months. Following the completion of the EA and based on a positive final determination, the Airport's next step will be to initiate land acquisition. Design and construction of the road relocations and infrastructure improvements could then follow. The Airport would extend the runway, parallel taxiway and relocate navigational aids after the road and non-aviation infrastructure was complete. It is anticipated that the full duration of this project, with full funding, could be as little as four years, but could take longer depending on the outcome of the EA and land acquisition efforts.

Additional Comments

This project is critical to the economic development and growth of the Wenatchee Valley. Without the relocation of Grant Road, the runway will not control the area necessary to extend the runway and control the Runway Safety Area associated with the runway. While funding discussions are underway with the FAA, the high cost of this project makes it unlikely the FAA's Airport Improvement Program will be able to generate the funds necessary to complete this project in a timely manner. For this reason, we believe it is necessary to pursue additional potential sources of revenue for this project.

WVTC / NCRTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

“Chief Joseph Bridge Replacement” (#13)

Project Description

- **What is it?** *Chief Joseph Bridge*
- **Where is it located?** *Pearl Hill Road crossing Foster Creek, also adjacent to Chief Joseph Dam on the Columbia River.*
- **What is the intended outcome & benefit?** *Construct a replacement bridge 310' in span for freight haul and overall access to agricultural markets and tourist transportation needs. The existing bridge is restricted to a single lane and to 20 tons maximum. Agricultural haulers have a 30 mile detour around this site. A new bridge would not have load restrictions and would accommodate two lanes of traffic.*

Project Status & Timeline

- **Where is the project at in development?** *Project requires design, survey and construction phases including construction administration.*
- **What is the timeline for this project from start to completion?** *Major phase of work will begin with the design phase winter of 2011, right-of-way work 2012 and finally construction 2013. Environmental work and a detour route have already been started.*

Additional Comments

The existing historic bridge is showing signs of stress, is currently reduced to a single lane with load restrictions. Douglas County has easements to construct a temporary detour bridge and environmental permits for five years for the detour route.

WVTC / NCRTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

“Knowles Road Reconstruction” (#14)

Project Description

- **What is it?** Knowles Road Improvement Project
- **Where is it located?** Knowles Road- Sunnyslope, Wenatchee, WA
- **What is the intended outcome?** Knowles Road Improvement Project will realign Knowles Road from School Street to American Fruit Road, widen the road width to 32 feet, improve vertical and horizontal alignment, construct concrete curb and gutter, sidewalks and storm and sewer drainage improvements.

Within the County, Knowles Road Improvement Project is seen as a priority for safety concerns on the current, narrow roadway. This is due to factors such as continued development in the area; increasing ADT, pedestrian and school bus utilization. Knowles Road is an Urban Collector in this section.

Project Status & Timeline

- Project is in preliminary design and cannot move forward until funding is secured.
- Construction is scheduled for Summer 2014.

Additional Comments

- Total project costs including Preliminary Engineering, Environmental, Right-Of-Way and construction is \$4,322,464.

WVTC / NCRTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

“US 2 Pedestrian Underpass” (#15)

Project Description

- **What is it?** This project consists of several improvements on US 2 within the city limits of Leavenworth. The main improvements will be intersection improvements at Ski Hill Drive (probably a signal system), and a pedestrian undercrossing near the center of town.
- **Where is it located?** The project is located in Chelan County, within the City limits of Leavenworth on US 2
- **What is the intended outcome & benefit?** Increased safety for the travelling public. The intersection improvements at Ski Hill will reduce the vehicle collision severity. The pedestrian crossing will provide a way for the many pedestrians move around Leavenworth to cross US 2 in a safe manner.

Project Status & Timeline

- **Where is the project at in development?** Early planning state.
- **What is the timeline for this project from start to completion?**
Design and Right of Way: One year from funding approval
Construction: One full construction season

Additional Comments

WVTC / NCRTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

“19th Street Reconstruction” (#16)

Project Description

- **What is it?** Full reconstruction of roadway with widening, center turn lane, curb, gutter, sidewalk, stormwater conveyance and water quality, illumination, signing and striping.
- **Where is it located?** 19th Street, Baker Avenue to Eastmont Avenue.
- **What is the intended outcome & benefit?** To provide full development of this Principal Arterial to adopted standards and to increase capacity and safety.

Project Status & Timeline

- **Where is the project at in development?** A preliminary cost estimate has been prepared.
- **What is the timeline for this project from start to completion?**
 - Design – 2011 to 2012
 - ROW Acquisition – 2012
 - Construction - 2013

Additional Comments

WVTC / NCRTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

“Transit Operations Facility & Equipment” (#17)

Project Description

- **What is it?**

Construction of Operating Facilities, including office building and bus barn with purchase of land and scheduled bus replacement of 2 buses every 2 years.

- **Where is it located?**

Okanogan County

- **What is the intended outcome & benefit?**

Intended outcome is to provide a building that will provide the space needed to adequately house staff, as well as provide space needed for storage of records and supplies, dispatch area, meeting room, parking, etc. The building of a bus barn would provide both safety from vandalism and eliminate extreme weather exposure thereby extending the useful life of our buses. The purchase of land for this facility is located with easy access to hwy 97 for our employment transportation services that go to the north end and south end of the county, reduces drive time through downtown, is located near medical facilities and low income housing as well as other social services. The purpose of the fleet replacement is to operate a safe, cost effective transportation system by replacing buses on a scheduled basis based on the WSDOT useful life of each bus. By maintaining a replacement schedule maintenance costs are reduced, breakdown time is reduced, new buses are more environmentally friendly and generally more energy efficient.

Project Status & Timeline

- **Where is the project at in development?**

Currently unfunded but we have pre-design/programming phase of plans for capital facilities and bus barn. We have a commitment from the land owner to price of land along with his commitment to this project. We have a commitment from the City of Omak to assist with the required NEPA studies, etc. Two buses would be purchased every grant cycle over the next 10 years through the WSDOT procurement process.

- **What is the timeline for this project from start to completion?**

Approximately 6-12 months from start to finish. Purchase of land, Required NEPA studies, Site work and construction with overview of project manager. Every two years buses are ordered and delivered within a 6-9 month time line.

Additional Comments

Current office space has no room for office equipment or computer server equipment. It lacks a meeting room and has insufficient storage room for records, supplies and maintenance items. The parking available for buses is horribly inadequate requiring us to park buses behind one another in an open parking lot. No security is available and buses are exposed to snow, rain and sun while parked. We also have inadequate staff parking. The investment that FTA has made in our buses alone as well as the investment in funding operations over many years supports the need for the service that we provide. It is prudent and necessary that we preserve that investment as best we can. This project would allow us to provide the transportation service more efficiently, safely and more cost effectively and will allow us to move the people in our community in a way that will better meet their needs thereby contributing to healthy communities.

In order to keep our fleet running efficiently, we need to keep to the “useful life” schedule of each bus as defined by WSDOT. Dependable, safe, transportation provides the mobility necessary to improve the quality of life for our residents and the efficiency of the transportation system.

WVTC / NCRTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

“Coulee Meadows / Moses Coulee Road Reconstruction” (#18)

Project Description

- **What is it?** *Coulee Meadows/Moses Coulee Rd*
- **Where is it located?** *Between Olson Hills Road and Road 8 SE, a 3.8 mile major collector.*
- **What is the intended outcome & benefit?** *Structural section reconstruction, shoulder widening and guardrail installation for safety enhancement.*

Project Status & Timeline

- **Where is the project at in development?** *Project requires design, survey and construction phases including construction administration.*
- **What is the timeline for this project from start to completion?** *Major phase of work will begin with the design phase winter of 2011, right-of-way work 2012 and finally construction 2013*

Additional Comments

This project completes improvements in a section of road to address sub-base problems with this 11 mile roadway system. During freeze thaw conditions water trapped in the sub-base of the roadway freezes causing road heave resulting in pavement failure. This is the last 3.8 miles, the gap for connecting previous reconstructed north and south sections. Work also includes installation of guardrail for safety and clear zone issues.

WVTC / NCRTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

“Upper Bluff Street Improvements” (#19)

Project Description

- **What is it?** Redesign and reconstruction of the entire road section with enhancements, to include , widening , curbing and pedestrian facilities
- **Where is it located?** On Bluff St. from the intersection of Bluff St and Bridge St. to the North Town Limits.
- **What is the intended outcome & benefit?** To increase the safety and capacity of the primary Route to Pearrygin Lake State Park and recreational facilities provided by the National Forest and the Pasayten Wilderness.

Project Status & Timeline

- **Where is the project at in development?** Awaiting funding for design and Construction
- **What is the timeline for this project from start to completion?**
Design and construction in one year

Additional Comments

WVTC / NCRTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

“SR 155 Central Avenue Sidewalks” (#20)

Project Description

- **What is it?** The project entails the design and construction of sidewalks and ADA facilities along SR 155 from East Omak Elementary west to the intersection with SR 215, then west along Central Avenue to the Omak High/Middle School Campus.
- **Where is it located?** The project is located along the north side of SR 155 from Hanford Street west to the intersection with SR 215 in downtown Omak, then on westward along both sides of Central Avenue to Cedar Street.
- **What is the intended outcome & benefit?** The intended outcome is provision of a safe and accessible walkway providing a link between schools, parks and commercial and residential areas.

Project Status & Timeline

- **Where is the project at in development?** Preliminary designs and cost estimates have been developed as part of the application process for Safe Routes to School Funding. The project could be designed and constructed within 12 to 18 months of funding. WSDOT has included the project on the regional unfunded pedestrian projects list.
- **What is the timeline for this project from start to completion?** *(Please identify the major phases)* Design and permitting could be completed within 6 months of funding with bidding and construction to follow soon thereafter. The city’s desire is to secure the resources necessary to complete the project during the 2011/13 timeframe.

Additional Comments

The City has applied for funding through the Safe Routes to Schools program during the last two grant cycles. Unfortunately, the project falls just shy of the funding cutoff line. With folks having fewer resources, the amount of pedestrian traffic along the route is growing creating a stronger demand for a safe, accessible and properly signed pedestrian linkage.



Peninsula RTPO Four-County Region Preservation Work: Ten Year Cost Estimates

The Peninsula RTPO Region has prioritized the preservation work of its four counties as an important way to preserve and extend the life of its regional roadway infrastructure. The major items of this preservation work are outlined below. This outline includes the following estimated costs for these preservation work types for the next ten years:

Four-County Preservation Work Type Areas	Ten Year Cost Estimates
Chip seal and Overlay	\$120,678,500.00
Bridge Preservation Work	\$76,923,125.00
Culvert Replacement and Improvements	\$71,852,844.00
Signals & Roundabouts	\$17,460,656.00
Turn Lanes	\$16,137,328.00
<hr/>	
Total Preservation Costs Estimate	\$303,052,453.00

Peninsula RTPO
Regional Priority Project List
October, 2010

*Dollars in thousands (Year of cost estimate)
**YOE = Year of Expenditure Dollars assuming a 3% inflation factor

Project # (in no particular order, not prioritized)	Project Name, Category & Jurisdiction (i.e.: road or multi-modal)	Project Type	Total Project Cost* (\$ Year)	Project Cost Breakdown By Biennia - YOE \$** (09/11; 11/13; 13/15 etc.)								Is This Project Consistent with an Approved Regional Transportation Plan?	Policy Goals Project Addresses	Comments	
				Prior to 2009	09/11	11/13	13/15	15/17	17/19	19/21	After 2021				
1	US 101 - Shore Road to Kitchen Road (Widening) - Road - WSDOT	3, 4, 6	\$82,886 (2010)	\$ 3,922	\$ 20,482	\$ 36,551	\$ 21,931					Yes	1, 3, 4	This was funded by the Legislature in 2007 with construction scheduled to start in 2012.	
2	US 101 Deer Park Overcrossing & Northwest Peninsula Safety Rest - Road - Clallam County	1, 3, 4	\$8,700 (2010)			\$8,700						Yes	1, 3, 4	The project is partially funded and in the design phase with \$2,500,000 needed to bring the project up to full funding status. This project will help increase the traffic flow and safety of the Deer Park area and will enhance the economic development opportunities in the area.	
3	Gorst Area Interchange and Highway Improvement Program - SR 3/SR16/SR304 - State -Road - WSDOT	1, 3, 4	\$43,514 (2009)				\$47,508					Yes	1, 3, 4	These projects were identified in the Bremerton Economic Development Study (BEDS) that will eventually reconstruct two interchanges and widening state routes within the Gorst Area. The initial projects would provide interim improvements to meet current traffic demands. If all the improvements were implemented by the estimated completion date (2040) the estimated planning cost would approximately be \$1.11 billion.	
4	SR 3 - Belfair Bypass - New Alignment - Road - WSDOT	1, 4, 5	\$78,000 (2009)								\$10,990	\$103,599	Yes	1, 3, 4	The 2005 Transportation Partnership Account legislation included funding for work on the pre-construction phase of the Belfair Bypass project (\$15 million). Effective July 1, 2009, funding for this project was deferred until 2019 or later; WSDOT design work stopped June 30, 2009. Based on the design engineering work conducted to date the estimate cost of the project is \$78 million (2009). The project is currently funded to complete an Environmental Analysis (EA) of the project (\$750,000) (2010-2012).
5	SR 20 Safety Improvements: SR 19 to Port Townsend Entryway - Road - WSDOT	3, 4	\$10,000 (2009)					\$11,500					Yes	1, 3, 4, 6	These series of projects will provide greater safety and mobility for users along SR 20 to the Port Townsend Entryway.
6	SR 3 Vicinity of Hood Canal Bridge Improvements - State - Road - WSDOT	1, 2, 4	\$10,000 - \$27,000 (2009)					\$10,900 - \$30,588					Yes	4	
7	Construct Underpasses of US 101 at Sherburne Road and Barr Road - Clallam County	1, 3	\$4,500 (2010)				\$ 4,500						Yes	1, 3, 4	This project is currently unfunded. And would add County road underpasses of the new WSDOT McDonald Creek Bridges on US 101 at Barr Road on the west side of the creek and at Sherburne Road on the east side of the creek.
8	SR 116: Ness' Corner Intersections & Complete Streets Improvements - Road - Jefferson County	3, 4, 7	\$10000 (2009)							\$ 12,700			Yes	1, 3, 4, 5, 6	This project of intersection improvements would provide the residents of the Chimacum and Irondale UGA with safer streets for both pedestrians and bikers.
9	Widen SR 3 in the vicinity of the SR 3/SR 304 Interchange - State -Road -WSDOT	1, 3, 4	\$9,588 (2009)					\$10,764					Yes	1, 3, 4	This area has been identified as a mobility deficiency and a Bottleneck and Chokepoint in the State Highway System Plan (HSP) and identified as an improvement strategy in the recent Bremerton Economic Development Study (BEDS). This project is an initial step in improving this location with the eventual long-term solution being the reconstruction of the SR3/SR 304 interchange.
10	Newkirk-Old Belfair-SR3 - Road - Mason County	4	\$6,500 (2010)				\$ 7,475						Yes	1, 4, 6	The project will begin to develop a comprehensive road network in northern Mason County that will provide alternative routes for travelers potentially reducing the travel time for travelers passing through Belfair.
11	Waterfront Development & Coho Ferry Terminal Upgrade - Port Angeles - Multi-Modal - City of Port Angeles	2, 5, 7	\$13,500 (2010)			\$ 13,500							Yes	1, 4	The project is located on the waterfront on Railroad Ave. between Lincoln Street and Oak Street in Port Angeles. The current ferry terminal facility is at the end of its lifespan, and requires a significant structural, environmental and security upgrade. The project will also assist in the revitalization of the downtown area. Presently this project has some secured funding for the beginning stages of planning and design. The planning of this project is approximately 25% complete.
12	Port Townsend Gateway Improvements: SR 20 from Logan Street to Ferry Terminal - Road - City of Port Townsend	2, 5, 7	\$15,000				\$ 17,250						Yes	1, 2, 3, 4, 5, 6	Located in Port Townsend
13	Railroad-Shelton Matlock Brady - Road - Mason County	1, 3, 4, 5	\$19,000 (2010)				\$ 21,850						Yes	1, 2, 3, 4, 6	This project is a joint project with the city of Shelton. The project will turn 28 miles of the Railroad Avenue-Matlock Road into an all weather road.
14	Lincoln (US 101)/Lauridsen Blvd/Laurel St Intersection Improvements - Road - Port Angeles	1, 2	\$700 (2010)				\$ 7,840						Yes	3, 4	Located in Port Angeles. The project is currently partially funded with private development funds. The City is applying for a grant application with TIB this year 2010

Peninsula RTPO
Regional Priority Project List
October, 2010

Project # (in no particular order, not prioritized)	Project Name, Category & Jurisdiction (i.e.: road or multi-modal)	Project Type	Total Project Cost* (\$ Year)	Prior to 2009							Comments			
				09/11	11/13	13/15	15/17	17/19	19/21	After 2021				
15	Howard Street Extension & Discovery Road Improvement - Road - Jefferson County	1, 2, 4, 5	\$10,000				\$ 11,500					Yes	1, 2, 3, 4, 5, 6	This project would benefit both residents and tourists to Port Townsend by offering them a second route into Port Townsend and by alleviating congestion on SR 20
16	Cloqualum-Lake Blvd - Road - Mason County	1, 2	\$5,000 (2010)				\$ 5,075					Yes	2, 3, 4, 6	This project is a joint project with the city of Shelton. The project will turn the Lake Blvd-Cloqualum Road into an all weather road.
17	Lauridsen Blvd Bridge Widening s - Road - Port Angeles	2, 4	\$5,000 (2010)				\$ 5,000					Yes	1, 4	This project is unfunded. Located in Port Angeles. Currently trucks must go through the downtown to access the waterfront and industrial area and travel from east to west ends of Port Angeles. Widening the bridge would provide another alternative for trucks and buses
18	Elwha Valley Road Project Phase 4 Lower Elwha Tribe/ Clallam County - Road	2	\$1, 800 (2010)	\$ 1,800								Yes	1, 3, 4	Located in Clallam County - Tribal led project and priority to be owned and operated by Clallam County. Construction began in 2009 with Phase 1 and 2 which are now complete. Phase 3 has secured \$1.3 M in PLHD funding for 2011 construction.
19	US 101/Simdars Road Interchange - Road - WSDOT	4, 6	\$5,500 (2007)									Yes	1	This project would complete the existing half diamond interchange to provide a full diamond interchange on the eastside of the City of Sequim
20	SR 19/ Rhody Drive Intersections & Complete Streets Improvements; Safety Improvements from Four Corners Road to SR 20 - road - Jefferson County	3,4,6,7	\$15,000 (2009)									Yes	1,3,4,5,6	Intersection treatments: Chimacum Crossroads (Center & Chimacum Roads), Irondale Road, Prospect Avenue. Sidewalks, separated paths, bike lanes, access management on Rhody Drive. Channelization from Airport Road to SR 20.

*Dollars in thousands (Year of cost estimate)
**YOE = Year of Expenditure Dollars assuming a 3% inflation factor

Peninsula RTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Number (1.)

Project Name

US 101 - Shore Rd. to Kitchen-Dick Rd. - Widening

Project Description

- **What is it?**

This Rural Mobility project will widen US 101 from milepost (MP) 256.91 to MP 260.38 by constructing two new general purpose lanes separated by a 40 ft. median. The new lanes will be constructed to the south of the existing highway from west of Shore Road (MP 256.91) to east of the Dryke/Pierson intersection (MP 259.5). The new lanes then switch over to the north side of the highway all the way to the end of the project east of Kitchen-Dick Road (MP 260.38). The project also includes a new bridge over McDonald Creek that will be constructed upstream (south) of the existing bridge, and the existing bridge will be replaced with a longer and wider bridge. A shared-use path for pedestrians will be constructed underneath the two new bridges on the west side of McDonald Creek.

- **Where is it located?**

The project is located in Clallam County between the cities of Port Angeles and Sequim along US 101 between Shore Road and Kitchen-Dick Road (MP 256.91 to MP 260.38)

- **What is the intended outcome & benefit?**

The purpose of the proposed action is to increase traffic capacity; decrease the levels of congestion; improve the safety of this section of US 101 and meet the projected traffic demand. The end result is a continuous four-lane divided highway between Sequim and Port Angeles. The new four-lane roadway will have two lanes in each direction and a wide median. The benefits expected are:

- **Congestion relief.** Additional lanes reduce traffic congestion and move more vehicles.
- **Increased safety.** Wide median reduces the potential for head-on collisions. County road intersections improved to meet current highway safety standards. Left turns limited to county road intersections.

Project Status & Timeline

- **Where is the project at in development?**

The project is currently funded and is early in the design/preliminary engineering phase. Construction is scheduled to start in summer 2012.

- **What is the timeline for this project from start to completion?**

Preliminary engineering and right of way will be conducted in 2010-2012 with construction commencing in 2012 with completion in approximately 2014.

Additional Comments

Peninsula RTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Number (2.)

Project Name

US 101 and Deer Park Overcrossing and Northwest Peninsula Safety Rest Area:

Project Description

- **What is it?**

This project would enhance access to the Deer Park Scenic Gateway Center and associated neighborhood highway access would be enhanced and made safer through the concurrent development of the Deer Park Overpass. The Deer Park Overpass will connect Deer Park Road with Buchanan Drive by means of new roadway and a US 101 underpass. This new facility will provide bi-directional access to the Gateway Center from US 101 and allow Deer Park Road and Buchanan Drive to become right in-right out intersections eliminating the dangerous left turn movements from these intersections. This traffic improvement will return these intersections to an acceptable level of service. A new acceleration lane will be constructed westbound from the Buchanan Drive-US 101 intersection to allow for the safe merging of westbound traffic from Buchanan Drive onto US 101. Pedestrian, bicyclist and transit rider safety will be greatly enhanced with a traffic separated pathway provided on the overpass.

The existing Deer Park Scenic Gateway Center would be improved by providing 6 vault toilet stalls, car parking would be upgraded to 40 parking spaces, parking for large RVs/Trucks would be doubled to provide a total of 6 parking spaces, a drinking fountain would be provided, landscaping would be enhanced, and the existing interpretive panel display would be upgraded with new interpretive panels. These improvements would upgrade the site to full state Safety Rest Stop standards and would be the only safety rest area located on the North Olympic Peninsula.

- **Where is it located?**

This project is located in Clallam County East of Port Angeles at Deer Park and US 101 (MP 253.10).

