

SULTAN CITY COUNCIL AGENDA ITEM COVER SHEET

ITEM: Public Comment -1

DATE: May 14, 2009

SUBJECT: Transportation Benefit District

CONTACT PERSON: Deborah Knight, City Administrator

ISSUE:

The issue before the council is to take public comment on establishing a transportation benefit district for the preservation, maintenance and construction of city streets.

STAFF RECOMMENDATION:

1. Review the attached materials.
2. Take public comment

Attachment A is a state analysis of Sultan's roadways (pavement rating). This analysis is the starting point for evaluating the condition of Sultan's roadways and potential investment necessary for long-term maintenance of the City's roadway assets.

Attachment B is a fact sheet on transportation benefit districts.

SUMMARY:

During the council retreat in March 2009, the city council reviewed the current deteriorating state of many city streets and looked at the limited funding sources available to maintain and improve the street system.

The council directed staff to schedule a public forum to get feed back from the community on the idea of funding road maintenance through a transportation benefit district.

The city council can either establish an annual vehicle fee up to \$20 or consider several options subject to voter approval.

The council is seeking feedback from the community on whether fixing streets is enough of a priority to establish a separate funding source for long-term maintenance.

The city is currently using all available resources to provide basic levels of city services to the Sultan community. Over the past decade, the city has deferred maintenance on its streets as traditional revenue sources have declined. Several city streets including Alder, Eight, Fourth, Main, East Main, Foundry Drive, Marcus, 140th Ave, 10th Street and others are beginning to seriously fail in spots. Local access streets have not been regularly maintained in over a decade.

A transportation benefit district (TBD) is a separate taxing district created for the sole purpose of acquiring constructing, improving, providing, and funding transportation improvements within the district. Transportation Benefit Districts are quasi-municipal corporations and independent taxing districts. Although a TBD has similar powers to a city, e.g. impose taxes, eminent domain powers, contracting, etc., it is a separate taxing district.

The city council is considering a street maintenance program using funds from the TBD to help prolong the life of city streets. If a TBD is approved, city streets would be surveyed and prioritized based on pavement condition. A maintenance schedule would be created to resurface streets on a 7-year cycle. Several cities have already created transportation benefit districts including Sequim, Prosser, Liberty Lake, Lake Forest Park, Edmonds, and Des Moines.

DISCUSSION:

Declining Revenues and Increasing Costs

The city has limited revenue to pay for basic preservation, maintenance and construction of the city's infrastructure. Over the last decade, funding dedicated to street maintenance has decreased. Due to the passage of Initiative 695 in 1999 and Initiative 776 in 2002, the city experienced a loss of Motor Vehicle Excise Taxes and local vehicle license fees. Revenues to the Street Fund have been stagnant.

While dedicated revenues have decreased, the on-going costs to preserve and maintain the city's transportation infrastructure continue to