- **What is the intended outcome & benefit?**

The Sherburne Road and Barr Road Underpasses project is intended to improve transportation system linkage and capacity to these county road intersections with US 101 and make safe bidirectional transit, traffic and non-motorized connections possible at these two intersections which serve large population bases north and south of US 101. The benefits expected are:

- **Economic Vitality:** The Deer Park Overcrossing and Northwest Peninsula Safety Rest Area Improvements would promote and develop a transportation system that stimulates, supports and enhances the movement of people and goods to ensure a prosperous economy on the most heavily trafficked state highway in Clallam County. Previous studies of the impact of this project on the commercial development of the commercial zones on each side of US 101 at Deer park show this project aiding in the creation of more than 100 new jobs at this key commercial development location in Clallam County.
- **Preservation:** The Deer Park Overcrossing and Northwest Peninsula Safety Rest Area Project maintains, preserves and extends the life and utility of prior investments in transportation systems and services spent to maintain mobility on US 101 and Deer Park Road, a County Rural Minor Collector with high traffic volumes.
- **Safety:** The Deer Park Overcrossing and Northwest Peninsula Safety Rest Area Project provides for and improves the safety and security of transportation customers and the transportation system by correcting all of the hazardous traffic problems experienced at this high accident location on US 101. Provides only Safety Rest Area located on the North Olympic Peninsula, which would provide the facilities necessary to reduce vehicle accidents resulting from driver fatigue.
- **Mobility:** The Deer Park Overcrossing and Northwest Peninsula Safety Rest Area Project improves the predictable movement of goods and people throughout Clallam County in Washington State. Notable improvement to Clallam County Transit in terms of bidirectional transit rider access and safety result from implementation of this project. The mobility of the Deer Park intersection which is projected to reach over 6,000 trips per day in 2030 will be maintained with minimal impact to mobility of the 30,000 trips per day experienced on US 101 in 2030 at this location with implementation of this project.

Project Status & Timeline

- **Where is the project at in development?**

The project is partially funded and in the design phase; right of way plans and estimate along with the Plan for Approval has been submitted to WSDOT. The project is entering the right of way acquisition phase.

Total project cost is \$8,700,000 with \$2,500,000 needed from the legislature to bring the project up to full funding status.

Right of way and design is estimated at \$2,200,000

Construction is estimated at \$6,500,000

- **What is the timeline for this project from start to completion?**

If the unfunded portion of this project (\$2,500,000) were funded during the 2011-2013 biennium it is anticipated that the design and right of way phases could be completed in 2011 with construction commencing around 2011 with completion anticipated by 2013.

Additional Comments

Peninsula RTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number (3.)

SR 3/SR 16 – Gorst Area Interchange and Highway Improvement Program

Project Description

- **What is it?**

The Bremerton Economic Development Study (BEDS) recommended a series of strategies (projects) that would be phased over a period of time to improve the SR 3, SR16, and SR 304 corridors within the Gorst area. As a whole these strategies include interchange reconstruction of two interchanges (SR 3/SR 16 and SR 3/SR 304) and lane widening efforts along SR 3 and SR 16 between Gorst at the head of the Sinclair inlet to Bremerton and between Gorst to the Mason County line. These strategies would provide added capacity and improve mobility and safety along these corridors.

The Gorst area is the intersection of two major state routes in Kitsap County that connects Kitsap to Mason County (SR 3) and Pierce County (SR 16). The SR 3 and SR 304 corridors in this area provide access to a major military facility (Bremerton Naval Shipyard) in the area. The area experiences major congestion issues that impacts mobility and economic development within the area.

The first projects to be implemented would provide interim improvements to meet current traffic demands and would consist of:

- Intersection improvements and re-channelization at the SR 3/Sam Christopherson Road Intersection, add one through lane in each direction on SR 3 approaches, add new turn lanes (\$27 million).

- Eliminate lane drop on SR 16 to northbound SR 3 by extending lane north of railroad bridge and extend northbound SR 3 lane to provide a longer merge area (\$16 million)

- **Where is it located?**

These initial projects are located in Kitsap County at SR 3 and SR16 in the vicinity of the Gorst interchange (MP 34.18 – MP 34.98).

- **What is the intended outcome & benefit?**

The SR 3/SR 16 – Gorst Area Interchange and Highway Improvement Program is intended to improve transportation system linkage and capacity in the Gorst area and destinations along the SR 3 and SR 16 corridors for the efficient movement of people and goods. New through and turn lanes and improved signals improve safety intended to improve mobility and safety that benefits motorists, and provide safer transition from one state route to another.

Benefits include congestion relief around the chronically congested Gorst area by providing improved traffic flow, reduced delays, as well as improve safety that benefits motorists, traveling the SR 3 and SR 16 corridors between Bremerton and Mason and Pierce Counties.

Project Status & Timeline

- **Where is the project at in development?**

These projects are unfunded and in conceptual phase – no engineering or environmental studies have been accomplished to date.

- **What is the timeline for this project from start to completion?**

No timeline has been established for these projects; based on availability of funding in 2011 it is anticipated that the following could occur:

- Design and preliminary engineering (PE) would require approximately 1-2 years to complete (2012-2013)
- Right of way, if necessary, would require approximately 1 year to complete (overlaps PE) (2013)
- Construction would require approximately 1-2 years to complete (2013-2015)

Additional Comments

The following are the projects (strategies) identified in BEDS to improve SR 3, SR 16, and SR 304 corridors in the Gorst area:

Solution Title/Description of Potential Improvement Option	2009 Planning Estimate Cost (thousand dollars)	Estimated Completion Date	Year of Expenditure (thousand dollars)
SR 3/Sam Christopherson Road Intersection - Intersection improvements and re-channelization: In addition, add one through lane in each direction on SR 3 approaches, add a double left turn and a separate right turn from SR 16 Spur to SR 3 (MP 34.26 - MP 34.26)	\$26,551	2015	\$28,988
SR 3 Widening – Eliminate lane drop on SR 16 to northbound SR 3 by extending lane north of railroad bridge and extend northbound SR 3 lane for longer merge area	\$16,963	2015	\$18,520
SR 3/SR 16 Interchange - Construct a new interchange to include grade separating the SR 3/Sam Christopherson Road intersection and widen SR 16 Spur (MP 34.26 – MP 34.67)	\$194,486	2035	\$272,436
SR 3/SR 304 Interchange - Reconstruct interchange (MP 36.59 – MP 36.60)	\$48,479	2035	\$67,909
SR 3 Widening – Between the SR 3/SR 16 interchange to the SR 3/SR 304 interchange; widen to six-lanes adding a HOV lane in each direction. (MP 34.26 - MP 36.59)	\$242,943	2040	\$362,836
SR 3 Widening - Widen to six-lane (creating one HOV lane in each direction) from vicinity SR 3/SR 304 interchange to Loxie Eagan Blvd; ITS improvements (MP 34.18-MP 37.86)	26,885	2040	\$40,153
SR 3 Widening – Between SR 3 Kistap/Mason County Line to Imperial Way; widen to four-lanes (MP 28.23 – 30.51)	\$133,000	2040	\$198,636
SR 3 Widening – Between Imperial Way to SR 16 (Gorst); widen to four-lanes (MP 30.51 – MP 34.18)	\$82,000	2040	\$122,467

If all the improvements were implemented they would cost an estimated \$1.11 billion. There continues to be interest in pursuing a Sinclair Inlet Bridge option in the Gorst Area that could supersede some of the longer term improvements in the Gorst area.

Peninsula RTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Number (4.)

Project Name

SR 3 – Belfair Bypass – New Alignment

Project Description

- **What is it?**

The project would provide a new highway alignment around the town of Belfair to relieve traffic congestion and improve the flow of traffic. The Belfair Bypass project proposes a limited access facility, approximately five miles in length, designed to meet state highway standards for a two-lane roadway. The facility would serve regional traffic in the Shelton to Bremerton corridor. Currently the proposed Bypass alignment would connect to the existing SR 3 highway at the intersection of Lake Flora Road (north end) and just south of SR 302 (south end).

- **Where is it located?**

The project is located in Mason County in the vicinity of the town of Belfair.

- **What is the intended outcome & benefit?**

The Belfair Bypass project is intended to relieve congestion in the Belfair area by providing a fast and safe route around Belfair for regional through traffic. The Bypass would serve as an economic and growth stimulus for land located to the east of Belfair, providing access to properties east of the railroad.

Project Status & Timeline

- **Where is the project at in development?**

The 2005 Transportation Partnership Account legislation included funding for work on the pre-construction phase of the Belfair Bypass project (\$15 million). This provided the resources to complete the environmental process identify all right of way required and complete design including contract plans.

Effective July 1, 2009, funding for this project was deferred until 2019 or later; WSDOT design work stopped June 30, 2009. The design team compiled a summary report documenting the development work conducted by WSDOT from 2006 to 2009. This report includes an updated cost estimate based on the design

work conducted to date. Based on the design engineering work conducted to date the estimate cost of the project is \$78 million (2009).

The 2009-2011 transportation budget included a proviso tasking WSDOT to conduct public outreach to identify and respond to community concerns regarding the Belfair Bypass. To use the outreach process to consider and develop design alternatives that alters the project scope so the community's needs are met within the project budget. Provide a report on the process and outcomes to the legislature by June 30, 2010. The report was completed and forwarded in June 2010.

The project is currently funded to complete an Environmental Analysis (EA) of the project (\$750,000) (2010-2012).

- **What is the timeline for this project from start to completion?**
Complete the project Environmental Analysis (EA) document (2010-2012)
Design and preliminary engineering (PE) (2019-2021)
Right of way (2021-2023)
Construction (2023-2027)

Additional Comments

Peninsula RTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Number (5.)

Project Name

SR 20 Safety Improvements: SR 19 to Port Townsend Entryway

Project Description

- **What is it?**

This project involves intersection consolidation for the Port Townsend Entryway, as well as access management improvement for a two-mile stretch of highway, including intersection treatment for the main entrance to Glen Cove industrial park. The intersections of SR 20 with South Jacob Miller Road, Discovery Road, Mill Road and Seton Road at the edge of the city limits of the City of Port Townsend will be reconstructed and improved.

Mill Road is the turn-off to Port Townsend Paper Mill, where all of the trucks with chips and materials for the Mill turn. Discovery Road is the alternative road into Port Townsend; diverting more traffic to Discovery Road will reduce traffic volumes on SR 20 through Port Townsend. In addition, Discovery Road and South Jacob Miller Road are principal connections to unincorporated Jefferson County. The project involves reconfiguring how these roads intersect and constructing improvements that address traffic flow and safety. Finally, access to the Glen Cove industrial park on SR 20 near the city limits will be improved, resulting in overall safety benefits for the

stretch of SR 20 from the junction with SR 19 to the City of Port Townsend.

- **Where is it located?**

This project is located at the entryway to the City of Port Townsend, stretching 2.02 miles along SR 20 from the junction with SR 19 at milepost 7.79 to the intersection with Discovery and Mill Roads at milepost 9.81. The WSDOT SR 19/SR 20 Corridor Plan identifies this segment to be among the most congested in the area.

- **What is the intended outcome & benefit?**

The purpose of this project is to improve intersection operations and safety at these intersections. It has been identified as a priority in the WSDOT SR 19/SR 20 Corridor Plan. The intersections are heavily congested due to the traffic going to work in the downtown area and to various schools, leaving town after getting off the Coupeville Ferry, and accessing the Glen Cove light industrial park outside of the city. This project would relieve traffic congestion, provide safety improvement to these intersections, and reduce the frequency and severity of crashes. It is vital for economic development in the City of Port Townsend and surrounding industrial areas. The project addresses the following statutory policy goals of Washington State: economic vitality, safety, mobility, stewardship.

Project Status & Timeline

- **Where is the project at in development?**

This project is unfunded. At this time, there have only been preliminary discussions on the project concepts, options and timeline. Design and construction should occur within the next five to ten years.

Peninsula RTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Number (6.)

Project Name

SR 3 Vicinity of Hood Canal Bridge Improvements

Project Description

- **What is it?**

High traffic volumes and Hood Canal Bridge openings for marine traffic generate backups and congestion. Average opening time is just under 30 minutes, but initial backups can extend over one mile in length on SR 3. During bridge openings, the westbound traffic on SR 104 backs up on SR 3 blocking northbound traffic and homeowners along SR 3. This area has been identified as a mobility deficiency and a Bottleneck and Chokepoint in the state Highway System Plan (HSP). Currently two improvement strategies have been identified as potential solutions;

- Add a northbound (NB) truck/climbing lane/Hood Canal holding lane NB between Big Valley and the SR 3/SR 104 intersection.
- Construct flyover jug handle with holding area in the vicinity of the Hood Canal Bridge.

Though either improvement could avoid traffic backups and maintain traffic flow on SR 3, both projects have operational challenges that require resolving before either can proceed forward. An operational feasibility study is needed to mitigate the operational challenges and determine which solution is appropriate.

- **Where is it located?**

These projects are located in Kitsap County on SR 3 between Big Valley Road and the SR 3/SR 104 intersection in the vicinity of the Hood Canal Bridge (MP 57.09 – MP 60.02).

- **What is the intended outcome & benefit?**

This project will reduce the impacts to northbound traffic and homeowners along this section of SR 3 while enhancing motorist safety and improving traffic operation. Environmentally, air quality is expected to be enhanced since fewer vehicles wait in holding queues, northbound vehicles bound for Kingston Ferry terminal will not be impeded by bridge openings.

Project Status & Timeline

- **Where is the project at in development?**

Both projects are unfunded and in the conceptual stage and have not been scoped – an operational feasibility study is needed to address operational issues associated with each improvement.

- **What is the timeline for this project from start to completion?**

No timeline has been established for these projects; depending on the improvement implemented and based on availability of funding in 2011 it is anticipated that the following could occur:

- Operational feasibility study would require 12-18 months. (2011-2012)
- Design and preliminary engineering (PE) would require approximately 1-2 years to complete (2012-2014)
- Right of way, if necessary, would require approximately 1-2 years to complete (overlaps PE) (2014)
- Construction would require approximately 1-2 years to complete (2014-2016)

Additional Comments

Peninsula RTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Number (7.)

Project Name

Sherburne Road and Barr Road Underpasses of US 101 at the New McDonald Creek Bridges:

Project Description

- **What is it?**

This project would add County road underpasses of the new WSDOT McDonald Creek Bridges on US 101 at Barr Road on the west side of the creek and at Sherburne Road on the east side of the creek.

County would construct County road underpasses of the new state bridges at McDonald Creek on US 101 to restore the full range of traffic movements (left turn and through traffic movements) that existed prior to implementation of WSDOT's widening project to four lane on US 101 between Shore and Kitchen-Dick Road to these County road intersections. This project would restore left turn and through traffic movements at these county road intersections where these movements were allowed prior to WSDOT's 2012 project to four lane US 101 between Shore and Kitchen-Dick Road. The project also would make safe bidirectional transit, traffic and non-motorized connections possible adding traffic and bicycle safe shoulders to the county roads.

- **Where is it located?**

This project is located in Clallam County at Barr Road and US 101 (MP 258.12) and at Sherburne Road at US 101 (MP 258.31).

- **What is the intended outcome & benefit?**

The Sherburne Road and Barr Road Underpasses project is intended to improve transportation system linkage and capacity to these county road intersections with US 101 and make safe bidirectional transit, traffic and non-motorized connections possible at these two intersections which serve large population bases north and south of US 101. The benefits expected are:

- Economic Vitality: Restoration of traffic movements at these two County road intersections would promote and develop a transportation system that stimulates, supports, and enhances the movement of people and goods to ensure a prosperous economy on the most heavily trafficked road under County jurisdiction.
- Preservation: Restoration of traffic movements at these two County road intersections maintains, preserves and extends the life and utility of prior investments in transportation systems and services spent to maintain mobility on US 101 and Old Olympic Highway, a County Rural Minor Collector with high traffic volumes.
- Safety: Restoration of traffic movements at these two County road intersections provides for and improves the safety and security of transportation customers and the transportation system by adding traffic and bicycle safe shoulders to the County's main Rural Minor Collector road.
- Mobility: Restoration of traffic movements at these two County road intersections improves the predictable movement of goods and people throughout Clallam County in Washington State.

Project Status & Timeline

- **Where is the project at in development?**

The project is unfunded and in conceptual design phase.

Total project cost is \$4,500,000 with right of way and design done at a cost of \$1,800,000, and construction estimated at \$2,700,000.

- **What is the timeline for this project from start to completion?**

If the were funded during the 2011-2013 biennium it is anticipated that the design-preliminary engineering and right of way phases could be conducted during 2011-2013 with construction commencing around 2013 with completion in concert with WSDOT's widening project on US 101 between Shore and Kitchen-Dick Road

Additional Comments

Peninsula RTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number (8.)

SR 116: Ness' Corner Intersections & Complete Streets Improvements

Project Description

- **What is it?**

This project involves intersection treatments along SR 116 from the intersection with SR 19 to the Hadlock Crossroads, the intersection with Chimacum and Irondale Roads. The project involves intersection control, access management, safety treatments, and pedestrian and bicycle facilities for the identified 1.12-mile segment, which includes a primary school and the Jefferson County Library. This project is integrated with local land use planning in that it is an essential transportation component of the development vision for the Irondale & Port Hadlock Urban Growth Area (UGA).

- **Where is it located?**

The project is located along SR 116, known locally as Ness' Corner Road, from the intersection with SR 19 at milepost 0.00 to the Port Hadlock Crossroads at milepost 1.12, which is the four-way intersection with Chimacum and Irondale Roads in the heart of Port Hadlock. This segment of SR 116 is the main east-west transportation corridor of the Irondale & Port Hadlock UGA, and is the principal connection to the Indian Island Naval Magazine and Fort Flagler State Park on Marrowstone Island.

- **What is the intended outcome & benefit?**

The project will meet UGA transportation, economic development and livability needs identified in local and State transportation studies and plans. The intersection of SR 116 with SR 19 has been identified as a top priority in the WSDOT SR 19/SR 20 Corridor Plan. The SR 116 corridor is a top priority in the local Quimper Peninsula Transportation Study. The intended outcome is an urban transportation corridor that meets the needs of all users, reduces traffic congestion, creates walkability, improves safety, and promotes economic development in Jefferson County's lone unincorporated UGA. The project addresses the following statutory policy goals of Washington State: economic vitality, safety, mobility, environment, stewardship.

Project Status & Timeline

- **Where is the project at in development?**

This project is unfunded. At this time, there have only been preliminary discussions on the project concepts, options and timeline. Design and construction should occur within the next five to ten years.

Peninsula RTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Number (9.)

Project Name

Widen southbound SR 3 under SR 304 ramp overcrossing, and extend SR 304 on-ramp to southbound SR 3 (vicinity MP 36.34 to MP 36.72).

Project Description

- **What is it?**

Widen southbound SR 3 undercrossing of the westbound SR 304 on-ramp; extend the SR 304 on-ramp to southbound SR 3 (vicinity MP 36.34 to MP 36.72) and ramp meter westbound SR 304 onto SR 3. The southbound lanes of SR 3 narrow from two to one lane under an undercrossing structure of the SR 304 interchange. This southbound lane reduction at the SR 3/SR 304 Interchange causes large backups. This area has been identified as a mobility deficiency and a Bottleneck and Chokepoint in the State Highway System Plan (HSP) and has been identified as an improvement strategy in the Bremerton Economic Development Study (BEDS). This project is an initial step in improving this location with the eventual long-term solution being the reconstruction of the SR3/SR 304 interchange.

- **Where is it located?**

This project is located in Kitsap County on SR 3 in the vicinity of the SR 3/SR 304 (MP 36.35 – MP 36.72).

What is the intended outcome & benefit?

The expected benefits from the addition of a southbound lane on SR 3 will be congestion relief on SR 3 while enhancing motorist safety and improving traffic operations and provides a safer transition from one state route to another.

Project Status & Timeline

- **Where is the project at in development?**

This project is unfunded and is in the conceptual stage and has not been scoped.

- **What is the timeline for this project from start to completion?**

- No timeline has been established for this project; it anticipated that based on availability of funding in 2011 that the following could occur:
 - Design and preliminary engineering (PE) would require approximately 1-2 years to complete (2012-2014)
 - Right of way, if necessary, would require approximately 1 year to complete (overlaps PE) (2014)
 - Construction would require approximately 1-2 years to complete (2014-2016)

Additional Comments

Peninsula RTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Number (10.)

Project Name

Newkirk –Old Belfair –SR3 Connection

Project Description

- **What is it?**

The project will provide a vital link between SR3 and Old Belfair Highway. The project is within the Belfair UGA boundaries and as such will comply with UGA standards. The route utilizes Newkirk Road and the existing railroad crossing easement in Section 21, Township 23 North, Range 1 West, W.M., and then to SR 3. The connection will in part alleviate some of the Belfair traffic congestion by allowing traffic going to or coming from Old Belfair Highway to bypass the Belfair “downtown” corridor on their way to or from Kitsap County.

This project will require that Newkirk Road be widened to 2 – 12’ wide paved lanes with 2 – 8’ shoulders. Adequate drainage will be needed, and the needed right-of-way dedicated to the County. In addition, the connection would also use the current Railroad crossing at Katchemak Lane. Upgrading that crossing to meet WUTC standards would probably be less expensive than establishing a new crossing

- **Where is it located?**

The project is within the Belfair UGA boundaries and as such will comply with UGA standards.

What is the intended benefit?

The project will begin to develop a comprehensive road network in northern Mason County that will provide alternative routes for the citizens of Mason and Kitsap County and potentially reduce the travel time for travelers passing through Belfair.

Project Status & Timeline

- **Where is the project at in development?**

Over the years, Mason County in concert with WSDOT has developed several scenarios regarding a Belfair bypass project to alleviate the Belfair traffic concerns. Although both the county and WSDOT have recognized the importance and value of such an endeavor, the critical issue has always been funding.

Funding this project now, is a step in the right direction that will address the Belfair traffic issue in a positive proactive manner that will benefit the Belfair UGA, Mason County, WSDOT and the travelling public.

- **What is the timeline for this project from start to completion?**

Design: 2012

ROW Acquisition: 2013

Construction: 2013-2015

Additional Comments

Peninsula RTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Number (11.)

Project Name

Waterfront Development & Coho Ferry Terminal Upgrade – Port Angeles -

Project Description

- **What is it?**

This project involves structural improvements and or replacements of the west pier and bulkhead, the east pier and the docking and vehicle loading structures. The project also involves enhancement to the terminal including a new terminal build and streetscape. Included in the project is pedestrian/bicycle facilities, lighting, landscaping and improved public access to the waterfront. Besides the COHO Ferry, the terminal supports a passenger only ferry to and from Victoria, B.C.

- **Where is it located?**

The project is located in Port Angeles on the waterfront along Railroad Ave. between Lincoln Street and Oak Street.

- **What is the intended outcome & benefit?**

The current ferry terminal facility is at the end of its lifespan, and requires a significant structural, environmental and security upgrade to ensure the continued safe and efficient transport of people and goods. The project will improve access to the waterfront and assist in the revitalization of the downtown area. The project would benefit travel between Port Angeles and Victoria, B.C. and better assist the Customs Personnel and Border Patrol.

Project Status & Timeline

- **Where is the project at in development?**

Presently this project has some secured funding for the beginning stages of planning and design. The planning of this project is approximately 25% complete.

- **What is the timeline for this project from start to completion?**

Planning 2010 – 2011

Design 2011

Construction 2011 - 2012

Peninsula RTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Number (12.)

Project Name

**Port Townsend Gateway Improvements:
SR 20 from Logan Street to Ferry Terminal**

Project Description

- **What is it**

Improvements have recently been completed on SR 20 along Upper Sims Way. This project involves extending improvements from where the last project ended at Logan Street to the SR 20 terminus at the Ferry Terminal downtown. This will add sidewalks, intersection improvements, and safety improvements along the entire corridor of the highway the leads to Port Townsend's Historic District.

- **Where is it located?**

This project is located inside the city limits of the City of Port Townsend, on SR 20 leading to the Ferry Terminal and the National Landmark Historic District

- **What is the intended outcome & benefit?**

This project has been identified as a priority in the WSDOT SR 19/SR 20 Corridor Plan. Intersection modifications and upgrades will improve mobility and corridor capacity; new sidewalks will add missing non-motorized facilities. Overall, the project will improve the safety, flow of traffic, aesthetics and accessibility of the corridor. The project addresses the following statutory policy goals of Washington

State: economic vitality, preservation, safety, mobility, environment, stewardship.

Project Status & Timeline

- **Where is the project at in development?**

This project is unfunded. At this time, there have only been preliminary discussions on the project concepts, options and timeline.

Peninsula RTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Number (13.)

Project Name

Railroad Ave-Shelton Matlock Road

Project Description

- **What is it**

This project is a joint project with the city of Shelton. The anticipated road reconstruction will turn 28 miles of the Railroad Ave-Shelton Matlock Road into an all weather road. This road is a major arterial and freight route that connects Shelton with western Mason County and Grays Harbor County. Currently, winter weather conditions create a safety hazard, contribute to an excessive amount of road damage and prevent the unimpeded flow of freight traffic due to road restrictions resulting from freeze- thaw cycles.

- **Where is it located?**

This road reconstruction project spans approximately 28 miles. The reconstruction will start with Railroad Ave in Shelton and continue along Shelton Matlock Road.

- **What is the intended benefit?**

This project will be result in developing a dependable backbone of roads that will be useable by the public in all weather conditions and situations.

Project Status & Timeline

- **Where is the project at in development?**

This project had been advocated before using ARRA funds unfortunately the project was not selected and funding was not made available. Both the county and the city feel that a joint project to address the Railroad Ave-Shelton Matlock Road reconstruction would actually result in cost savings over having two separate and independent projects. Preliminary discussions between Mason County and Shelton regarding project management and administration are underway.

Timelines

Design: 2012

ROW Acquisition: None

Construction: 2013-2015

Peninsula RTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Number (14.)

Project Name

Lincoln/Laurel Rechannelization/Signal/Roundabout

Project Description

- **What is it?**

This project involves the reconstruction and improvement of the intersections of Laurel & US 101 (Lauridsen Blvd) and Lincoln Street & US 101 (Lauridsen Blvd). This project will entail evaluating the installation or removal of, a traffic signal and/or installing roundabouts. These intersections are approximately 500 feet apart. Between these two intersections is a major grocery store (Albertsons) that adds additional congestion. Immediately adjacent to the intersection of Lincoln and US 101 is an elementary school and approximately $\frac{3}{4}$ of a mile to the east is another elementary school. The regional library is located 3 blocks to the east of the intersection of Lincoln Street and US 101. To the south, approximately 7 blocks, is the Port Angeles High School and directly to the east, approximately 1 mile, is the Community College.

- **Where is it located?**

This project is located within the city limits of Port Angeles at the intersections of Laurel Street and Lincoln Street (US 101) at Lauridsen Blvd.

- **What is the intended outcome & benefit?**

The purpose of this project is to improve intersection operations and safety at these intersections. These intersections are heavily congested due to the traffic going to work in the downtown area and to the various schools. This project would provide safety for both intersections, relieve the congestion and reduce the severity of accidents. There have been a number of accidents at the intersection of Laurel & US 101, and as the only major route to the west end of the City and the County, causes long backups.

Project Status & Timeline

- **Where is the project at in development?**

The project is currently partially funded with private development money. The City will be applying for a grant application with Transportation Improvement Board (TIB) in the year 2011. At this time, due to the lack of funding, there has only been preliminary discussions on the project only.

- **What is the timeline for this project from start to completion?**

Design	2011-2012
Construction	2013-2014

Additional Comments

Peninsula RTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Number (15.)

Project Name

Howard Street Extension & Discovery Road Improvement

Project Description

- **What is it?**

This project involves constructing a new road – Howard Street – connecting SR 20 (Sims Way) to Discovery Road, as well as upgrading and improving Discovery Road. Discovery Road is the alternative entrance into Port Townsend; diverting more traffic to Discovery Road will reduce traffic volumes on SR 20 through Port Townsend, thereby addressing future capacity problems on the State highway. The project will connect from the roundabout that was recently constructed on SR 20 to Discovery Road, and will make available for development land that is zoned mixed-use commercial.

- **Where is it located?**

This project is located just inside the city limits of the City of Port Townsend, and connects to one leg of the roundabout on SR 20 that was recently constructed in anticipation of the Howard Street Extension project.

- **What is the intended outcome & benefit?**

SR 20 is projected to see increased backups and delays and reach its level-of-service capacity in the next 10 to 20 years. This project has been identified as a priority in the WSDOT SR 19/SR 20 Corridor Plan.

The expected benefits include diverting some traffic off of SR 20 to extend its life and delay or eliminate the need for capacity improvements on the highway. The extension of Howard Street opens up the last remaining undeveloped mixed-use commercial land in the city. Widening Discovery Road to add bike lanes and sidewalks also improves the safety of the corridor and adds non-motorized facilities where they do not currently exist. The project addresses the following statutory policy goals of Washington State: economic vitality, preservation, safety, mobility, environment, stewardship.

Project Status & Timeline

- **Where is the project at in development?**

This project is unfunded. At this time, there have only been preliminary discussions on the project concepts, options and timeline.

Peninsula RTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Number (16.)

Project Name

Cloquallum - Lake Blvd Road Reconstruction (Phase 1)

Project Description

- **What is it?**

This project is a joint project with the city of Shelton. The anticipated road reconstruction or ACP Overlay will turn the Lake Blvd – Cloquallum Road into an all weather road. This road is a major arterial and freight route that connects Shelton with the southwest area of the county as well as Grays Harbor County. Currently, winter weather conditions create a safety hazard, contribute to an excessive amount of road damage and prevent the unimpeded flow of freight traffic due to road restrictions resulting from freeze- thaw cycles.

The project will provide an all weather upgrade to an arterial which is subject to heavy truck traffic to and from Shelton. Emphasis is on preserving a vital transportation link to Shelton that will support the safe movement of goods during inclement weather.

This project does not require the additional acquisition of ROW. However the project will be reviewed for adequate drainage.

- **Where is it located?**

This road reconstruction project spans approximately 9.56 miles. The reconstruction will start with Lake Blvd. near Pioneer Way and continue along Cloquallum Road.

- **What is the intended benefit?**

This project will result in developing a dependable backbone of roads that will be useable by the public in all weather conditions and situations

Project Status & Timeline

Although this project has been advocated before, independent funding by Mason County and Shelton has been unobtainable. Both the county and the city feel that a joint project to address the Cloquallum – Lake Blvd reconstruction would actually result in cost savings over having two separate and independent projects. Preliminary discussions between Mason County and Shelton regarding project management and administration are underway.

Project Timeline

Design: 2012

ROW Acquisition: None

Construction: 2013-2015

- **What is the timeline for this project from start to completion?**

If the unfunded portion of this project (\$2,500,000) were funded during the 2011-2013 biennium it is anticipated that the design and right of way phases could be completed in 2011 with construction commencing around 2011 with completion anticipated by 2013.

Additional Comments

Peninsula RTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Number (17.)

Project Name

Lauridsen Blvd Bridge Widening

Project Description

- **What is it?**

This project involves replacement and widening of the current structurally deficient bridge to allow the use of the bridge by trucks and buses. Currently trucks must go through the downtown to access the waterfront, Nippon Paper Mill as well as other heavy industries and the Port of Port Angeles facilities traveling from east to west ends of Port Angeles. Widening the bridge would allow its use by trucks and buses. This would accommodate and alternate route to US 101 to access the waterfront, and provide a by-pass to help eliminate the trucks passing through the downtown area.

- **Where is it located?**

Lauridsen Blvd at Race Street in Port Angeles

- **What is the intended outcome & benefit?**

The purpose of this project is to replace and widen an existing two lane bridge that is structurally deficient. This project would provide a by-pass to eliminate the trucks passing through the downtown area, relieve the congestion and make the downtown area more pedestrian friendly. The project would also provide for a by-pass route for motorist passing through the City of Port Angeles.

Project Status & Timeline

- **Where is the project at in development?**

Grant application has been submitted in spring 2010 and is waiting to hear from the funding agency. As of today there has been no secured funding therefore 10% planning is completed.

- **What is the timeline for this project from start to completion?**

- If funded Preliminary Engineering would begin in February, 2011, as well as permitting, and be completed in May, 2012.
- The construction could start in July, 2012 and be completed the end of 2013.

Additional Comments

Peninsula RTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Number (18.)

Project Name

Elwha Valley Road project Phase 4 – Lower Elwha Tribe/Clallam County Road

Project Description

- **What is it?**

The project will complete the final phase of a 2.3 mile \$9.3 million project connecting Elwha Valley to the adjacent uplands. Phase 4 will reconstruct portions of the Milwaukee Railroad right of way as a public road and help preserve current rural character and infrastructure of Lower Elwha by reducing traffic.

- **Where is it located?**

The project will complete the final phase of a 2.3 mile \$9.3 million project connecting Elwha Valley to the adjacent uplands.

- **What is the intended benefit?**

This project will provide the tribe with an all-weather road that will permit access into the tribe and act as an emergency exit for the tribe to exit the area from natural disasters. The project will also reduce general emergency response time to and from the tribe.

The road project will be built to standards so it will last longer than the existing road has. The project will also have pedestrian and bikers access from valley to the Olympic Discovery Trail.

Project Status & Timeline

- **Where is the project at in development?**

The road project is shovel ready. The NEPA paper work is complete and the right of ways issues resolved. The project requires some coordination with WSDOT on some paper work but is essentially ready for construction.

Project Timeline

Construction 2011

Peninsula RTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Number (19.)

Project Name

US 101/Simdars Road Interchange - Complete Diamond Interchange (MP 266.55 –MP 266.70)

Project Description

- **What is it?**

The US 101 Simdars Road interchange project would add eastbound on-ramp and westbound off-ramp to complete the existing half diamond interchange to provide a full diamond interchange on the eastside of the City of Sequim.

- **Where is it located?**

The project is located in Clallam County in the City of Sequim (MP 266.55 – MP 266.70).

- **What is the intended outcome & benefit?**

The US 101 Simdars Road interchange project is intended to improve mobility and enhance access to the City of Sequim by improving transportation system linkage with US 101. The project would provide added access to and from the eastside of the City of Sequim and serve as an economic and growth stimulus for land located on that end of the city. The Simdars Road interchange would promote and develop a transportation system that stimulates, supports and enhances the movement of people and goods to ensure a prosperous economy on the most heavily trafficked state highway in Clallam County.

Project Status & Timeline

- **Where is the project at in development?**

The project is unfunded and in the planning phase – no engineering, traffic, environmental or economic studies have been accomplished to date.

- **What is the timeline for this project from start to completion?**

No timeline has been established for this project; it anticipated that based on availability of funding that

- Design and preliminary engineering (PE) would require approximately 2-4 years to complete (Right of way would require approximately 2 years to complete (overlaps PE)
- Construction would require approximately 2-4 years to complete

Additional Comments

The estimated project costs (\$5,500,000) is a planning estimate only and should be viewed as a starting point when determining a final cost estimate for a proposed project. The estimated project costs are planning level and not based on engineering analysis. They do not account for potential environmental mitigation, rising material costs or other unforeseen expenditures that may occur during design or constructions.

Peninsula Regional Transportation Planning Organization

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number (20.)

SR 19: Rhody Drive Intersections & Complete Streets Improvements

Project Description

- **What is it?**

This project involves intersection treatments and improved access management for commercial driveways for the 2.8-mile segment of SR 19 known as Rhody Drive through the Tri-Area of Jefferson County. Intersection control is targeted for three main intersections in this segment of SR 19: Chimacum and Center Roads, SR 116 and Irondale Road. Active transportation components such as crosswalks, sidewalks, separated paths, and bike lanes are also envisioned in this corridor, which includes the main Chimacum School campus, the Tri-Area Community Center, the Chimacum Post Office, the Chimacum Grange and the Washington State University Extension facility. This project is integrated with local land use planning in that it is an essential transportation component of the development vision for the Irondale & Port Hadlock Urban Growth Area (UGA).

- **Where is it located?**

The Rhody Drive project involves the segment of SR 19 between the Chimacum Crossroads at milepost 9.09, which is the four-way intersection with Center and Chimacum Roads, and the intersection with Four Corners Road at milepost 11.89, just south of the Jefferson County International Airport. Rhody Drive is the main north-south

transportation corridor of the Irondale & Port Hadlock Urban Growth Area (UGA) and the primary connection from the Hood Canal Bridge to Port Townsend and the Coupeville Ferry.

- **What is the intended outcome & benefit?**

The project will meet UGA transportation, economic development and livability needs identified in local and State transportation studies and plans. It has been identified as a priority in the WSDOT SR 19/SR 20 Corridor Plan and the local Quimper Peninsula Transportation Study. The intended outcome is an urban transportation corridor that meets the needs of all users, reduces traffic congestion, creates walkability, improves safety, and promotes economic development in Jefferson County's lone unincorporated UGA. The project addresses the following statutory policy goals of Washington State: economic vitality, safety, mobility, environment, stewardship.

Project Status & Timeline

- **Where is the project at in development?**

This project is unfunded. At this time, there have only been preliminary discussions on the project concepts, options and timeline. Design and construction should occur within the next five to ten years.

APPENDIX OVERVIEW

Appendix A

Contains the project lists submitted by the PSRC and QuadCo. Both submittals exceeded the twenty project limitation as requested by the WSTC. Due to size limitations, the narrative descriptions provided by PSRC are not included in this appendix but can be provided upon request of the WSTC Office.

Appendix B

Contains a project list of transit-only related projects submitted by the Skagit/Island RTPO.

Appendix C

Contains the memos sent from the WSTC to the regional organizations statewide, including the June 25th instruction memo, related templates, and the July 30th addendum memo.



October 29, 2010

Reema Griffith
Washington State Transportation Commission
P.O. Box 47300
Olympia, WA 98504-7300

Re: Transportation Commission Review of Statewide Transportation Needs

Dear Ms. Griffith:

In response to your June 25, 2010, request to assist the Commission in its review of prioritized projects to identify statewide transportation needs, the local jurisdictions within King, Kitsap, Pierce and Snohomish counties and the staff at the Puget Sound Regional Council have completed a significant amount of work in identifying transportation project needs important to local jurisdictions. Enclosed is the current status of that work, which is very much a work in progress. PSRC is submitting a draft narrative overview; a draft summary list of projects; and a draft detailed project list which includes information for each project requested by the Commission.

Some of the information in our submittal might change as jurisdictions refine their list of priorities in preparation for the upcoming legislative session; as better information on project costs becomes available or year-of-expenditure estimates change; and as project scopes evolve as part of the project development process. Again, we view this as a report on the current status of this work in support of the Commission's assignment.

As the Commission prepares its review and recommendations for submittal to the 2011 Legislature, the Puget Sound Regional Council will continue to support the Commission in your work. We hope that there will be an opportunity to help shape the recommendations requested by the Legislature as a conclusion of the Commission's review.

If you have any questions, or for further clarification on what we have submitted, please contact Charlie Howard at 206-464-7122 or choward@psrc.org, or Kelly McGourty at 206-971-3601 or kmcgourty@psrc.org.

Sincerely,

Charlie Howard
Transportation Planning Director

Enclosures

A Report to the Washington State Transportation Commission on Transportation Priorities of Jurisdictions in the Central Puget Sound Region

October 29, 2010

The 2010 Supplemental Transportation Budget (ESSB 6381 Sec. 205(8)) requested that the Washington State Transportation Commission “review prioritized projects, including preservation and maintenance projects, from regional transportation and metropolitan planning organizations to identify statewide transportation needs.” In June 2010, the Transportation Commission sought help in completing this work by soliciting input from Regional Transportation and Metropolitan Planning Organizations from across the state. This document is intended to communicate the current status of the identification of high priority transportation projects and program needs for the jurisdictions in the central Puget Sound region (King, Kitsap, Pierce and Snohomish counties) carried out to help the Washington State Transportation Commission complete its review.

Setting the context: Transportation 2040, the region’s transportation plan

With the adoption of Transportation 2040 in May 2010, the region recognized that we are in an era of economic and transportation funding uncertainty and need to be strategic about our investments. With this in mind, the region established as its highest transportation priority the preservation, maintenance and operation of the existing system. At the same time, the region is continuing to grow at a rate (over 74,000 more people in the last two years) that will add another 1.3 million more people to the region by 2040. The plan identifies strategic investments needed over the next thirty years, along with a 10-year action strategy, to support the state and region’s economy and improve personal and freight mobility. Project and program investment needs for the next thirty years can be reviewed at http://www.psrc.org/assets/4523/Appendix_M_-_MTS_Capacity_Investment_List_-_FINAL_-_August_2010.pdf psrc.org.

Overarching Transportation Investment Needs

In addition to individual projects, the Commission also requested information on programmatic investment needs that could not be identified as individual projects but were nonetheless important priorities for the region’s jurisdictions. The central Puget Sound region has three programmatic priority investments important for the Commission review:

- **Local Roadway Preservation** – Cities and counties manage over 10,000 miles of streets and roads in the four-county region. This local roadway system is aging and conditions are deteriorating because of age, increased freight traffic, and growing use. Recent statewide transportation revenue packages have not provided enough investment in these local roadway systems to keep up with needs, and local agencies have been forced to invest a growing amount of local general revenues to maintain the structural condition of pavements and bridges and meet state concurrency requirements. With recent economic conditions

reducing the amount of general revenues at local jurisdictions, the ability of cities and counties to keep up with local roadway investment needs is in jeopardy. A funding gap of as much as \$220 million per year has been identified for county roads and city streets within the central Puget Sound counties, based on needs identified in Transportation 2040 and recognizing tightening local funding abilities. Additional funding for local roadway preservation is a high priority for jurisdictions of the Puget Sound region.

- **Local Transit Operations** – The recession has significantly reduced sales tax revenue which is critical to supporting local transit operations. The region’s transit agencies have taken steps to implement efficiencies and reduce expenditures, but service to the public has already been cut in most transit agencies in the Puget Sound region, with deep and more significant cuts looming. The region’s transit agencies need sources of revenue to stabilize their current funding shortfall situation, and to provide for service needed to support long-term growth envisioned in the region’s transportation plan Transportation 2040.
- **Completion of Sound Transit 2 Capital Investments** – In 2008, voters in the Sound Transit service area approved Sound Transit 2, a program of investments to expand light rail service to Lynnwood, Federal Way, and Bellevue/Overlake; expand regional express bus service and Sounder commuter rail service (four additional round trips). Recent financial forecasts indicate that Sound Transit revenues will fall almost \$4 billion short of the amount needed to complete the improvements in the Sound Transit 2 program by 2023. Completing this voter-approved program is a high priority for the central Puget Sound region.

Priority Projects in the Central Puget Sound Region

The attached list represents the current status of work to identify priority projects within the four counties of the central Puget Sound region. The list is not in any particular priority order, but all of the projects were put forward by local jurisdictions within each county as important local priorities. Each project is consistent with the region’s transportation plan, Transportation 2040. However, this list is not a comprehensive list of transportation needs within the region, but more illustrative of the types of projects local jurisdictions would pursue and advocate for with additional revenue. The list includes both local arterial improvements as well as long-standing identified needs on the region’s state highways. The list also includes projects to support transit service and several priority regional trail projects.

Support for our neighboring regions’ priority projects

The central Puget Sound region has connections that go beyond our four-county region that are important to our region’s people and its economy. We have reviewed priority project lists from our neighboring RTPOs and recognize that many of those projects are important for our region as well. We appreciate Island/Skagit RTPO’s support for the Mukilteo Multi-Modal Project as a benefit for both regions. Also, continued operations of Skagit Transit service to Everett is important to support jobs and mobility in our region. We support continued improvements to I-5 between Pierce County and Thurston

County as identified by the Thurston Regional Planning Council, which is particularly important to support Joint Base Lewis-McChord in its growth. Finally, we recognize the importance of I-90 ITS improvements supported by the Quad-Co RTPO to freight movement and cross-state connections for our region.

Support for projects and programs that are inherent state priorities

The Commission also identified several state mega-projects and other inherent state priorities as important and suggested that they did not need to be included on regional lists. An example is ferry system funding. The central Puget Sound region also supports finding a sustainable funding source for the Washington State Ferries to maintain current operations and replace vessels and upgrade terminals according to the WSF long-range plan. Also, the region's list includes specific support for state mega-projects, including extension of Highway 167 from Puyallup to the Port of Tacoma, major improvements in the Interstate 405 corridor, and the SR 509 Extension, arterial freight mobility, and Sea-Tac Airport South Access project.

PSRC's Regional Priority Project List Submittal to the Washington State Transportation Commission
October, 2010

<i>Snohomish County</i>		
Project Sponsor	Project Title	Total Project Cost (in thousands)
Arlington	SR-531 Widening and Intersection Improvements, Arlington, Road.	\$ 103,800
Bothell	39th Ave SE Extension (240th St SE to 228th St SE), Bothell, Road.	\$ 68,584
Community Transit	Community Transit Operating Assistance, Community Transit, Multimodal.	\$ 20,000
Edmonds	228th St SW Corridor Improvements, Edmonds, Road.	\$ 5,100
Everett	Broadway Ave Corridor, Everett, Road.	\$ 16,000
Lake Stevens	20th St SE Corridor Improvements, Phase II, Lake Stevens, Road.	\$ 26,898
Lynnwood	Lynnwood Regional Growth Center Transportation Improvements, Lynnwood.	\$ 80,595
Marysville	Lakewood Triangle Access / 156th St NE Overcrossing, Marysville, Road.	\$ 14,000
Mill Creek	164th St SE / SR 527 Turning Lane Improvements, Mill Creek, Road.	\$ 2,750
Monroe	Kelsey W Main St Traffic Control Signal, Monroe, Road.	\$ 750
Mountlake Terrace	Lakeview Trail Project, Mountlake Terrace, Multimodal.	\$ 2,526
Mukiteo	5th St Pavement Overlay, Mukiteo, Road.	\$ 661
Snohomish	First St and Ave D Traffic Signal Installation, Snohomish, Road.	\$ 680
Snohomish County	35th / 39th Ave SE Corridor Improvements (228th St SE to 152nd St SE), Snohomish County, Road.	\$ 55,000
Snohomish County	180th Ave SE Corridor Improvements (SR 527 to Broadway Ave), Snohomish County.	\$ 61,000
Sultan	US 2 and Sultan Basin Rd Realignment Phase III, Sultan, Road.	\$ 3,200
Tulalip Tribes	I-5 / 116th St NE Interchange Improvements Project, Tulalip Tribes, Road.	\$ 42,000
WSDOT	US 2 Trestle, WSDOT, Road.	\$ 380,000
WSDOT	SR 9 (Marsh Rd North to Frontier Village), WSDOT, Road.	\$ 230,000
WSDOT	SR 522 / Paradise Lake Rd to Snohomish River Bridge Interchange and Widening, WSDOT, Road.	\$ 152,000
<i>Pierce County</i>		
Project Sponsor	Project Title	Total Project Cost (in thousands)
Milton	EMPS Interurban Regional Trail Missing Links	\$ 35,709
Pacific, Sumner	Stewart Rd (8th St) Corridor Widening Project (White River Bridge to SR 167 including the Bridge)	\$ 29,297
Pierce County	Canyon Rd E Northerly Extension	\$ 122,300
Pierce County	Pioneer Wy E Preservation	\$ 2,171
Pierce County	176th St E Extension	\$ 130,705
Pierce Transit	Pacific Ave / 112th St Intersection	\$ 1,745
Pierce Transit	Pierce County Park & Ride Capacity	\$ 25,000
Port of Tacoma	Intermodal Arrival / Departure Efficiency Program (IMADE)	\$ 42,700
Port of Tacoma, Fife	I-5 / Port of Tacoma Rd Interchange	\$ 48,500
Tacoma	Puyallup River Bridge	\$ 79,400
WSDOT	SR 704 Cross Base Hwy	\$ 410,082
WSDOT	I-5: Vicinity of IBLM add HOV Lanes and Interchange Improvements	\$ 1,060,000
WSDOT	I-5: Add CORE HOV Lanes from SR 16 to SR 512	\$ 903,651
WSDOT	SR 161: 36th to Jovita Additional Lanes, Phase II	\$ 31,387
WSDOT	SR 162: Widening, Sumner to Orting	\$ 180,000
WSDOT	SR 16: Add CORE HOV Lanes (Olympic Dr - SR 301)	\$ 130,166
<i>King County</i>		
Project Sponsor	Project Title	Total Project Cost (in thousands)
WSDOT	Gorst Area Interchange and Highway Improvement Program - SR 3/SR16/SR304	\$ 43,514
WSDOT	SR 3 Vicinity of Hood Canal Bridge Improvements	\$ 27,000
WSDOT	Widen SR 3 in the vicinity of the SR 3/SR 304 Interchange	\$ 9,588
WSDOT, Kitsap County	Realign SR104 in downtown Kingston	\$ 12,000
WSDOT, Others	Multi-modal Study of the SR305 Corridor	\$ 3,200
<i>King County</i>		
Project Sponsor	Project Title	Total Project Cost (in thousands)
Seattle	45th St / Market St Improvements	\$ 6,394
Seattle	Mercer Corridor East / West Improvements	\$ 331,110
Seattle	NE Northgate Way / N 105th St Improvements	\$ 13,479
Seattle	Montlake / 23rd / 24th Improvements	\$ 28,029
Seattle, Shoreline, King County	Aurora Transit, Pedestrian and Safety Improvements	\$ 135,380
Shoreline	Aurora Ave Multimodal, N 192 nd St to N 205 th St Project	\$ 45,000
Shoreline	SR523 Corridor Study and Multimodal Improvements	\$ 100,000

I-5/SR 99 Corridor South	Seattle, King County, Burien	Delridge Way SW Improvements	\$	15,583
I-5/SR 509 Corridor	Seattle, Renton	Rainier Ave S Improvements	\$	13,321
I-5 / SR 18 / SR 161 Triangle Interchange Phase 2	Federal Way, WSDOT	I-5 / SR 18 / SR 161 Triangle Interchange Phase 2	\$	90,000
Federal Way, WSDOT	Federal Way, WSDOT	S 320th St @ I-5 Bridge Widening (City Center Access Project Phase 4)	\$	101,874
Burien	WSDOT, Des Moines, Kent, SeaTac,	SR509 Extension, Arterial Freight Mobility and Sea-Tac Airport S Access Project	\$	810,000
SR 167 Corridor	Auburn	A St NW Arterial	\$	12,000
WSDOT, Auburn	WSDOT, Auburn	SR 167 Extension to Port of Tacoma	\$	2,010,000
WSDOT, Kent	WSDOT, Kent	SR 167 Widening	\$	2,700,000
SR 516 Corridor	Covington	SR 516 Jenkins Creek to 185th Ave SE	\$	14,700
I-405 Corridor	WSDOT, King County	I-405 to SR 167 HOV to HOV Connection	\$	490,000
WSDOT, King County	WSDOT, King County	I-405 HOT Lane Project	\$	1,350,000
WSDOT, Bellevue	WSDOT, Bellevue	SB Braided Ramp - SR 520 to NE 10th	\$	200,000
Bel-Red Regional Connectivity Corridor	Bel-Red Regional Connectivity (NE 4th, 120th NE, 124th Ave NE, NE 15th)	Bel-Red Regional Connectivity (NE 4th, 120th NE, 124th Ave NE, NE 15th)	\$	177,000
Bellevue, WSDOT	Bellevue, WSDOT	I-405 at NE 6th St Extension	\$	68,000
WSDOT, Bellevue	WSDOT, Bellevue	124th Ave NE/SR 520 Full Interchange	\$	250,000
Redmond	Redmond	Overlake Access Ramp	\$	50,000
SR 522 Corridor	Bothell	Bothell SR 527 Corridor	\$	30,044
Kenmore	Kenmore	SR 522 Phase I Stage 2	\$	25,495
Seattle, Bothell, Kenmore	Seattle, Bothell, Kenmore	SR 522: Lake City Way NE Improvement	\$	600
WSDOT, Bothell	WSDOT, Bothell	Bothell SR 522 Corridor	\$	34,157
RapidRide Corridor	King County	RapidRide (Bus Rapid Transit)	\$	215,000
SR 169 Corridor	Maple Valley	SR 169 Improvements Phases 2 & 3	\$	10,275
SR 164 Corridor	WSDOT, Auburn	SR 164 Bypass	\$	\$27,000
WSDOT, Auburn	WSDOT, Auburn	SR 164 Corridor	\$	147,000
Redmond Center Access	King County	NE Novelty Hill Rd Improvement	\$	\$35,000
Redmond	Redmond	Cleveland St and Redmond Way Two-Way Conversion and 164th Ave NE Extension	\$	35,000
Newport Way Corridor	Issaquah	Newport Way – NW Maple St to W. Sunset Way Improvement Project	\$	11,420
West Lake Sammamish Parkway Corridor	Bellvue	West Lake Sammamish Pkwy (I-90 to north city limit)	\$	28,000
ITS Projects	King County	King County Intelligent Transportation System (ITS) Program	\$	6,480
Seattle	Seattle	Seattle ITS Strategic Plan Implementation	\$	207,495
Transit Speed and Reliability	King County	Downtown Seattle Transit Blueprint Implementation	\$	70,000
King County	King County	Route 44	\$	22,000
King County	King County	Trolley Restructuring	\$	10,000
King County	King County	Transit ITS Communication Network	\$	17,500
King County	King County	Transportation Efficiency Centers Multi-modal Programs	\$	15,000
King County	King County	King County Park-and-Ride Expansion	\$	20,000
Safety/Grade Separation Projects	Auburn	M St SE BNSF Grade Separation	\$	22,400
Kent	Kent	South 228th Street Union Pacific Railroad Grade Separation	\$	25,000
Kent	Kent	Willis St Union Pacific Railroad Grade Separation	\$	20,000
King County	King County	Berrydale Bridge Railroad Overcrossing	\$	5,557
Renton, Tukwila	Renton, Tukwila	SW 27th St/Strander Blvd Connection	\$	72,000
Seattle	Seattle	S Lander St Grade Separation	\$	167,269
Nonmotorized Projects	King County	King County Bike Share Pilot Project	\$	1,500
King County	King County	BNSF Trail	\$	50,000
Renton, Tukwila, SeaTac, Burien, Des Moines, King County	Renton, Tukwila, SeaTac, Burien, Des Moines, King County	Lake to Sound Trail	\$	18,600
Seattle	Seattle	Interurban Trail / Linden Ave Complete Streets	\$	13,191
Seattle	Seattle	Chief Sealth Trail	\$	16,329
Seattle	Seattle	Mountains to Sound Trail	\$	6,174

Puget Sound Regional Council
Regional Priority Project List
 Submittal to Washington State Transportation Commission
 October, 2010

DRAFT

Project # (in no particular order, not prioritized)	Project Name, Jurisdiction & Category (i.e.: road or multi-modal)	Project Type - Indicate Applicable Number(s) (see instruction memo)	Total Project Cost*	Project Cost Breakdown By Biennia - YOY \$** (09/11; 11/13; 13/15 etc.)	Is This Project Consistent with an Approved Regional Transportation Plan?	Policy Goals Project Addresses - Indicate Applicable Numbers (see instruction memo)	Comments
Snohomish							
1	228th St SW Corridor Improvements. Edmonds. Road.	3,5,6	\$ 5,100	09-11: \$150 11-13: \$650 13-15: \$4,300	Yes	1,3,4,5	30% design completed in May 2009. Project supported by the City of Mountlake Terrace, Community Transit, and Washington State Department of Transportation. Early Phase reflects CN cost.
2	Kelsey W Main St Traffic Control Signal. Monroe. Road.	3,5,6	\$ 750	09-11: \$250 11-13: \$500	Yes	1,3,4,5	Design is complete and ready for construction. #1 City Priority project.
3	39th Ave SE Extension (240th St SE to 228th St SE). Bothell. Road.	3,5,6,7	\$ 68,584	09-11: \$3,245 11-13: \$6,358 13-15: \$33,240 15-17: \$25,742	Yes	1,3,4,5,6	
4	Lakeview Trail Project. Mountlake Terrace. Multimodal.	5,7	\$ 2,526	09-11: \$626 11-13: \$1,900	Yes	3,4,5	This project will construct bike lanes, sidewalks, and a non-motorized trail.
5	20th St SE Corridor Improvements, Phase II. Lake Stevens. Road.	3,4,5,6,7	\$ 26,898	09-11: \$7,365 11-13: \$19,533	Yes	1,3,4,5,6	Design will be complete 1/11. Project will be ready for ad 03/11.
6	SR-531 Widening and Intersection Improvements. Arlington. Road.	3,4,5,6,7	\$ 103,800	09-11: \$2,000 11-13: \$3,500	Yes	1,3,4,5,6	Increases mobility & safety, supports economic growth, supports emergency services. Project cost breakdown is based on early phase project cost.
7	Broadway Ave Corridor. Everett. Road.	2,3,4,5,6,7	\$ 16,000	11-13: \$4,500 13-15: 11,500	Yes	1,3,4,5,6	
8	I-5 / 116th St NE Interchange Improvements Project. Tulalip Tribes. Road.	3,4,6	\$ 42,000	11-13: \$23,100 13-15: \$18,900	Yes	1,3,4,5,6	The Tulalip Tribes, BIA, FHWA, WSDOT and Snohomish County have previously funded (\$19M) and completed the environmental documentation, early design, and construction of prior phases, final design of this final piece of the project is underway and funded
9	Lynnwood Regional Growth Center Transportation Improvements. Lynnwood.	3,4,5,6,7	\$ 80,595	09-11: \$2,000 11-13: \$4,000 13-15: \$4,000	Yes	1,3,4,5,6	Project will complete the key transportation improvements needed to support Lynnwood's Regional Growth Center. Early phase project cost
10	35th / 39th Ave SE Corridor Improvements (228th St SE to 152nd St SE). Snohomish County. Road.	3,4,5,6,7	\$ 55,000	11-13: \$4,000 13-15: \$10,000 15-17: \$12,000 17-19: \$10,000 19-21: \$10,000 21-23: \$9,000	Yes	1,3,4,5,6	The County has already invested local funds to Improve intersections and the northern portion of this corridor.

Project # (in no particular order, not prioritized)	Project Name, Jurisdiction & Category (i.e.: road or multi-modal)	Project Type - Indicate Applicable Number(s) <i>(see instruction memo)</i>	Total Project Cost*	Project Cost Breakdown **YOE \$** <i>(09/11; 11/13; 13/15 etc.)</i>	Is This Project Consistent with an Approved Regional Transportation Plan?	Project Addresses - Policy Goals Indicate Applicable Numbers <i>(see instruction memo)</i>	Comments
11	180th Ave SE Corridor Improvements (SR 527 to Broadway Ave). Snohomish County.	3,4,5,6,7	\$ 61,000	11-13: \$7,000 13-15: \$6,000 15-17: \$10,000 17-19: \$10,000 19-21: \$10,000 21-23: \$10,000 23-25: \$8,000	Yes	1,3,4,5,6	The County has already invested local funds to improve intersections and begin design work on portions of the corridor.
12	Lakewood Triangle Access / 156th St NE Overcrossing, Marysville, Road.	3,4,5,6,7	\$ 14,000	09-11: \$6,000	Yes	1,3,4,5,6	The City has invested 2M in local funds for Design, Environmental Review and ROW Acquisition and is requesting \$3M in grant funding.
13	US 2 and Sultan Basin Rd Realignment Phase III, Sultan, Road.	5,6	\$ 3,200	11-13: \$3,000	Yes	1,3,4,5	Applied for TIGER II Rural Funds - Federal Grant. Design is complete and acquisition for ROW is underway.
14	164th St SE / SR 527 Turning Lane Improvements, Mill Creek, Road.	3,5,6	\$ 2,750	11-13: \$2,230 13-15: \$500	Yes	1,3,4,5,6	
14	Community Transit Operating Assistance.			09-11: \$5,000	Yes		
15	Community Transit, Multimodal.	1,3	\$ 20,000	11-13: \$15,000	Yes	1,2,3,4,5,6	Local Funding
16	First St and Ave D Traffic Signal Installation. Snohomish, Road.	3,5,6	\$ 680	11-13: \$680	Yes	1,3,4,5	Design is complete. The project is ready for installation.
17	US 2 Trestle, WSDOT, Road.	3,5,6,7	\$ 380,000	11-13: \$20,000 13-15: \$35,000 15-17: \$75,000 17-19: \$150,000 19-21: \$80,000 21-23: \$20,000	Yes	1,3,4,6	
18	SR 9 (Marsh Rd North to Frontier Village). WSDOT, Road.	3,5,6	\$ 230,000	11-13: \$20,000 13-15: \$30,000 15-17: \$110,000 17-19: \$65,000	Yes	1,2,3,4,5,6	
19	SR 522 / Paradise Lake Rd to Snohomish River Bridge Interchange and Widening, WSDOT, Road.	3,5,6	\$ 152,000	11-13: \$22,000 13-15: \$60,000 15-17: \$62,000 17-19: \$8	Yes	1,2,3,4,5,6	Since 1988, WSDOT has been widening SR 522 from Woodinville to Monroe as funding became available. This portion of SR 522 is the missing gap segment remaining to be widened. Paradise Lake Road is the last at-grade intersection on the freeway portion of the highway.
20	5th St Pavement Overlay, Mukiteo, Road.	2,3,4,6	\$ 661	09-11: \$661	Yes	1,2,3,4,6	Design is 90% complete. The project can be ready for construction within approximately 45 days.
21	SR 704 Cross Base Hwy, WSDOT, Road.	3,5,6	\$ 410,082	11-13: \$2,082 13-15: \$16,000 15-17: \$36,000 17-19: \$110,000 19-21: \$144,000 21-23: \$102,000	Yes	1,3,4,5,6	

Pierce

Project # (in no particular order, not prioritized)	Project Name, Jurisdiction & Category (i.e.: road or multi-modal)	Project Type - Indicate Applicable Number(s) (see instruction memo)	Total Project Cost*	Project Cost Breakdown By Biennia - YOY \$** (09/11; 11/13; 13/15 etc.)	Is This Project Consistent with an Approved Regional Transportation Plan?	Policy Goals Project Addresses - Indicate Applicable Numbers (see instruction memo)	Comments
22	I-5 / Port of Tacoma Rd Interchange. Port of Tacoma, Fife. Road.	6	\$ 48,500	09-11: \$2,000 11-13: \$10,200 13-15: \$2,800 15-17: \$33,500	Yes	1,3,4,6	Interchange Justification Report and NEPA documentation nearing completion.
23	Canyon Rd E Northerly Extension. Pierce County. Road.	1,3,5,6	\$ 122,300	09-11: \$3,686 11-13: \$5,528 13-15: \$23,885 15-17: \$66,857 17-19: \$22,286	Yes	1,3,4	
24	EMPS Interurban Regional Trail Missing Links. Milton. Multimodal.	5,7	\$ 35,709	09-11: \$6,421 11-13: \$29,288	Yes	2,3,4,5,6	Need \$4,782 for design/ROW.
25	I-5: Vicinity of JBLM add HOV Lanes and Interchange Improvements. WSDOT. Multimodal.	3,5,6	\$ 1,060,000	11-13: \$5,000 13-15: \$15,000 15-17: \$80,000 17-19: \$100,000 19-21: \$280,000 21-23: \$320,000 23-25: \$260,000	Yes	1,3,4,5,6	Improvement options were evaluated for the mainline and for Exits 119, 120, 122 and 123. If all the improvements were implemented they would cost between \$960 million and \$1.06 billion. These cost estimates are in 2010 dollars.
26	I-5: Add CORE HOV Lanes from SR 16 to SR 512. WSDOT. Road.	3,5,6	\$ 1,076,000	11-13: \$12,000 13-15: \$21,000 15-17: \$96,000 17-19: \$146,000 19-21: \$351,000 21-23: \$240,000 23-25: \$210,000	Yes	1,3,4,5,6	Part of the Tacoma / Pierce County HOV Program. Project is a series of projects / phases that adds High Occupancy Vehicle (HOV) Lanes; this project would extend HOV lanes south from the vicinity of 48th St in Tacoma to SR 512 Interchange in Lakewood and would widen I-5 to accommodate HOV lanes. Includes interchange improvements, frontage road, Intelligent Transportation Systems.
27	Stewart Rd (8th St) Corridor Widening Project (White River Bridge to SR 167 including the Bridge), Pacific, Sumner. Road.	1	\$ 29,297	11-13: \$17,547 13-15: \$10,750	Yes	1,3,4,5	
28	Puyallup River Bridge, Tacoma (Bridge Replacement with multmodal component)	3,4, 6,7	\$79,400	09-11: \$100 11-13: \$5,300 13-15: \$32,000	Yes	1,2,3,4,5,6	Total project cost in 2010 dollars is \$70.1 million. Total cost adjusted for 3% inflation in year of expenditure is \$79.4 million.
29	Pacific Ave / 112th St Intersection, Pierce Transit	4	\$ 1,745	09-11: \$220 11-13: \$1,525	Yes	1, 4, 5, 6	Intersection improvements to implement more frequent public transportation services and begin to position corridor for high capacity public transportation services.
30	SR 161: 36th to Jovita Additional Lanes, Phase II. WSDOT. Road.	3,5,6	\$ 31,387	13-15: \$326 15-17: \$12,400 17-19: \$12,993 19-21: \$5,667	Yes	1,3,4,5,6	SR 161 36th to Jovita widens SR 161 to five lanes and is divided into two phases.. Phase 1 (24th St E to Jovita) is programmed (\$37,600) for construction to begin in late 2010 with Phase 2 (36th to 24th) being funded but on hold till 2019-2021.
31	SR 162: Widening, Sumner to Orting. WSDOT. Road.	3,5,6	\$ 85,000	13-15: \$20,000 15-17: \$65,000	Not currently included within Vision 2040 projects.	1,3,4,5,6	Project adds one general purpose lane each direction to SR 162 from SR 410 interchange in Sumner to approximately 136th St in Orting including additional capacity on SR 410 between SR 167 and SR 162.

Project # (in no particular order, not prioritized)	Project Name, Jurisdiction & Category (i.e.: road or multi-modal)	Project Type - Indicate Applicable Number(s) <i>(see instruction memo)</i>	Total Project Cost*	Project Cost Breakdown By Biennia - YOY \$** <i>(09/11; 11/13; 13/15 etc.)</i>	Is This Project Consistent with Regional Transportation Plan?	Project Addresses - Policy Goals Indicate Applicable Numbers <i>(see instruction memo)</i>	Comments
32	Pioneer Wy E Preservation, Pierce County. Road.	1,3	\$ 2,171	11-13: \$2,171	Yes	1	Rehabilitation of 14.29 lane miles of roadway.
33	176th St E Extension. Pierce County. Road.	1,5,6	\$ 130,705	20-22: \$44,976 22-24: \$57,153 24-26: \$28,576	Yes	1,4	This project is considered a lahar evacuation route for the Orting Valley.
34	Intermodal Arrival / Departure Efficiency Program (IMADE). Port of Tacoma. Multimodal.	1,3,4,7	\$ 42,700	09-11: \$3,000 11-13: \$17,000 13-15: \$22,700	Yes	1,2,3,4,5,6	
35	SR 16: Add CORE HOV Lanes (Olympic Dr - SR 302). WSDOT. Road.	3,5,6	\$ 130,166	13-15: \$1,166 15-17: \$14,000 17-19: \$70,000 19-21: \$45,000	Yes	1,3,4,5,6	Part of the Tacoma / Pierce County HOV Program. Adds High Occupancy Vehicle (HOV) Lanes; this project would extend HOV lanes north from Olympic Dr interchange in Gig Harbor to vicinity of SR 302 and would widen SR 16 to accommodate HOV lanes. Includes interchange improvements, frontage road, Intelligent Transportation Systems.
36	Pierce County Park & Ride Capacity, Pierce Transit	6	\$ 25,000	13/15: \$12,500 15/17: \$12,500	Yes	1, 4, 5, 6	Construct up to 3,000 additional stalls in Pierce County. Site selection, PE/ED and Final Design would need to be initiated for all potential facilities. Initiation phase with PE/ED and site selection could commence as early as 2012 with funding, final design and right-of-way acquisition in 2014 with construction in 2015 of specific facilities.

Kitsap

37	Gorst Area Interchange and Highway Improvement Program - SR 3/SR16/SR304 . WSDOT. Road	3,4,6	\$ 43,514	15-17: \$47,508	Yes	1,3,4	These projects were identified in the Bremerton Economic Development Study (BEDS) that will eventually reconstruct two interchanges and widening state routes within the Gorst Area. The initial projects would provide interim improvements to meet current traffic demands. If all the improvements were implemented by the estimated completion date (2040) the estimated planning cost would approximately be \$1.11 billion.
38	SR 3 Vicinity of Hood Canal Bridge Improvements. WSDOT. Road	3,4,6	\$ 27,000	15-17: \$30,588	Yes	4	
39	Widen SR 3 in the vicinity of the SR 3/SR 304 Interchange. WSDOT. Road	3,4,6	\$ 9,588	15-17: \$10,764 09-11: \$80	Yes	1,3,4	This area has been identified as a mobility deficiency and a Bottleneck and Chokepoint in the State Highway System Plan (HSP) and identified as an improvement strategy in the recent Bremerton Economic Development Study (BEDS). This project is an initial step in improving this location with the eventual long-term solution being the reconstruction of the SR3/SR 304 interchange.
40	Realign SR104 in downtown Kingstons. WSDOT, Kitsap County. Road	3,4	\$12,000	11-13: \$800 13-15: \$6,000	Yes	1,3,4	This project is a citizen and stakeholder initiative based on a partially completed SR104 corridor study by WSDOT in the 1990s.

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41	Multi-modal Study of the SR305 Corridor. WSDOT, others. Multi-modal	("study, PE")	\$ 3,200	11-13: \$1,000 13-15: \$2,200	Yes	1,3,4,5	Since 1997, the corridor has been studied for person throughput and low-impact alternatives to general capacity lane expansion. A 2030 horizon plan will forecast the multi-modal needs of the entire corridor within the current SR305 alignment. A continuous non-motorized facility may use the state ROW or be feasible with a new alignment.

King

I-5 / SR 99 Corridor North							
42	Aurora Transit, Pedestrian and Safety Improvements. Seattle, Shoreline, King County Metro. Multimodal.	3,4,5,7	\$ 135,380	09-11: \$2,286 11-13: \$12,952 13-15: \$31,885 15-17: \$44,619 17-19: \$43,638	Yes	1,2,3,4,5,6	Incorporates TIP SEA-127 - with Shoreline and King County Metro.
43	Aurora Ave Multimodal, N 192 nd St to N 205 th St Project. Shoreline. Road.	1,3,4,6,7	\$ 45,000	11-13: \$30,000	Yes	1,2,3,4,5,6	This funding would complete the overall Shoreline-Aurora Project. The project cost breakdown by biennia only includes the funds needed to complete the project. \$15 mil already secured.
44	45th St / Market St Improvements. Seattle. Multimodal.	1,2,3,4,7	\$ 6,394	09-11: \$2,163 11-13: \$3,684 13-15: \$547	Yes	1,2,3,4,5,6	
45	Mercer Corridor East / West Improvements. Seattle. Multimodal.	3,4,7	\$ 331,110	09-11: \$37,600 11-13: \$255,784 13-15: \$37,716	Yes	1,2,3,4,5,6	Incorporates TIP SEA-90 and SEA-151.
46	NE Northgate Way / N 105th St Improvements. Seattle. Multimodal.	1,2,3,4,7	\$ 13,479	09-11: \$1,190 11-13: \$12,289	Yes	1,2,3,4,5,6	Incorporates TIP SEA-126.
47	Montlake / 23rd / 24th Improvements. Seattle. Multimodal.	1,2,3,7	\$ 28,029	15-17: \$28,029	Yes	1,2,3,4,5,6	
48	SR523 Corridor Study and Multimodal Improvements. Shoreline. Road.	1,3,4,6,7	\$ 100,000	11-13: \$8,000	included in "concepts" portion of MTP	1,2,3,4,5,6	This funding will determine a corridor design concept and complete preliminary engineering
I-5 / SR 99 Corridor South							
49	Delridge Way SW Improvements. Seattle, King County DOT, King County Metro, Burien. Multimodal.	1,2,3,4,7	\$ 15,583	13-15: \$1,558 15-17: \$14,025	Yes	1,2,3,4,5,6	Extends to White Center & Burien
50	Rainier Ave S Improvements. Seattle, Renton. Multimodal.	1,2,3,4,7	\$ 13,321	11-13: \$13,321	Yes	1,2,3,4,5,6	Incorporates TIP SEA147 and SEA150 - with Renton
I-5 / SR 509 Corridor							
51	I-5 / SR 18 / SR 161 Triangle Interchange Phase 2. Federal Way, WSDOT. Road.	3,4,5,6	\$ 90,000	11-13: \$9,000 13-15: \$81,000	Yes	1,3,4,5,6	If funding were available, final design and ROW could be completed in 1 year and construction completed in 2 years
52	S 320th St @ I-5 Bridge Widening (City Center Access Project Phase 4). Federal Way, WSDOT. Road.	3,4,6,7	\$ 101,874	11-13: \$10,612 13-15: \$46,692 15-17: \$44,570	Yes	1,3,4,5,6	If funding were available, environmental and permitting could be completed in 2 years, final design and ROW could be completed in 1 year, and construction completed in 2 years

Project # (in no particular order, not prioritized)	Project Name, Jurisdiction & Category (i.e.: road or multi-modal)	Project Type - Indicate Applicable Number(s) <i>(see instruction memo)</i>	Total Project Cost*	Project Cost Breakdown By Biennia - YOY \$** <i>(09/11; 11/13; 13/15 etc.)</i>	Is This Project Consistent with Regional Approved Transportation Plan?	Policy Goals - Indicate Applicable Numbers <i>(see instruction memo)</i>	Comments
SR 167 Corridor							
53	SR509 Extension Phase 1, I-5 Freight Mobility and Sea-Tac Airport 5 Access Project. WSDOT, Des Moines, Kent, Seatac, Burien. Road and Hot Lane Multimodal.	5,6,7	\$ 865,000	11-13: \$60,000 13-15: \$145,000 15-17: \$220,000 17-19: \$140,000 15-17: \$110,000	Yes	1,2,3,4,5,6	WSDOT costs ONLY. Assumes construction is completed in 2016 with SR509 tolling option 3a including conversion of I-5 HOV lanes to HOT lanes in the project vicinity to finance 80% construction of freeway.
54	A St NW Arterial. Auburn. Road.	3,5,6,7	\$ 12,000	09-11: \$3,200	Yes	1,3,4,6	This project will connect a major north-south corridor by constructing a new 1.47 mile link that is part of the overall 3.5 mile A Street NW Corridor, which begins at the Auburn Regional Growth Center (Downtown) and terminates at S. 277th Street on the northern city limits. The project also connects trips with West Valley Highway, Auburn Way North, SR-167 and SR-18. This funding will complete the project.
55	SR 167 Extension to Port of Tacoma, Phase 1. WSDOT, Auburn. Road.	3,5,6,7	\$ 1,350,000	11-13: \$100,000 13-15: \$200,000 15-17: \$450,000 17-19: \$600,000	Yes	1,3,4,6	SR (SR) 167 is an important 27-mile route that links south King County and north Pierce County to Interstate 405 (I-405). In conjunction with I-405 and SR 512, SR 167 is one of two north-south routes in the region and provides an alternative to I-5. SR 167 plays an important role in the distribution and movement of freight since one third of the region's warehouses are located near the SR 167 Corridor.
56	SR 167 Widening, HOV/HOT Lanes. WSDOT, Kent. Road.	5,6	\$ 438,000	19-21: \$4,000 21-23: \$80,000 23-25: \$174,000 25-27: \$140,000	Yes	1,3,4,5,6	
I-405 Corridor							
57	SR 516 Jenkins Creek to 185th Ave SE. Covington. Road.	6	\$ 14,700	09-11: \$1,000 11-13: \$4,000 13-15: \$9,700	Yes	1,4	Completes a critical pinchpoint on the corridor by widening across Jenkins Creek.
58	I-405 to SR 167 HOV to HOV Connection. WSDOT, King County. Multimodal.	3,4,6	\$ 490,000	11-13: \$11,000 13-15: \$39,000 15-17: \$240,000 17-19: \$200,000	Yes	1,3,4,5,6	New direct connector ramps between SR 167 and I-405 allows the two toll lane systems to work together effectively and efficiently. cost estimate from Eastside Corridor Tolling Study, January, 2010.
59	SB Braided Ramp - SR 520 to NE 10th. WSDOT, Bellevue. Road.	3,5,6	\$ 200,000	11-13: \$15,000 13-15: \$150,000 15-17: \$50,000	Yes	1,2,4	Bellevue has grant funds to work with WSDOT on design phase. The City of Bellevue endorses this WSDOT project as a high priority for regional mobility.
60	I-405 HOT Lane Project. WSDOT, King County. Multimodal.	3,4,5,6	\$ 1,350,000	11-13: \$50,000 13-15: \$100,000 15-17: \$350,000 17-19: \$850,000	Yes	1,4,5,6	The Eastside Corridor Tolling Study planning level cost estimate to construct HOT lanes in each direction on I-405 is \$1.35 billion (cost includes dual HOT lanes in each direction between SR 167 and SR 522, and a single HOT lane in each direction between SR 522 and I-5 to the north).

Bellevue, Bel-Red Regional Connectivity Corridor

Project # (in no particular order, not prioritized)	Project Name, Jurisdiction & Category (i.e.: road or multi-modal)	Project Type - Indicate Applicable Number(s) (see instruction memo)	Total Project Cost*	Project Cost Breakdown By Biennia - YOY \$** (09/11; 11/13; 13/15 etc.)	Is This Project Consistent with an Approved Regional Transportation Plan?	Policy Goals Project Addresses - Indicate Applicable Numbers (see instruction memo)	Comments
61	Bel-Red Regional Connectivity (NE 4th, 120th NE, 124th Ave NE, NE 15th). Bellevue. Road.	4,5,6,7	\$ 177,000	09-11: \$7,000 11-13: \$85,00 13-15: \$80,000 15-17: \$42,820	Yes	1,4,5,6	Ties into WSDOT SR 520 at 124th Ave NE Interchange project. See Project Narrative for status by segment.
62	I-405 at NE 6th St Extension. Bellevue, WSDOT. Road.	5,6,7	\$ 68,000	09-11: \$1,000 11-13: 24,400 13-15: \$25,000 15-17: \$17,600	Yes	1,4	Bellevue has funded conceptual design of NE 6th to ensure compatibility with other regionally significant projects in the area. The City of Bellevue endorses this WSDOT project as a high priority for regional mobility.
63	124th Ave NE/SR 520 Full Interchange. WSDOT, Bellevue. Road.	3,5,6	\$ 250,000	11-13: \$30,000 13-15: \$100,000 15-17: \$150,000	Yes	1,4,6	Completes the connection between I-405 and SR 520 established by the Bel-Red Regional Connectivity project. The City of Bellevue endorses this WSDOT project as a high priority for regional mobility.
64	Overlake Access Ramp. Redmond. Road.	6	\$ 50,000	11-13: \$1,000 13-15: \$49,000	Yes	1,3,4,6	
SR 522 Corridor							
65	Bothell SR 527 Corridor. Bothell. Road.	1,3,4,6,7	\$ 30,044	09-11: \$2,607 11-13: 6,193 13-15: \$14,611 15-17: \$6,633	Yes	1,2,3,4,5,6	SR 527 is a critical primary arterial connecting I-405 and the Canyon Park regional urban growth center to downtown Bothell and SR 522. The portion between 228th St SE and SR 522 has two primary segments in need of improvements, SR 522 to NE 188th St and 240th St SE to 228th St SE
66	SR 522 Phase I Stage 2. Kenmore. Road.	1,3,4,5,6	\$ 25,495	09-11: \$1,500 11-13: \$17,00 13-15: \$7,995	Yes	1,2,3,4	This project will complete the SR 522 corridor improvements in the City of Kenmore
67	SR 522: Lake City Way NE Improvement. Seattle, Bothell, Kenmore. Multimodal.	1,2,3,4,5,7	TBD	TBD	Yes	1,2,3,4,5,6	Make capital improvements to support service frequency, 18 hours a day, 7 days a week, in both directions. Make speed & reliability improvements. Improve accessibility of transit stops. NOTE: Lake City Way is subject to a 20-year plan to provide northbound BAT lanes, access management, ped safety improvements, and protected left turn pockets for the 15th N and NE 80th intersections Detailed scope and cost estimates are not available.
68	Bothell SR 522 Corridor . WSDOT, Bothell. Road.	3,6	\$ 34,157	09-11: \$3,830 11-13: \$12,114 13-15: \$17,780	Yes	1,3,4	SR 522 Stage 2A (from 91st Ave NE to approximately 1,700 feet west of 96th Ave NE), Stage 2B (from 600' north of the 96th Ave NE intersection to Hall Road), Stage 3 (83rd to 91st).
RapidRide Corridor							
69	RapidRide (Bus Rapid Transit). King County Metro. Multimodal.	6	\$ 215,000	11-13: \$20,300 13-15: \$36,200	Yes	1,3,4,5,6	RapidRide is a new transportation product in King County that provides frequent, fast, reliable, efficient and environmentally friendly bus service in major arterial corridors. RapidRide is King County's brand of bus rapid transit service (BRT).
SR 169 Corridor							
70	SR 169 Improvements Phases 2 & 3. Maple Valley. Road.	2,3,4,5,6,7	\$ 10,275	09-11: \$1,775 11-13: \$8,500	Yes	1,2,3,4,5,6	Project implements the recommendations contained in the WSDOT SR 169 Route Development Plan (December 2007)
SR 164 Corridor							

Project # (in no particular order, not prioritized)	Project Name, Jurisdiction & Category (i.e.: road or multi-modal)	Project Type - Indicate Applicable Number(s) <i>(see instruction memo)</i>	Total Project Cost*	Project Cost Breakdown By Biennia - YOY \$** <i>(09/11; 11/13; 13/15 etc.)</i>	Is This Project Consistent with Regional Approved Transportation Plan?	Project Addresses - Policy Goals Indicate Applicable Numbers <i>(see instruction memo)</i>	Comments
71	SR 164 Corridor. WSDOT, Auburn. Road.	3,5,6,7	\$ 147,000	11-13: \$5,000 13-15: \$10,000 15-17: \$70,000 17-19: \$62,000	Yes	1,3,4,6	This project addresses identified existing and emerging safety, mobility, and preservation needs on a fifteen-mile stretch of SR 164 from Auburn to Enumclaw. This corridor functions primarily as a commuter, recreational, and freight corridor due to development in this area.
72	SR 164 Bypass. WSDOT, Auburn. Road.	3,5,6,7	TBD	TBD	Yes	1,3,4,5	This project is part of an ongoing feasibility study being conducted by WSDOT, which is expected to be completed Spring 2011.
Redmond Center Access							
73	NE Novelty Hill Rd Improvement. King County. Road.	3,4,5,6,7	\$35,000	09-11: \$8,000 11-13: \$25,000 13-15: \$2,000	Yes	1,3,4,5,6	The project will improve and construct new roadway and connection on 196th Ave NE to Novelty Hill Road. The road work includes expanding Union Hill Road from two lanes to four lanes, construct two roundabouts at 196th and Union Hill Road, and at 196th and NE Novelty Hill Road. The project will replace a narrow bridge at Evans Creek.
74	Cleveland St and Redmond Way Two-Way Conversion and 164th Ave NE Extension. Redmond. Road.	4,5	\$ 35,000	11-13: \$14,000 13-15: \$21,000	Yes	1,3,4	Convert Redmond Way from 160th Ave NE to Avondale Way to one through lane in each direction and center turn lane with west end having two westbound starting lanes starting at 161st Ave NE and east end having two eastbound lanes starting at 168th Ave NE. Convert Cleveland St to one through lane in each direction.
Newport Way Corridor							
75	Newport Way – NW Maple St to W. Sunset Way Improvement Project. Issaquah. Road.	1,3,4,5,6,7	\$ 11,420	09-11: \$410 11-13: \$11,010	Yes	1,2,3,4,5,6	The project is a non-motorized and roadway improvement project and will include a non-motorized trail, and a sidewalk on the opposite side of the St, bike lanes on each side, and landscaping. Project includes roundabouts at the intersection with NW Juniper St and possible two other locations, NW Holly St and NW Dogwood St
West Lake Sammamish Parkway Corridor							
76	West Lake Sammamish Pkwy (I-90 to north city limit). Bellevue. Road.	1,3,7	\$ 28,000	09-11: \$1,000 11-13: \$6,000 13-15: \$10,000 15-17: \$18,663	Yes	2,3,5	Strongly supported by residential and bicycle community; provides continuous non-motorized connection from I-90 north to Redmond.
I75 Projects							
77	King County Intelligent Transportation System (ITS) Program. King County. Road.	1,3	\$ 6,480	09-11: \$400 11-13: \$4,785 13-15: \$1,300	Yes	1,2,3,4,5,6	Includes interconnecting signals with fiber optic cable on two corridor routes and providing the following on all six routes: CCTV cameras, travel time equipment, data information stations, ice detection systems and/or Road Weather Information Systems and Dynamic Message Signs. The project is located on Woodinville Duvall Road, Avondale Road, and spot locations on Issaquah Hobart, Issaquah Fall City/Duthie Hill Road, Military Road S., and Novelty Hill Road.

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78	Seattle ITS Strategic Plan Implementation. Seattle. Road.	3,6	\$ 207,495	09-11: \$2,500 11-13: \$54,800 13-15: \$57,200 15-17: \$53,040 17-19: \$39,955	Yes	1,2,3,4,5,6	
Transit Speed and Reliability							
79	Downtown Seattle Transit Blueprint Implementation. King County. Multimodal.	2,4,5,6	\$ 70,000	11-13: \$2,000 13-15: \$4,000 15-17: \$54,000 17-19: \$10,000	Yes	1,3,4,5,6	Capital planning strategy to invest in roadways, signals, and passenger facilities to maintain and enhance transit pathways in downtown Seattle corridors in order to improve transit capacity, speed and reliability.
80	Route 44. King County Metro. Multimodal.	2,4,5,6	\$ 22,000	11-13: \$2,000 13-15: \$20,000	Yes	1,3,4,5,6	City of Seattle is planning to implement roadway and signal improvements along NW Market St and 45 St to benefit route 44. To support the City in this effort, King County Metro Transit has a plan to deploy the Transit Intelligent Transportation Systems (ITS) communication network on RapidRide and the core service network.
81	Trolley Restructuring. King County Metro. Transit.	1,2,3,4,5,6	\$ 10,000	11-13: \$4,000 13-15: \$4,000 15-17: \$2,000	Yes	1,3,4,5,6	Should the outcome of the Trolley Study recommends to keep the trolley system, this project will invest in upgrading trolley vehicles, facilities, and trolley network.
82	Transit ITS Communication Network. King County Metro. Multimodal.	2,4,5	\$ 17,500	11-13: \$2,000 13-15: \$6,000 15-17: \$9,500	Yes	1,2,3,4,5,6	This is an ongoing project to deploy the Transit Intelligent Transportation Systems communication network on RapidRide and the core service network.
83	Transportation Efficiency Centers Multi-modal Programs. King County Metro. Multimodal.	1,4,5,6	\$ 15,000	11-13: \$5,000 13-15: \$5,000 15-17: \$5,000	Yes	1,4,5,6	This project will provide for expanded use of multi-modal transportation options in urban and manufacturing and industrial centers throughout King County, implementing one of the key strategies of the adopted Transportation 2040 regional transportation plan – to more efficiently use our transportation infrastructure.
84	King County Park-and-Ride Expansion. King County Metro. Multimodal.	6,7	\$ 20,000	11-13: \$10,000 13-15: \$10,000	Yes	3,4,5,6	
Safety / Grade Separation Projects							
85	M St SE BNSF Grade Separation. Auburn. Road.	3,5,6,7	\$ 22,400	09-11: \$3,400 11-13: \$3,400	Yes	1,3,4,6	This project will improve the final 1,700 foot segment of the M Street Corridor, which is a regionally significant principal arterial connection between SR 167 and SR 164. The M Street Corridor connects regional and manufacturing growth centers, serves local and regional destinations, and provides an essential freight mobility link. This funding would complete the project.
86	South 228th Street Union Pacific Railroad Grade Separation. Kent. Road.	5,6	\$ 25,000	09-11: \$3,000 11-13: \$22,000	Yes	1,3,4,5,6	Grade separating this arterial will increase both rail and roadway capacity, decrease congestion, enhance safety and improve freight mobility in this corridor and throughout the region.

Project # (in no particular order, not prioritized)	Project Name, Jurisdiction & Category (i.e.: road or multi-modal)	Project Type - Indicate Applicable Number(s) <i>(see instruction memo)</i>	Total Project Cost*	Project Cost Breakdown By Biennia - YOY \$** <i>(09/11; 11/13; 13/15 etc.)</i>	Is This Project Consistent with Regional Transportation Plan?	Project Addresses - Policy Goals Indicate Applicable Numbers <i>(see instruction memo)</i>	Comments
87	Willis St Union Pacific Railroad Grade Separation. Kent. Road.	5,6	\$ 20,000	09-11: \$500 11-13: \$19,500	Yes	1,3,4,5,6	Grade separating this arterial will increase both rail and roadway capacity, decrease congestion, enhance safety and improve freight mobility in this corridor and throughout the region.
88	Berridale Bridge Railroad Overcrossing. King County. Road.	3,4	\$ 5,557	11-13: \$5,557	Categorically Exempt	1,3,4,6	The bridge is very narrow with high speed traffic and high ADT. The bridge has poor geometrics and a low sufficiency rating which cause it to rank high in the county's bridge replacement priority system. This bridge is supported by a substructure that was constructed in 1931, consisting of timber posts on concrete sills. The sills are buried 11 feet deep and despite frequent repairs the substructure has suffered severe deterioration with widespread rot occurring within the timber posts. In addition, the deterioration of the bridge's timber decking has led to movement of some planks under traffic, which is causing spalling of the asphalt pavement. This bridge handles traffic loads in excess of 5,000 vehicles per day.
89	SW 27th St/Strander Blvd Connection. Renton and Tukwila. Road.	5,6	\$ 72,000	09-11: \$17,000 11-13: \$35,000 13-15: \$18,500 15-17 \$1,500	Yes	1,3,4,6	This joint cities of Renton and Tukwila project will provide a 0.55 mile four-lane east-west vehicular and freight access roadway connection between Oakesdale Ave SW (in Renton) and West Valley Highway (SR 181, in Tukwila). This roadway connection will be constructed under UPRR and BNSF tracks.
90	S Lander St Grade Separation. Seattle. Multimodal.	1,2,3,4,7	\$ 167,269	13-15: \$19,209 15-17: \$50,880 17-19: \$77,269	Yes	1,2,3,4,5,6	The grade separated crossing on S. Lander Street would stretch from 1st Ave S, to 4th Ave S, with no changes to 1st Ave S, or 4th Ave S. There will be two lanes in each direction and left turn lanes at the intersections with 1st Ave S, and 4th Ave S. There is also a 10-foot walkway on the north side of the structure.
91	King County Bike Share Pilot Project. King County Metro. Multimodal.	1,4,5,6	\$ 1,500	11-13: \$1,500	Yes	1,4,5,6	This project will implement bike sharing in King County in up to 50 locations, in two phases. The project would install solar-powered bike kiosks in high density commercial and residential locations. Users check out a bike and can return it to the same or a different kiosk. Users can have an account, or buy a day use permit. The bike check out system is automated, and can be accessed on-line, by mobile devices, or at the kiosk itself. Bikes will be provided by the vendor. Demonstration funds will be used to purchase and install the kiosks and back-end systems.

Non-Motorized Projects

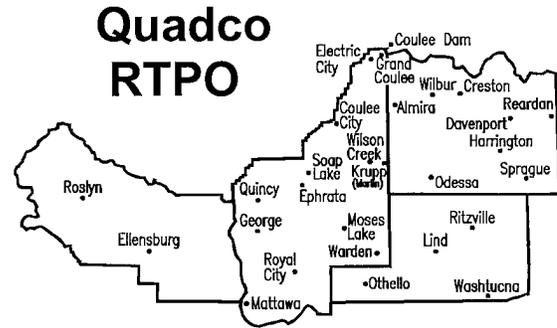
Project # (in no particular order, not prioritized)	Project Name, Jurisdiction & Category (i.e.: road or multi-modal)	Project Type - Indicate Applicable Number(s) (see instruction memo)	Total Project Cost*	Project Cost Breakdown By Biennia - YOE \$** (09/11; 11/13; 13/15 etc.)	Is This Project Consistent with an Approved Regional Transportation Plan?	Policy Goals Project Addresses - Indicate Applicable Numbers (see instruction memo)	Comments
92	BNSF Trail. King County. Multimodal.	3,7	\$ 50,000	09-11: \$38,000	Yes	3,5,6	Planning level construction cost estimate for trial only, between Renton and Woodinville - \$50 million per BNSF Corridor Preservation, Study Final Report, May 2007.
93	Lake to Sound Trail. Renton, Tukwila, SeaTac, Burien, Des Moines, King County. Multimodal.	3,7	\$ 10,300	11-13: \$4,540 13-15: \$3,860 15-17: \$1,900	Yes	3,5,6	Build a regional trail connecting Lake Washington in Renton and the Puget Sound in Des Moines. The trail will also link to the cities of Tukwila and SeaTac. It will be 17 miles long and connect to urban centers, transit centers, schools, and community centers throughout south King County.
94	Interurban Trail / Linden Ave Complete Streets. Seattle. Multimodal.	5,7	\$ 13,191	09-11: \$6,833 11-13: \$6,358	Yes	1,3,4,5,6	Shared use bike path
95	Chief Sealth Trail. Seattle. Multimodal.	5,7	\$ 16,329	09-11: \$5,989 11-13: \$5,311 13-15: \$5,029	Yes	1,3,4,5,6	Multiuse nonmotorized path. The project incorporates MTP 3609 and 3611.
96	Mountains to Sound Trail. Seattle. Multimodal.	5,7	\$ 6,174	09-11: \$3,424 11-13: \$2,750	Yes	1,3,4,5,6	Shared use bike path

*Dollars in thousands

**YOE = Year of Expenditure Dollars assuming a 4% inflation factor

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No. 10-308

Memo

To: Reema Griffith
Executive Director
Washington State Transportation Commission

From: Derek Pohle, P.E.
Director, Lead Agency

Date: November 3, 2010

Re: Project Narratives for Quadco RTPO Project List

As you requested in your email of October 28, 2010, we have developed project narratives for the nine programmatic items listed in the project list in your possession. Although some of these nine programmatic items are broader than road and bridge projects you want, these explanations are what the members of Quadco want to transmit to you.

Please accept these changes in the spirit they are offered. The participating members of Quadco providing this information desire to show you and the Transportation Commission the entire circumstances of their needs and they did not wish to restrict their offerings.

QUADCO RTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Item 1: Public transportation

Project Description

This programmatic review consists of transportation projects including Special Needs, Community Connections, Dial-A-ride and route deviated services, expansion of fixed route services, paratransit services, trip scheduling, ride reporting, planning services, public transportation infrastructure such as bus shelters, new buses, and maintenance garages. This program is specifying needs in Grant, Adams, Lincoln and Kittitas Counties. The completion of these programs will improve transportation services to those users that depend on public transportation and special transport services.

Project Status & Timeline

The coordination of these services has many participants and much of the program list specified below can be accomplished by 2021 or sooner. Typical program listing follows:

Project Name, Jurisdiction & Category (i.e.: road or multi-modal)	Project Type - Indicate Applicable Number(s) (see instruction memo)	Total Project Cost*	Project Cost Breakdown By Biennia - YOY \$** (09/11; 11/13; 13/15 etc.)	Is This Project Consistent with an Approved Regional Transportation Plan?	Policy Goals Project Addresses - Indicate Applicable Numbers (see instruction memo)	Comments
Special Needs Transportation (Dial-A-Ride & Route Deviated) for Grant, Adams, and Lincoln counties	Public Transportation-WSDOT	Ongoing funding to preserve special needs transportation resources = Total Costs =	\$1,171 = 2011-13 \$1,206 = 2013-15 \$1,242 = 2015-17 \$1,280 = 2017-19 \$1,318 = 2019-21	Yes	1,2,3,4,5,6	People For People's Dial-A-Ride and Route Deviated Transportation will preserve critical existing service that covers over 7,000 square miles of communities for persons with special needs and the general public in Adams and Lincoln with limited services i
		\$6,217				
Community Connector for Adams and Lincoln counties	Public Transportation-WSDOT	Ongoing funding to preserve special needs transportation resources = Total Costs =	\$458 = 2011-13 \$472 = 2013-15 \$486 = 2015-17 \$501 = 2017-19 \$516 = 2019-21	Yes	1,2,3,4,5,6	People For People's Community Connector (Adams and Lincoln counties) preserves vital existing transportation services for special needs individuals and the general public to access service from Othello to Moses Lake and from Grand Coulee to Davenport with
		\$2,433				
Expand Dial-A-Ride and Route Deviated Service for Adams and Lincoln counties	Public Transportation WSDOT	Funding to expand transportation service for individuals with special needs = Total Cost =	\$265 = 2011-13 \$272 = 2013-15 \$281 = 2015-17 \$289 = 2017-19 \$298 = 2019-21	Yes	1,2,3,4,5,6	Expand Othello Connector to provide service to Ritzville in order for riders to connect with Special Mobility Services for access to Spokane.
		\$1,405				
Columbia Basin Transport for Adams County	Public Transportation WSDOT	Funding to implement new service for Adams County special needs = Total Costs =	\$227 = 2011-13 \$234 = 2013-15 \$241 = 2015-17 \$248 = 2017-19 \$255 = 2019-21	Yes	1,2,3,4,5,6	People For People would provide a new fixed route service for the impoverished communities of Desert Aire, Mattawa, Schwana, Royal City, and Othello.
		\$1,205				
Vehicle Replacement - Capital	Public Transportation WSDOT	Replacement of 6 vehicles per biennium = Total Costs =	\$474 = 2011-13 \$488 = 2013-15 \$502 = 2015-17 \$517 = 2017-19 \$533 = 2019-21	Yes	1,2,3,4,5,6	Vehicles will used to provide paratransit transportation services to the special needs populations in Grant, Adams and Lincoln counties.
		\$2,514				
Computer Technology Upgrades - Capital	Public Transportation WSDOT	Computer hardware and software = Total Costs =	\$50 = 2011-13 \$4 = 2013-15 \$6 = 2015-17 \$4 = 2017-19 \$6 = 2019-21	Yes	1,2,3,4,5,6	Computer software and hardware will be used to provide trip scheduling and data reporting in Grant, Adams and Lincoln Counties
		\$70				
Vehicle Technology Upgrades - Capital	Public Transportation WSDOT	Vehicle cameras (14 vehicles) and GPS Systems for 16 vehicles = Total Costs =	\$13 = 2011-13	Yes	1,2,3,4,5,6	Vehicles will used to provide paratransit transportation services to the special needs populations in Grant, Adams and Lincoln counties.
		\$13				
Mobility Coordinator - Capital	Public Transportation WSDOT	\$636	\$120 = 2011-13 \$123 = 2013-15 \$127 = 2015-17 \$131 = 2017-19 \$135 = 2019-21	Yes	1,2,3,4,5,6	The Mobility Coordinator will provide transportation planning assistance to the residents of Grant, Adams and Lincoln counties.
1. Public Transportation	3 6 7 (non-profit)	\$2,100	11/13 \$500 13/15 \$1,748	Yes	1 3 4 5 6	Public transit infrastructure - bus shelters, buses, and bus garage
		\$16,593				

Item 2: Bridge Repair/Replacement >20 ft

Project Description

- What is it? Replacement of County and City bridges that have a sufficiency rating less than 50
- Where is it located? These bridges located in four counties and several cities. The Quadco RTPO has hundreds of timber bridges, dozens of substandard concrete and steel bridges that are or soon will fall below a minimum sufficiency rating of 50.
- What is the intended outcome & benefit? This project is intended to replace bridges to meet the current design standards. By reconstructing these bridges to the current standards would benefit the mobility and safety of the traveling public upon these roadways along with preserving the transportation system.

Project Status & Timeline

- Where is the project at in development? Many of these bridges are listed on local agency Six Year Transportation Improvement plans but due to lack of money they have not been rebuilt. The reduction in BRAC funding to the rural counties has affected each member county's and city's ability to complete the planned bridge replacement project needs.
- What is the timeline for this project from start to completion? (Please identify the major phases) If additional funding became available eligible bridge could continue to be replaced within the anticipated funding cycle. A typical program listing follows:

Project Name, Jurisdiction & Category (i.e.: road or multi-modal)	Project Type - Indicate Applicable Number(s) (see instruction memo)	Total Project Cost*	Project Cost Breakdown By Biennia - YOY \$** (09/11; 11/13; 13/15 etc.)	Is This Project Consistent with an Approved Regional Transportation Plan?	Policy Goals Project Addresses - Indicate Applicable Numbers (see instruction memo)	Comments
Bridge Replacement (Adams County)	1,3,6	\$4,600	\$4,600 (2013-15)	Yes	1,3,4,6	
3. Bridges over 20' (Ellensburg & Kittitas County)	1 2 3 4 5 6 7	\$30,018	11/13 \$6,000 13/15 \$6,500 15/18 \$34,000	Yes	1 2 3 4 5 6	New bridge over RR tracks & other large bridges
Miles Creston Bridge, Bridge No. B-76301 (Lincoln County)	1,2,3	\$3,000	17/19 - \$750 19/21 - \$1,250 21/23 - \$1,000	Yes	1,3,4,5,6	
		\$37,618				

Item 3: Drainage Structures <20 ft.

Project Description

There are hundreds of structures under 20 foot long in the Quadco RTPO. Bridges under 20 feet long do not qualify for Federal Bridge Replacement Funding. Many of these bridges need to be replaced for various reasons relating to condition or obsolescence.

Project Status & Timeline

As there is no current funding mechanism for under 20 foot bridges, agencies within the Quadco RTPO have been funding these replacements with local funds when possible. With proper funding, these deficient structures could be replaced within a reasonable time period. Typical list of projects follows:

Project Name, Jurisdiction & Category (i.e.: road or multi-modal)	Project Type - Indicate Applicable Number(s) (see instruction memo)	Total Project Cost*	Project Cost Breakdown By Biennia - YOY \$** (09/11; 11/13; 13/15 etc.)	Is This Project Consistent with an Approved Regional Transportation Plan?	Policy Goals Project Addresses - Indicate Applicable Numbers (see instruction memo)	Comments
2. Bridges under 20' (Ellensburg & Kittitas County)	1 2 3 4 5 6 7	\$13,838	09/11 \$1045 11/13 \$1109 13/15 \$1177 15/17 \$1248	Yes	1 2 3 4 5 6	annual need
Bridges Under 20' Replacement Project (Lincoln County)	1,3,6	\$2,800	400 per biennia	Yes	1,3,4,6	
Under 20 ft. Bridge Replacement Needs (Grant County)	1,2,3,4	\$1,400	\$700 per biennium	Yes	1,2,3,4,6	
Drainage Structure Replacement Project (Adams County)	1,3,6	\$5,500	550 / Biennia	Yes / Section III	1,3,4,6	
		\$23,538				

Item 4: Non-motorized Needs

Project Description

This program constructs improvements for pedestrian access on existing facilities or connecting existing facilities with pedestrian paths. These improvements will improve safety and convenience for users of the pedestrian facilities.

Project Status & Timeline

All projects in this program area could be constructed within a relatively short time line if all rights-of way have been acquired and funding secured. Typical project list follows:

Project Name, Jurisdiction & Category (i.e.: road or multi-modal)	Project Type - Indicate Applicable Number(s) (see instruction memo)	Total Project Cost*	Project Cost Breakdown By Biennia - YOE \$** (09/11; 11/13; 13/15 etc.)	Is This Project Consistent with an Approved Regional Transportation Plan?	Policy Goals Project Addresses - Indicate Applicable Numbers (see instruction memo)	Comments
4. Non motorized needs (Ellensburg & Kittitas County)	3 5 6 7	\$6,500	11/13/\$2,750 13/15 \$3,250	Yes	1 3 4 5 6	Continue construction on missing links on John Wayne Trail & Yakima River Trail
SR 17/Stratford Road Bridge 017/216 MP 54.72 to 54.73 - Widening (WSDOT)	1,3 & 4	\$10,000	09/11 \$1500 K, 11/13 \$7000 K, 13/15 \$1500 K	YES	1,3	Bridge Widening for mobility and wider pedestrian sidewalks
SR 262/Vicinity of Mar Don Resort - Highway shoulder improvements (Included in Region Pedestrian Improvements) (WSDOT)	1,2 & 4	\$1,500	11/13	YES	1	Widen shoulders to provide safer pedestrian route adjacent to the Mar Don Resort and surrounding communities. This was partially accomplished under 05-07 risk funding.
		\$18,000				

Item 5: Safety Needs

Project Description

This program lends itself to improvements that don't readily fit into other categories of work. Examples of projects include passing lanes, turn lanes and off road parking in recreational areas.

Project Status & Timeline

All projects will progress only when funds become available. Typical list follow:

Project Name, Jurisdiction & Category (i.e.: road or multi-modal)	Project Type - Indicate Applicable Number(s) (see instruction memo)	Total Project Cost*	Project Cost Breakdown By Biennia - YOE \$** (09/11; 11/13; 13/15 etc.)	Is This Project Consistent with an Approved Regional Transportation Plan?	Policy Goals Project Addresses - Indicate Applicable Numbers (see instruction memo)	Comments
5. Safety (Ellensburg & Kittitas County)	1 2 3 4 5 7	\$4,000	11/13 \$1,000 13/15 \$1,000 15/18 \$2,000	Yes	1 2 3 4 5 6	Improve City & County Rd. safety incl. off-street parking for recreational users
SR 24/Corridor Safety Improvements (WSDOT)	1, 3 & 4	\$40,000	15/17 \$10,000 17/19 \$10,000 19/21 \$10,000 21/23 \$10,000	Yes	3	Widen shoulders. Construct passing lanes, increasing in Mile Post (Southbound) - MP 44.3 to 45.6, decreasing in Mile Post - Climbing Lane (Sunrise Drive) MP 73.7 to 72.3.
SR 26/Corridor Safety Improvements (WSDOT)	1,3 & 4	\$10,000	15/17 \$5,000 17/19 \$5,000	Yes	3	Construct passing lanes (Grant/Adams Co. Line) MP 30 to 60
SR 28/W of Ephrata - Extend Turn Lane - (Safety Improvement) MP 44.57 (WSDOT)	1 & 4	\$1,500	13/15	Yes	3	Construct Turn Lane to Martin Road
		\$55,500				

Item 6: Intersection Improvements

Project Description

These unfunded projects are located at various locations around the Quadco Region. These projects are all identified improvement projects to enhance all aspects of transportation (mobility, safety, level of service, economic development, multi-modal, etc)

Project Status & Timeline

All of the projects within the program can easily be identified and may be in the preliminary engineering phase. Funding is necessary to progress these projects from this phase. The timelines vary throughout these projects. Typical list follow:

Project Name, Jurisdiction & Category (i.e.: road or multi-modal)	Project Type - Indicate Applicable Number(s) (see instruction memo)	Total Project Cost*	Project Cost Breakdown By Biennia - YOE \$** (09/11; 11/13; 13/15 etc.)	Is This Project Consistent with an Approved Regional Transportation Plan?	Policy Goals Project Addresses - Indicate Applicable Numbers (see instruction memo)	Comments
6. Intersection Improvements (Ellensburg, Kittitas County & WSDOT)	3 5 6 7	\$31,000	11/13 \$3,500 13/15 \$500 15/18 \$27,000	Yes	1 3 4 5 6	Major intersections including I-90 interchanges & Reecer Cr./Univ. Wy.
SR 243/Corridor Safety Improvements (WSDOT)	1,2,3,4	\$5,370	13/15 \$3,000 15/17 \$2,370	Yes	3	Intersection improvements at Co. Rds. 23SW, 25SW, 26SW, S SW, Passing lanes MP 0 to 5,
SR 17/North of Moses Lake - Corridor Safety Improvements (WSDOT)	1,3 & 4	\$4,000	15/17	Yes	3	Patton Blvd MP 56.56 - Drop Lane, Randolph Rd Intersection MP 58.82 - Extend Right Turn Lane, Randolph Rd Intersection MP 58.82 - Signal/Roundabout,
SR 282/Ephrata - Safety Improvement, MP 1.06 to 1.16 (WSDOT)	1,2 & 4	\$1,400	13/15	Yes	3	This intersection is currently uncontrolled. Construct roundabout at the intersection of SR 282 and SE Boulevard. This will reduce traffic conflicts and related collisions.
SR 283/Adams Road Intersection - (Intersection Safety Improvement), MP 4.0 (WSDOT)	1,2 & 4	\$1,000	13/15	Yes	3	Realign Intersection Angle
F Street/6th Ave. Pedestrian Signal (Quincy)	3	\$155	13/15	Yes	3	
		\$42,925				

Item 7: 3R/Reconstruction Needs

Project Description

This program identifies the never ending cycle of pavement repair and replacement. Every agency has this work as a priority, but not the funding to perform all the necessary work. Constantly changing use demands add to the problems.

Project Status & Timeline

It is hoped that with additional funding the some achievable level of performance can be reached. It is in everyone's interest to accomplish the work as quickly as possible before the costs rise too quickly. Typical list follows:

Project Name, Jurisdiction & Category (i.e.: road or multi-modal)	Project Type - Indicate Applicable Number(s) (see instruction memo)	Total Project Cost*	Project Cost Breakdown By Biennia - YOE \$** (09/11; 11/13; 13/15 etc.)	Is This Project Consistent with an Approved Regional Transportation Plan?	Policy Goals Project Addresses - Indicate Applicable Numbers (see instruction memo)	Comments
7. 3R/Reconstruction (Ellensburg & Kittitas County)	3 5 6 7	\$87,500	11/13 \$8,500 13/15 \$9,000 15/18 \$9,500	Yes	1 3 4 5 6	Annual preservation programs and 3R projects including No. 6 Rd.
Rocklyn Rd. No. 9255, M.P. 3.24 - 6.24 (Lincoln County)	1,2,3,6	\$1,700	11/13 - \$250 13/15 - \$1,450	Yes	1,2,3,4,5,6	
Miles Creston Rd. No. 9510, M.P. 0.00 to 4.99 (Lincoln County)	1,2,3,6	\$1,900	11/13 - \$250 13/15 - \$1,650	Yes	1,2,3,4,5,6	
Kiner Rd. No. 9115, M.P. 16.70 - 20.29 (Lincoln County)	1,2,3,6	\$1,950	13/15 - \$350 15/17 - \$1,600	Yes	1,2,3,4,5,6	
Old Coulee Rd. No. 9433, M.P. 8.07 - 12.15 (Lincoln County)	1,2,3,6	\$2,244	13/15 - \$350 15/17 - \$1,894	Yes	1,2,3,4,5,6	
Duck Lake Rd. No. 9231, M.P. 6.26 - 15.67 (Lincoln County)	1,2,3,6	\$5,100	15/17 - \$400 17/19 - \$4,700	Yes	1,2,3,4,5,6	
Sprague Highway Rd. No. 9315, M.P. 9.64 - 14.82 (Lincoln County)	1,2,3,6	\$2,500	15/17 - \$400 17/19 - \$2,100	Yes	1,2,3,4,5,6	
Hanson Harbor Rd. No. 4841, M.P. 2.01 - 12.02 (Lincoln County)	1,2,3,6	\$6,005	17/19 - \$1,000 19/21 - \$3,000 21/23 - \$2,005	Yes	1,2,3,4,5,6	
SR 243 - Rebuild Roadway MP 0.0 to 28.26 (Economic Initiatives & Safety) (WSDOT)	1,2 & 4	\$32,000	15/17 \$10,000 17/19 \$12,000 19/21 \$10,000	Yes	1,2,6	Improve roadway pavement structure to support legal traffic loads year around. Increase surfacing for Frost Heaves, Widen shoulders.
SR 283/Murphy's Corner to Naylor Jct. - Pavement Recycle and BST MP 0.0 to 14.86 (WSDOT)	1,2, 4 & 6	\$8,000	13/15	Yes	2	Cold in place recycle with a BST. Average due year 2018 with cracking the major factor. Based on WSPMS 2010.
All Season Roads Reconstruction (Grant County)	3,4,6	\$24,250	\$4,850 per biennium	Yes	1,3,4,6	
I-90 Frontage Rd Widening and Resurfacing (Grant County)	1,2,3,4,6	\$11,475	\$2,295 per biennium	Yes	1,2,3,4,5	
6th Avenue Widening, City of Quincy	3	\$740	11/13	Yes	3	
Collector Roads Reconstruction Project (Adams County)	1,2,6	\$45,900	\$9,180/ Biennia	Yes / Section III	1,3,4,6	
		\$231,264				

Item 8: Bypass Needs

Project Description

This project will overlay a major truck route that provides a by-pass on the western edge of Ellensburg. Ellensburg has recently improved one leg of this by-pass at the Canyon Road/I-90 Interchange and Ellensburg has programmed improving the other leg at the US 97/I-90 Interchange. This project will provide the remaining needed improvements in this by-pass route. It is a key route for major exporters and industrial companies located in the Kittitas County region including Anderson Hay. The completion of this by-pass will decrease the volume of industrial traffic that passes through highly populated areas in Ellensburg and will promote economic development in Kittitas County.

Project Status & Timeline

Kittitas County plans to design this project in 2011 with local funds. If additional funding is awarded, construction would take place in 2012.

Project Name, Jurisdiction & Category (i.e.: road or multi-modal)	Project Type - Indicate Applicable Number(s) (see instruction memo)	Total Project Cost*	Project Cost Breakdown By Biennia - YOE \$** (09/11; 11/13; 13/15 etc.)	Is This Project Consistent with an Approved Regional Transportation Plan?	Policy Goals Project Addresses - Indicate Applicable Numbers (see instruction memo)	Comments
8. By-Pass - Umptanum/ Anderson/ Railroad truck by-pass (Kittitas County & Ellensburg)	3 5 6 7	\$1,000	11/13 \$1,093	Yes	1 3 4 5 6	Truck Route from interchange to interchange
		\$1,000				

Item 9: New Construction

Project Description

This program reflects the needs of all growing communities - new routes serving growing areas with little or no money available to perform the work. The range of projects is large . . . new roads where none existed, additional capacity by adding lanes, intelligent traffic design, reactive work due to recent legislative changes. That work falls here.

Project Status & Timeline

Much of the work listed below will be constructed with funding and within a reasonable time line. The region has been seen the funding gap growing larger every year for far too many years. Typical list follows:

Project Name, Jurisdiction & Category (i.e.: road or multi-modal)	Project Type - Indicate Applicable Number(s) (see instruction memo)	Total Project Cost*	Project Cost Breakdown By Biennia - YOE \$** (09/11; 11/13; 13/15 etc.)	Is This Project Consistent with an Approved Regional Transportation Plan?	Policy Goals Project Addresses - Indicate Applicable Numbers (see instruction memo)	Comments
9. New Construction - Kittitas County - Bowers Road Ext. East (Ellensburg & Kittitas County)	3 5 6 7	\$1,630	09/11 \$134 11/13 \$1,496	Yes	1 3 4 5 6	Completes NW Ellensburg by-pass
SR 17/Corridor Safety Improvements (WSDOT)	1,3 & 4	\$11,100	09/11 \$1500 K, 11/13 & \$6000 K	Yes	3	Construct passing lanes. (Paradise Rd.)SB MP 17.37 to 18.98, (Grant/Adams Co. Line)SB MP 35.6 to 34.27, (Lind Coulee)NB MP 42.9 to 44.5, (Old Neppel Rd.) MP 65.2 to 66.6. Construct left turn lanes; S of Othello (Bench Road) at Bench Road MP 27.36, S of Warden(10 SE Rd) MP 37.65.

US 97/NB Blewett Pass - Truck Lane (Iron Creek) MP 158.30 to 178.0 (WSDOT)	1,3 & 4	\$25,000	17/19 \$8,000 19/21 \$8,000 21/23 \$9,000	Yes	1,3,4	Constructs new truck climbing lanes for northbound traffic south of Blewett Pass on SR 97. This will reduce traffic congestion, reduce accidents from slower moving and passing vehicles, and benefit freight movement.
SR 17/Othello To Moses Lake - Corridor Safety, Freight Improvement and Mobility Improvements (WSDOT)	1,3 & 4	\$75,000	15/17 \$15,000 17/19 \$15,000 19/21 \$15,000 21/23 \$15,000 23/25 \$15,000	YES	3,4	Safety and Freight Improvements
SR 17/SR 395 to Moses Lake - Multi-Lane Corridor (WSDOT)	1,3 & 4	\$155,000	17/19 \$30,000 19/21 \$30,000 21/23 \$30,000 23/25 \$30,000 25/27 \$35,000	YES	4	Construct Additional 2 Lanes
SR 17/Moses Lake to Ephrata - Multi-Lane Corridor (WSDOT)	1,3 & 4	\$80,000	17/19 \$20,000 19/21 \$20,000 21/23 \$20,000 23/25 \$20,000	Yes	4	Construct Additional 2 Lanes
SR 28/West Of Quincy - Additional Lanes (Corridor Mobility Improvement) STAGE 3 MP 22.94 to 32.0 (WSDOT)	1,3 & 4	\$185,000	17/19 \$30,000 19/21 \$30,000 21/23 \$30,000 23/25 \$30,000 25/27 \$30,000 27/29 \$35,000	Yes	3	Constructs one additional lane in each direction from Crescent Bar to Quincy at the junction of SR 281 on SR 28. This is the third stage of a four stage project. There are currently 2 lanes. There will be four lanes when this project is complete.
I-90 / Basin Communications and Traveler Information (WSDOT)	1	\$700	13/15	Yes	3,4	Intelligent Transportation System to provide added information to travelers resulting in better awareness of driving conditions leading to a safer and more predictable roadway.
US 97, Swauk Creek Campground - Wildlife Connectivity (Environmental Retrofit Improv) MP 157.5 to 160.0 (WSDOT)	1 & 3	\$3,500	13/15	Yes	3	This location has been identified as one of the top ten deer-vehicle collision sites in the state. The project includes the installation of approximately 5 miles of long-term deer-proof fence, gates, jump-out structures and one underpass structure.
SR 281/George To Quincy-Additional Lane Corridor project, MP 0.00 to MP 10.55 (Mobility Improvement) STAGE 4 (WSDOT)	1,3 & 4	\$75,000	17/19 \$20,000 19/21 \$20,000 21/23 \$20,000 23/25 \$15,000	Yes	4	Constructs one additional lane in each direction from Quincy at the junction of I-90 on SR 281. This is the fourth stage of a four stage project. There are currently 2 lanes. There will be four lanes when this project is complete.
		\$611,930				

Item 10: 15. Ellensburg/WSDOT - US 97/University Way/Dolarway Intersection

Project Description

What is it? Intersection currently a multilane four way stop under WSDOT jurisdiction serving industrial areas as well as truck stop and future retail location. This project would construct necessary improvements (traffic signal or round-a-bout), bike lanes, sidewalks, etc at the intersection is necessary for growth to maintain intersection within adopted levels of service.

Where is it located? The intersection is immediately adjacent to on/off-ramps to Interstate 90 and is the intersection of Sr97/Dolarway Road/University Way.
What is the intended outcome & benefit? This project is identified in City's Comprehensive Plan as a limiting factor to growth based on acceptable levels of service. Reconstruction/capacity and multimodal improvements are required.

Project Status & Timeline

Where is the project at in development? WSDOT has evaluated and determined that a round-a-bout is desired at this location. This project is still in preliminary engineer stage and has some right of way work completed. Funding is currently the limiting factor.
What is the timeline for this project from start to completion? This project could likely take one or two years to complete once funding is secured.

Item 11: 16. Kittitas County - Fairview Road

Project Description

This project will consolidate three substandard stream crossings into one crossing, reducing the environmental impacts and reconstructing the road to County standards. It is located northeast of Ellensburg. The completion of this project will improve fish passage in this vicinity and make it safer for the travelers.

Project Status & Timeline

The County has received verbal support from environmental agencies for this project. If funding is awarded, the design work can be completed in 2011 and construction would take place in 2012.

Item 12: 17. City of Kittitas - Industrial Park Access

Project Description

This project will build a new access road to a proposed industrial and business park. It is located southeast of Kittitas near the I-90 interchange. The completion of this project will improve the economic vitality for the City of Kittitas and surrounding region.

Project Status & Timeline

This project will likely take one to two years to design/bid/construct once funding is secured.

Item 13: Lincoln County - Hawk Creek Rd. No. 5554 & 5786 M.P. 3.50 – 10.66 on Road No. 5554 & M.P. 10.23 – 11.41 on Road No. 5786

Project Description

- What is it? This is a Category 1 safety and reconstruction project.
- Where is it located? This project is located in Lincoln County between the City of Davenport and the community of Seven Bays.
- What is the intended outcome & benefit?

Hawk Creek Road is a Major Collector Route (FFC 07) connecting Davenport to Rural Development and Recreation along the Northern Lincoln County Border. This project will upgrade the road from gravel surface to paved surfacing. This project will improve safety and meet motorist's expectations. The Project will improve the drivability and safety of the roadway and increase the economic viability of the region.

This project will:

- ✓ Benefit agriculture, business, tourism and development,
- ✓ Keep people employed and create new employment opportunities,
- ✓ Preserve the environment,
- ✓ Maintain and enhance the quality of life within the region,
- ✓ Provide timely and safe access for emergency services.

Project Status & Timeline

- Where is the project at in development? This corridor has been on the 6-year TIP for many years. About a third of this corridor has been upgraded in 2009 & 2010.
- What is the timeline for this project from start to completion? (Please identify the major phases)
 - PE: 2011 – 2013 R/W: 2011 – 2013 Construction: 2013 - 2015

Additional Comments

Lincoln County doesn't have the luxury of having funds available for preliminary engineering, environmental and right of way work. We don't have plans waiting on the shelf for construction.

Item 14: City of Moses Lake – Lakeshore Dr Reconstruction Project

Project Description

- What is it? This project consists of reconstructing a 3,300 foot section of Lakeshore Drive.
- Where is it located? In the Peninsula area south of Interstate 90 and extending to the newly constructed Sage Point Elementary.
- What is the intended outcome & benefit? To replace the existing BST roadway with a wider HMA surface and adding curb and gutter, a storm drain system, sidewalks, and an activity trail.

Project Status & Timeline

- Where is the project at in development? This project is on the City's 6-year Transportation Improvement Program. Some preliminary design work has been completed to determine quantities and cost estimates.
- What is the timeline for this project from start to completion?

Complete Design	Fall/Winter 2011
ROW Acquisition	Winter 2011
Construction	Spring/Summer 2012

Additional Comments

This work will be the fourth and final phase of a project that will complete a 3.3 mile, looped activity trail that will connect the entire Peninsula area with the Sage Point Elementary School and the City's Lower Peninsula Park.

The timeline for this project is dependent upon funding.

Item 15: WSDOT - SR 243/Intersection RD 24 SW - (Intersection Safety Improvement) MP 13.94

Project Description

Submitted for Intersection Safety. Realign Intersection/Round-a-bout/Interchange.

Project Status & Timeline

This project is in the early pre-design analysis to determine the most appropriate type of intersection improvement. A low cost grade separation is being reviewed and considered. Timeline would be two years for design and right of way, then one construction season for construction.

Item 16: WSDOT - SR 26/Othello - Intersection Revision (Safety Improvement), SR 26/Othello at First Street, Stage 2, Safety

Project Description

Stage 2 will complete all of the intersection improvements that have been coordinated with WSDOT and the City of Othello. Improvements will help make the vehicle movements at this intersection safer.

Project Status

Stage 1 was completed in 2009. Design is mostly done for Stage 2, minimal right of way in needed. Construction can take place in one construction season.

Item 17: WSDOT – SR 21/Keller Ferry Replacement

Project Description

This project will replace the current 63 year old Keller Ferry vessel that has safety and operational issues. Review and analysis of the issues has identified a preferred solution of a new ferry vessel. The Keller Ferry operates seven days per week, 365 days per year, 6:00 AM – Midnight providing service across Lake Roosevelt as a part of SR 21. The ferry makes an average of 30 to 35 round trips per day. The alternate route adds 60 miles one way to this trip.

Project Status

The Planning and Design phases have been completed; approx. \$675,000 has been expended. Construction cost is estimated at \$12.2 Million, and will take 14 to 17 months to complete.

Item 18: City of Quincy - F Street SW / 13th Avenue SW Traffic Signal QPI - 11 - 03

Project Description

- What is it?
Construct traffic signal with eastbound and westbound protected signal phases, and northbound and southbound permitted phases. Enhance turn lanes on north and south legs.
- Where is it located?
Located at the intersection of F Street SW (SR 28) and 13th Avenue SW.
- What is the intended outcome & benefit?

Construction of traffic signal will help improve level of service (LOS) and facilitate safe movements from F Street SW (SR28) onto 13th Avenue SW. As north 13th Avenue is expected to support heavy truck traffic, this signal will also provide the appropriate time frame in which trucks can safely enter and depart the highway.

Project Status & Timeline

- Where is the project at in development?
The project is at the Preliminary Engineering Stage.
- What is the timeline for this project from start to completion? (Please identify the major phases)

Project Schedule	Date
Design	03/01/12
Permits	05/01/12
Construction	08/01/12
Project Closeout	12/01/12

Item 19: Grant County – R NE Rd Widening and Reconstruction, 27 NE to 36 NE

Project Description

This nine mile long two-lane arterial project will complete the missing link serving as the only commodity haul route in northern Grant County. The roadway will be widened and reconstructed to accommodate current truck standards, improve safety and all-season reliability. With the loss of rail services our agribusinesses are completely dependent on local roads to serve their business needs.

Project Status and Timeline

The project needs funding to complete the design and construction phases. It is listed on the Six Year Transportation Improvement Program. The project can be easily completed within two years of funding authorization. All necessary rights of way have been acquired.

Item 20: McManamon Bridge #400-3 Replacement Project

Project Description

- What is it? Replacement of McManamon Bridge #400-3 along with approach roadways.
- Where is it located? Located in the SW portion of the County in Section 27 & 28, Township 16N, Range 29E.
- What is the intended outcome & benefit? This project is intended to replace the existing structure as well as existing approach roadways to meet the current design standards. By reconstructing this bridge and roadways we will be completing a missing link connecting the SW portion of Adams County and the SE portion of Grant County to the City of Othello.

Project Status & Timeline

- Where is the project at in development? This bridge has been in the Adams County Six Year Transportation plan in the past but due to the reduction in BRAC funding has not been rebuilt.
- What is the timeline for this project from start to completion? (Please identify the major phases) If funding became available Adams County would begin preliminary engineering in fiscal year 2011/2012 and construction would be planned for the 2013/2015 biennium.

Additional Comments

- McManamon Road is a major arterial linking the City of Othello with portions of Adams and Grant Counties. The road is used to transport produce and other commodities to storage and processing facilities in the Othello area, provides access to recreational areas in and around the Columbia Wildlife Refuge, and is the primary route for a growing residential population to get to shops, work and school in the City of Othello.
- The McManamon Rd east of this project has been rebuilt (11.00 miles) which completes the roadway and bridge portion to the Grant County line. Grant County also completed their portion of the roadway extending west of the county line during the late 2000's construction season. This portion represents the last unimproved section of road.
- Because of the physical location of this roadway this route is considered high importance because an alternate route (detour) is impractical due to length. If the bridge was closed or weight restricted the alternate routing of traffic would be in excess of an additional 20 miles.

**Skagit MPO / Skagit-Island RTPO
Regional Priority Project List - TRANSIT**

##

	Project Name, Jurisdiction & Category (i.e.: road or multi-modal)	Project Type - Indicate Applicable Number(s) <i>(see instruction memo)</i>	Total Project Cost*	Project Cost Breakdown By Biennia - YOY \$** <i>(09/11; 11/13; 13/15 etc.)</i>	Is This Project Consistent with an Approved Regional Transportation Plan?	Policy Goals Project Addresses - Indicate Applicable Numbers <i>(see instruction memo)</i>	Comments
	Island Transit Projects						
1	New Main Operations, Administration, and Maintenance Base Facilities Project, including Parker Road Realignment / Smith Prairie Getaway / Bike Transit Park	1, 3, 4,5	23,863	11/13: \$23,863	Yes	3,4,5,6	With large, well-equipped facilities, appropriate office space, full integration of system-wide surveillance systems, real-time dispatching, MDT/AVL system, etc. this Project will bring our system to a state of good repair, and will also provide Island Transit with the resources, technologies, and tools needed to meet growing regional transportation demands for the next 30 years and beyond. The Parker Road project portion will allow Island Transit to construct a secondary access situated safely off of SR 20 for bus ingress/egress at their facilities. The planned improvements will greatly mitigate area congestion and increasing overall safety.
2	Regional Connector Services (Island)	4,5	\$39,390	11/13: \$6,975,102 13/15: \$7,399,886 15/17: \$7,850,539 17/19: \$8,328,637 19/21: \$8,835,851	Yes	4,5,6	Regional connector services continue to relieve congestion and improve mobility by providing commuter-based transit service. This effort will meet increasing demand for public transportation options between Island, Skagit and Whatcom Counties.
3	Selma Farmer Transit Park, wetlands enhancement and mitigation	3, 4, 5	\$5,000	11/13: \$5,000,000	Yes	1,4,5,6	This project will provide a needed park and ride for 100 vehicles, develop intersection improvements to meet concurrency and increase safety, allow for express routes to the ferry and connect with a planned trail system to facilitate pedestrian access in the Freeland area.

4	Vehicle Replacement / Expansion			\$28,091	11/13: \$6,967,282 13/15: \$4,705,645 15/17: \$7,469,710 17/19: \$4,962,467 19/21: \$3,985,495	Yes			This project consists of purchasing replacement / expansion vehicles to be used for Specialized Paratransit, Route Deviation, and Fixed Route rural commuter services throughout Island County and for cross-county regional connector services. In addition, this project will allow Island Transit to expand service on Whidbey and Camano Island to include 30-minute service Monday through Friday until 8PM, and then hourly to midnight, more frequent service on Saturday and running to midnight, and limited Sunday service.	
5	Transit Station / Transit Park at SR 20 and Monroe Landing Road Vicinity	3,4,5	\$4,000	11/13: \$4,000,000		Yes	3,4,5		This will become the main transfer station for Whidbey Island Services.	
6	Race Road/Central Whidbey Transit Park	3,4,5	\$1,000	13/15: \$1,000,000		Yes	3,4,5		This transit station will provide a critical link and service to transit riders. Currently there is no formal park and ride in the vicinity.	
7	Whidbey Solar Skyway Demonstration Project	3	\$25,000	11/13: \$6,000,000 13/15: \$19,000,000		Yes	1,3,4,5,6		This project could serve as a model for similar applications throughout the state and country. In essence, a solar skyway would operate above the existing highway. The roof of the skyway would be solar panel and a pod car would travel below.	
8	Transit Park Development Funds	3,4,5	\$8,000	11/13: \$4,000,000 13/15: \$4,000,000		Yes	1,2,3,4,5,6		Identification and development of transit parks and facilities on Whidbey and Camano Islands improve connectivity and mobility using transit. Includes the following Transit Parks: Selma Farmer; Elger Bay; N. Whidbey; Greenbank. Also Langley Funicular and Pocket Transit Parks.	
9	MDL-AVL / Dispatch Communications / Enhancements	1,4	\$800	11/13: \$800,000		Yes	2,3,4		The project is comprised of software to enhance the MDT-AVL's to improve vehicle and route efficiency and greater mobility options.	
10	Transit Security and Communications Systems in Partnership with law enforcement	1	\$500	11/13: \$500,000		Yes	4,6		Monitoring systems greatly enhance safety.	
Skagit Transit Projects										
11	Alger Park and Ride	3,4,5	1,190	11/13: 1,190		Yes	1,4,5,6		This project will improve the performance, reduce maintenance costs and enhance the amenities at the Alger Park and Ride facility.	
12	Regional Connector Services (Skagit)	1,3,4,5	3,400	11/13: 3,400		Yes	4,5,6		Regional connector services continue to relieve congestion and improve mobility by providing commuter-based transit service. This effort will meet increasing demand for public transportation options between Island, Skagit and Whatcom Counties.	

13	Skagit Transit Maintenance, Operations and Administration Building Feasibility Study	1,6	100	11/13: 100	Yes	3,4	A cost/benefit feasibility study is needed to determine the most efficient approach for needed facility expansion.
14	Remodel of Skagit Station	1,2,4	650	11/13: 650 (estimate)	Yes	1,3,4	The existing lobby at the Skagit Station is insufficient in size to accommodate the number of passengers waiting for buses or trains.
*Dollars in thousands		TOTAL	117,121				

**YOE = Year of Expenditure Dollars assuming a 3% inflation factor

Project Type:

1. Safety
2. Reconstruction
3. New Construction
4. Adds Capacity
5. Adds Multi-Modal Facility
6. Maintenance

Policy Goals:

1. Economic Vitality
2. Preservation
3. Safety
4. Mobility
5. Environment
6. Stewardship

Regional Connector Services	4,5	39,390,015	11/13: \$6,975,102 13/15: \$7,399,886 15/17: \$7,850,539 17/19: \$8,328,637 19/21: \$8,835,851
Parker Road Realignment / Smith Prairie Getaway / Bike Transit Park	1, 3, 4,5	1,460,000	11/13: 13/15
Selma Farmer Transit Park, wetlands enhancement and mitigation	3, 4, 5	5,500,000	11/13:5,500
Transit Station / Transit Park at SR 20 and Monroe Landing Vicinity	3,4, 5	4,000,000	11/13: \$4 M
Race Road/Central Whidbey Transit Park	3,4,5	1,000,000	13/15: \$1 M
Whidbey Solar Skyway Demonstration Project	3	\$25,000,000	11/13: \$ 13/15: \$ 15/17: \$
Transit Park Development Funds	3,4,5	13,000,000	11/13: \$ 13/15:
MDL-AVL / Dispatch Communications / Enhancements	1,4	800,000	11/13: \$800,000
Transit Security and Communications Systems in Partnership with law enforcement	1	500,000	11/13: \$500,000

Skagit MPO/Skagit – Island RTPO

REGIONAL PRIORITY PROJECT LIST - TRANSIT

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

Number 1: New Main Operations, Administration, and Maintenance Base Facilities Project, including Parker Road Realignment / Smith Prairie Gateway / Bike Transit Park

Project Description

Island Transit’s shovel-ready new, turn-key Whidbey Island Operations, Maintenance, and Administration Facilities Project will be on our 13.83 acres of land within the boundaries of Ebey’s Landing National Historic Reserve on Whidbey Island. This new Facility will replace the existing 6,000 SF, grossly inadequate and failing, Whidbey Main Base. The Whidbey Main Base handles all the administrative and maintenance functions for both Whidbey Island and Camano Island services. The Camano Island satellite facility houses dispatch functions only.

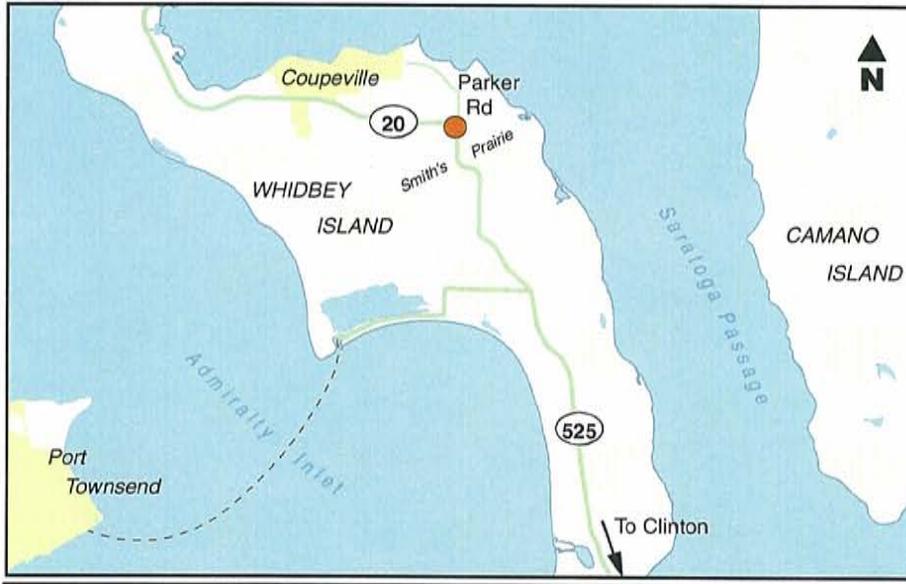
The Project will consist of a 33,525 SF fully equipped Maintenance Facility with 12 service bays, 5,737 SF Bus Wash and Fueling Facilities, and a 15,520 SF, turn-key Administration and Operations Facility, including a large public meeting space. The Project will include state-of-the-art security/surveillance systems. The Project will have 375 parking spaces using environmentally friendly materials wherever feasible for buses, vanpool and shuttle vehicles, employee, and public parking. The grounds will be landscaped using many principles of Low Impact Development, i.e., rain gardens and berms to treat stormwater runoff. Native plants and many existing second-growth evergreen trees will be saved. Approximately one acre of existing native prairie habitat will be restored and protected. The Project, in partnership with the WA State Department of Transportation (WSDOT), National Parks Service (NPS), Naval Air Station Whidbey (NAS), and Ebey’s Landing National Historic Reserve (Ebey’s Landing), will be constructed to ensure the historic and natural resources of the Reserve are protected, and will also include safety upgrades to SR 20, which was recently designated a National Scenic Isle Way – the first designated scenic byway on an island in the nation.

With large, well-equipped facilities, appropriate office space, full integration of system-wide surveillance systems, real-time dispatching, MDT/AVL system, etc. this Project will bring

our system to a state of good repair, and will also provide Island Transit with the resources, technologies, and tools needed to meet growing regional transportation demands for the next 30 years and beyond. Estimated Cost: \$22.4M

Location:

Intersection of Parker Road and SR 20, Central Whidbey Island



Main Base Facilities Project Status & Timeline:

We have all environmental approvals for the construction of this project; current final design drawings are at 90-95%; final design complete/building permit submittal 10/09; building permit ready 12/10; bid documents out 12/10; construction mobilization in 10/11. We await construction funds for this project. We are ready to move forward when awarded funds.

Parker Road Project Description:

Located at the intersections of SR 20, Parker Road, and Old Smith Prairie Road, this priority project includes the property purchase and resulting realignment of Parker Road, allowing Island Transit to construct a secondary access situated safely off of SR20 for bus ingress / egress at our facilities. The planned improvements will greatly mitigate area congestion and increase the overall safety for vehicular and pedestrian activities, as well as create a more smooth and efficient flow of traffic throughout the area, thereby improving overall system continuity. In addition to the secondary access point for Island Transit vehicles, we will use the property to construct an Island Transit “bike and ride”, ADA accessible parking, access to the local trails, and a scenic viewpoint of the historic prairie lands adjacent to the site. Estimated cost: \$1.463M

Parker Road Project Status & Timeline

Island Transit is entering into a Purchase and Sale Agreement with the property owner of the Parker Road parcel necessary for this project; the property owner is a willing seller to Island Transit. We have started the process for further archeological review as determined by DAHP and sent letters to respective Tribes; the 30-day notice period will expire October 30. We anticipate the property closing by year end, 2010. Once the land purchase is finalized, Island Transit will provide the needed right-of-way access for the Parker Road project.

Parker Road Project Milestones

III. Milestones (CN) (Critical path milestones are in BOLD)	Past or planned completion dates (mm/yy)
Design 10% complete	01/11
Design 30% complete	03/11
Design 60% complete (LID re-design)	08/11
Design 90% complete	01/12
Complete environmental documentation	06/12
Executive Order 05-05 compliance	01/11
Obtain required permits	08/12
Land acquired/right-of-way certification	01/11
Utilities	08/12
Ad date	01/13
Bid date	02/13
Award date	02/13
Construction start date	02/13
Construction 25% complete	03/13
Construction 50% complete	04/13
Construction 75% complete	04/13
Operationally complete	05/13
Performance assessment plan approved by WSDOT	05/13
Fully complete	05/13
Site inspection visit by WSDOT	05/13

Skagit MPO/Skagit-Island RTPO

REGIONAL PRIORITY PROJECT LIST - TRANSIT

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

Project 2: Regional Connector Services

Project Description

Regional Connector Services continue to relieve congestion and improve mobility by providing commuter-based transit service that reduces the volume of cars, vehicle trips, and vehicle miles traveled in the WSDOT-identified problem areas. Before the Regional Connector Services, public transportation options between Island, Skagit, Whatcom Counties, with the addition of Everett as well, were virtually nonexistent. Commuters and other travelers in the region simply had no choice but to add to the existing congestion, time delays, pollution, and resulting reduction in quality of life. Both services have seen an explosion of riders due to ever-increasing fuel costs.

Estimated Cost: \$39.39 Million

Timeline: Ongoing quarterly through the 10-year period

Skagit MPO/Skagit-Island RTPO

REGIONAL PRIORITY PROJECT LIST - TRANSIT

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

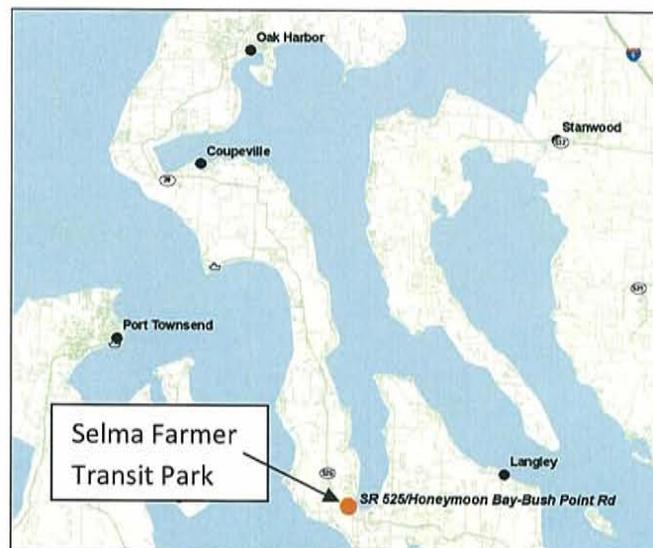
Project 3: Selma Farmer Transit Park

Project Description

This project is located at the intersection of SR 525, Bush Point Road, and Honeymoon Bay Road. The land is owned by Island Transit. This transit park will consist of the construction of intersection improvements at the intersection of SR525 and Bush Point/Honeymoon Bay Roads and a landscaped parking area to accommodate approximately 100 vehicles. The inspection improvements will allow safe transit ingress and egress from the transit park. This facility will tie into Island County's trails system and will create safety improvements for pedestrians and transit users as they will not have to cross SR525 to board or off-board transit vehicles.

Estimated cost: \$5M. **Timeline:** Begin construction in 2011 or as soon as funding is secured.

Location: Intersection of SR 525 and Bush Point Road, Whidbey Island, WA



Skagit MPO / Skagit-Island RTPO
REGIONAL PRIORITY PROJECT LIST - TRANSIT
Submittal to Washington State Transportation Commission
NARRATIVE PROJECT INFORMATION
October 2010

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*
Number 4- Vehicle Replacement / Expansion

Project Description

This project consists of purchasing replacement / expansion vehicles to be used for Specialized Paratransit, Route Deviation, and Fixed Route rural commuter services throughout Island County and for cross-county regional connector services. In addition, this project will allow Island Transit to expand service on Whidbey and Camano Island to include 30-minute service Monday through Friday until 8PM, and then hourly to midnight, more frequent service on Saturday and running to midnight, and limited Sunday service.

Estimated cost: \$28.09 Million.

Timeline: Beginning in 2011 through 2021 (Ongoing)

Skagit MPO/Skagit-Island RTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

Number 5: Transit Station / Transit Park - SR 20 & Monroe Landing Road vicinity

Project Description

This project will be located in the vicinity of SR 20 and Monroe Landing Road. This Transit Park will become the main transfer station for Whidbey Island Services. The park will house a restroom facility, transit employee office area, and eight passenger waiting facilities for bus transfers. This transit park will have a landscaped vehicle parking area for approximately 200 vehicles. Island Transit's transfer center Harbor Station located in downtown Oak Harbor is currently over capacity. It will be used primarily as the main hub for all Oak Harbor services.

Estimated cost: \$4M

Timeline: See page 2

Monroe Landing Transit Park Project Milestones – 2 Year Timeframe

Milestones	Actual and/or Planned Completion Dates
Design 10% Complete	03/11
Land Acquired/right of way certification	03/11
Executive Order 05-05 compliance	03/11
Design 30% Complete	05/11
Design 60% Complete (LID re-design)	10/11
Design 90% Complete	03/12
Complete environmental documentation	08/12
Obtain required permits	10/12
Utilities	10/12
Ad date	03/13
Bid date	04/13
Award date	04/13
Construction start date	04/13
Construction 25% Complete	05/13
Construction 50 Complete	06/13
Construction 75% complete	07/13
Operationally Complete	08/13
Performance assessment plan approved by WSDOT	08/13
Fully Complete	08/13
Site inspection visit by WSDOT	08/13

Skagit MPO/Skagit-Island RTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

Number 6: Race Road / Central Whidbey Transit Park – SR 20 and Race Road vicinity

Project Description

This project would be located at the intersection of SR 525, SR 20 (Wanamaker Road), and Race Road. This land is owned by Island Transit. This transit park will consist of a landscaped park-like setting with 75+ parking spaces, eco-restroom facility and informational/interpretive kiosks located on SR20 approximately 2 miles from the Coupeville (Keystone)/Port Townsend Washington State Ferry Terminal.

Estimated cost: \$1.M

Timeline: See page 2

Race Road Transit Park Project Milestones – 2 Year Timeframe

Milestones	Actual and/or Planned Completion Dates
Design 10% Complete	03/11
Land Acquired/right of way certification	11/08
Executive Order 05-05 compliance	03/11
Design 30% Complete	05/11
Design 60% Complete (LID re-design)	10/11
Design 90% Complete	03/12
Complete environmental documentation	08/12
Obtain required permits	10/12
Utilities	10/12
Ad date	03/13
Bid date	04/13
Award date	04/13
Construction start date	04/13
Construction 25% Complete	05/13
Construction 50 Complete	06/13
Construction 75% complete	07/13
Operationally Complete	08/13
Performance assessment plan approved by WSDOT	08/13
Fully Complete	08/13
Site inspection visit by WSDOT	08/13

Skagit MPO/Skagit-Island RTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

Number 7: Whidbey Solar Skyway Demonstration Project

Project Description

This project is the construction of the Whidbey Solar Skyway Demonstration Project. In essence, a solar skyway would operate above the existing highway. The roof of the skyway would be solar panels and a pod car would travel below the skyway.

Estimated Cost \$25M.

Timeline: As soon as funding is secured.

Skagit MPO/Skagit-Island RTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

Number 8: Transit Park Development Funds

Project Description

Estimated Cost: \$8 Million

Elger Bay Transit Park - Camano Island (Elger Bay Vicinity)

This transit park will accommodate approximately 75 vehicles in a landscaped park-like setting. This project will incorporate sheltered waiting areas and informational/interpretive kiosks. Estimated cost: \$1M.

North Whidbey Transit Park (Goat Lady Landing)

This Transit Park will be developed in partnership with Island County and Washington State Parks. Island Transit will develop the transit park to accommodate 125 vehicles and include a restroom facility that will be a shared-use restroom facility with State Parks. Deception Pass visitors will also be able to use the restroom facilities. State Parks will also create a smaller parking area to the back of the Transit Park property that will include a bicycle/walking trail to the State Park and wildlife viewing area. Estimated cost: \$1.3M.

Langley Marina Funicular Transit Pedestrian Facility

This project consists of a funicular to transport pedestrians and other marina users at the Langley Marina up the incline to access Island Transit services. This project will be developed with the City of Langley and in partnership with the Port of South Whidbey. Estimated cost: \$800,000.

Greenbank Farm Transit Park (State Route 20 / Wonn Road)

This future transit park will consist of a landscaped area, ecologically friendly restroom facility and parking for approximately 100 vehicles. This transit park will be developed in partnership with the Central Whidbey Port District and the Greenbank Farm Management Group. This transit park will have information/interpretive kiosks to include the trails-system and kayak information. Estimated cost: \$1.6M.

Pocket Transit Parks

Island Transit is identifying pocket park locations throughout Whidbey and Camano Islands. The first such pocket park will be located east of Freeland on Whidbey Island. Pocket Parks are smaller landscaped areas that will accommodate approximately 20 vehicles located in outlying areas in the county. These areas are all serviced by rural feeder route buses that connect with the mainline spine routes. Another pocket park is identified along Cultus Bay Road to serve the Skatchet Head and Possession Shores Communities on Whidbey Island. Estimated Cost: \$3.3M.

Skagit MPO/Skagit-Island RTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

Number 9: MDT-AVL / Dispatch Communications / Enhancements

Project Description

This project is comprised of software to enhance the MDT-AVL's to improve vehicle and route efficiency; the MDT-AVL communications systems create greater mobility options for our riders, where schedules and routes are tailored to customer requests and require more real-time communications to drivers. This project is also comprised of Repeaters to improve overall the communications system in concert with the Region 1 Interoperability Network Project (NWRIC).

Estimated Cost: \$800,000.

Timeline: Installation to begin in 2011. Complete by 2013

Skagit MPO/Skagit-Island RTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

Number 10: Transit Security and Communications Systems in Partnership with Local Law Enforcement

Project Description

This project meets the growing demand for high quality affordable remote monitoring systems. In partnership with local law enforcement, Island Transit will install monitoring systems that provide the useful function of outdoor surveillance and traffic monitoring applications.

Estimated Cost: \$500,000.

Timeline: Install system in 2011.

Skagit MPO/Skagit-Island RTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

Number 11: Alger Park and Ride

Project Description

Skagit Transit seeks to improve the performance, reduce maintenance costs and enhance the amenities at the Alger Park and Ride for its users. The Alger Park and Ride is a commuter stop on a regional connector service route. The current Park and Ride is privately owned and the owner charges a daily parking fee for use of the dirt lot. Skagit Transit owns an adjacent piece of property that we would like to develop as a 45 stall Park and Ride facility. A feasibility study has been completed for the Park and Ride Lot.

Project Funding Needed

<u>Biennium</u>	<u>Amount (\$000)</u>
2011-2013	\$1,190

Skagit MPO/Skagit-Island RTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

Number 12: Regional Connector Service (Skagit/Island Transit)

Project Description

Regional Connector Services continue to relieve congestion and improve mobility by providing commuter-based transit service that reduces the volume of cars, vehicle trips and vehicle mile traveled in the WSDOT-identified problem areas. Before the Regional Connector Services, public transportation options between Island, Skagit and Whatcom counties, with the addition of Everett as well, were virtually non-existent. Commuters and other travelers in the region simply had no choice but to add to the existing congestion, times delays, pollution, and resulting reduction in quality of life. Both services have seen an explosion of riders due to ever-increasing fuel costs.

Project Funding Needed

<u>Biennium</u>	<u>Amount (\$000)</u>
2011-2013	\$3,400

Skagit MPO/Skagit-Island RTPO REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

**Number 13: Skagit Transit Maintenance, Operations and Administration
Building Feasibility Study**

Project Description

Skagit Transit is operating in facilities built on land leased from Skagit County. The land is located in the flood plain. Skagit County may be selling their entire property due to expansion and the location in the flood plain. Skagit Transit is considering expansion but does not deem it wise to fund expansion in an area that (1) is limited in size, (2) is in the flood plain and (3) is not on property that Skagit Transit owns and controls. A feasibility study is needed to begin the process of acquiring property, planning expansion and obtaining funds for construction

Project Funding Needed

<u>Biennium</u>	<u>Amount (\$000)</u>
2011-2013	\$100

Skagit MPO/Skagit-Island RTPO

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

Number 14: Remodel of Skagit Station

Project Description

Remodel of multi-modal station in Mount Vernon Washington to increase lobby capacity. Skagit Station is Skagit County’s multi-modal transportation center in Mount Vernon where local and commuter transit, intercity and passenger rail transportation services are available. Since the opening of the station in 2004 the increased demand for transportation services has made the size of the lobby area insufficient for the number of passengers waiting for a bus or train.

Project Status & Timeline

The project is listed in the agency’s Transportation Development Plan. The NEPA has been completed, will need to be reviewed for this project.
Design/Engineering 5 months
Remodel Construction 5 months

Project Funding Needed

<u>Biennium</u>	<u>Amount (\$000)</u>
2011-2013	\$650 (estimate)



STATE OF WASHINGTON
TRANSPORTATION COMMISSION

PO Box 47308, Olympia WA 98504-7308 • 2404 Chandler Ct SW Suite 270, Olympia WA 98502
(360) 705-7070 • Fax (360) 705-6802 • transc@wstc.wa.gov • <http://www.wstc.wa.gov>

DATE: June 25, 2010

TO: Directors, Statewide Metropolitan Planning Organizations and
Regional Transportation Planning Organizations

FROM: Reema Griffith, Executive Director
Washington State Transportation Commission

RE: Instructions for Submitting Regional Priority Projects to the Washington
State Transportation Commission

The enacted 2010 Supplemental Transportation Budget contained a proviso directing the Transportation Commission (WSTC) as follows (ESSB 6381, Sec. 205 (8)):

"As part of its development of the statewide transportation plan, the commission shall review prioritized projects, including preservation and maintenance projects, from regional transportation and metropolitan planning organizations to identify statewide transportation needs. The review should include a brief description and status of each project along with the funding required and associated timeline from start to completion. The commission shall submit the review, along with recommendations, to the house of representatives and senate transportation committees by January 2011."

The WSTC is requesting your organization submit a list of **up to 20 priority projects (in no particular order) located within your region. Do not submit more than 20 projects.** In cases where there are two regional organizations coexisting within one boundary, we ask that one list be submitted for both organizations. As you build your list of 20 projects, we encourage you to seek input from the tribes located in your region.

The following mega projects are already high priority state projects and therefore do not need to be included in your list of 20: SR 520 bridge replacement; Alaskan Way Viaduct replacement; I-405; Columbia River Crossing; Spokane North/South Freeway; Tacoma HOV; Snoqualmie Pass; and SR 167 extension to the Port of Tacoma. Funding for Washington State Ferries is also a high priority for the state and therefore does not need to be included in your list of 20.

Road projects can include those located on city streets, county roads or state highways and can be any type of road project such as, but not limited to, preservation, maintenance, safety, or improvement. Projects may also be multi-modal projects such as, but not limited to, transit, air, or intermodal freight.

For each project, the following information will be needed:

- Project name and description: Identify what each project is, where it is located, what the intended outcome and benefit is, etc.
- Project status and timeline: Identify where the project is at in development and a complete timeline of the project from start to completion, identifying the major phases (i.e., right of way acquisition, preliminary engineering, construction, etc.).
- Project funding needed:
 - Identify the total cost of the project and the funding needed in year of expenditure dollars (YOE). For purposes of this request (and not for budgeting purposes) **please apply an annual inflation factor of 3% in determining your YOE costs.**
 - Per the project timeline, identify the funding need in terms of state biennia (for example: July 1, 2011 – June 30, 2013; July 1, 2013 – June 30, 2015; etc.).
 - Project funding needs should be identified in whole dollars estimates, but small ranges may be acceptable if whole dollar estimates are not available.
- Project category and type:
 - **Category 1 – Road Projects**: Identify type of project and whose jurisdiction it falls under (i.e., city, county, state). For preservation and maintenance projects, please identify the discrete activity you are seeking funding for (*for example: sealcoat, 20 miles on Jones St.*). Please use the following list to determine the “project type” and indicate the corresponding number(s) a given project falls under:
 1. Preservation
 2. Maintenance
 3. Safety
 4. Reconstruction
 5. New Construction
 6. Adds Capacity
 7. Adds Multi-Modal Facility

- **Category 2 – Multi-modal Projects:** Identify the type of project and whose jurisdiction it falls under (i.e., port, transit agency, etc.).
- **Statutory policy goals:** For each project, identify which statutory policy goals it will address (*please refer to the correlating policy number listed below*). The statutory policy goals are as follows (*RCW 47.04.280*):
 1. **Economic Vitality:** To promote and develop transportation systems that stimulate, support and enhance the movement of people and goods to ensure a prosperous economy;
 2. **Preservation:** To maintain, preserve and extend the life and utility of prior investments in transportation systems and services;
 3. **Safety:** To provide for and improve the safety and security of transportation customers and the transportation system;
 4. **Mobility:** To improve the predictable movement of goods and people throughout Washington State;
 5. **Environment:** To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment; and
 6. **Stewardship:** To continuously improve the quality, effectiveness, and efficiency of the transportation system.

Two templates addressing the above informational needs are attached. (*Note: The Excel file is set up for 8.5 x 14 paper.*) **Please use these templates to provide the information we have requested.** If you would like to offer additional detail on any of your projects, please do so as an appendix.

The WSTC requests that this project information be submitted to the Commission Office by no later than **October 29, 2010**. The information should be submitted electronically to the following email address: transc@wsdot.wa.gov **Please put in the subject line: "Regional Project List"**.

<Insert MPO/ RTPPO Name>

REGIONAL PRIORITY PROJECT LIST

Submittal to Washington State Transportation Commission

NARRATIVE PROJECT INFORMATION

October 2010

Project Name & Number *(Number correlates to that shown on excel spreadsheet)*

<Insert text>

Project Description

- What is it? <Insert text>
- Where is it located? <Insert text>
- What is the intended outcome & benefit? <Insert text>

Project Status & Timeline

- Where is the project at in development? <Insert text>
- What is the timeline for this project from start to completion?
(Please identify the major phases) <insert text>

Additional Comments

REPEAT THE ABOVE INFORMATION FOR EACH PROJECT



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DATE: July 30, 2010

TO: Directors, Statewide Metropolitan Planning Organizations and
Regional Transportation Planning Organizations

FROM: Reema Griffith, Executive Director
Washington State Transportation Commission

RE: **ADDENDUM to Instructions for Submitting Regional Priority Projects to the
Washington State Transportation Commission**

On June 25, 2010 we sent you a request for your region's top 20 transportation priority projects along with instructions and templates to use for your submittal this fall to the Transportation Commission.

It was brought to our attention that many of you were struggling because our instructions allowed for the inclusion of preservation projects in your top 20 project list, but if included, required those projects be listed as discrete activities rather than as a programmatic total. This requirement placed preservation needs in competition with the other project types, and this was not the intent realizing there is a tremendous preservation back log statewide that must be addressed as a top priority.

Therefore, we have determined an alternative approach for communicating your preservation needs in a way that does not have to compete for a spot on your top 20 project list. We will be acknowledging in our final report to the Legislature that there is a significant preservation backlog across the state in all regions and given this, will communicate a total preservation need by region. To be able to do so, **we are no longer requesting you identify your preservation needs as a specific project or discrete activity, but rather request you provide us a total programmatic preservation need for your region along with a short narrative that will give us a sense of what your total preservation need is comprised of.** We are not providing a template for this so please just provide your response as a Word file.

This approach to communicating the statewide preservation need by region will be similar to what we are doing for the identified mega projects in our previous instruction memo. By giving both of these project types a separate acknowledgement in our final Legislative report, aside from your top 20 lists, we will ensure that both project types are elevated as to their importance without taking away from or competing for the valuable spots on your list.

Given the above, we have had to revise a portion of our prior instructions related to preservation as follows:

- Submit the amount of your total regional preservation need along with a short narrative that will give us a sense of what your total preservation need is comprised of. Feel free to submit additional supporting information if you'd like. Please submit this information as a Word file.
- Your total preservation need should represent the regional need for the next 10 years (2011 – 2021). Please provide an explanation as to how you arrived at your ten-year total including assumptions used, sources referred to, etc.
- Preservation projects included in your total should be limited to **roads and bridges**.
- In filling out the "Regional Priority Project List" template (*Excel file provided in June*), please use this revised numbered list to refer to the "project type". **To be clear, this list of possible project types does not imply that you need to identify projects in your top 20 list that address each one of them – these are simply options and are listed for ease of reference:**
 1. Safety
 2. Reconstruction
 3. New Construction
 4. Adds Capacity
 5. Adds Multi-Modal Facility
 6. Maintenance

We sincerely appreciate all your work on this effort. If you have any questions, please do not hesitate contacting me anytime at 360.705.7070.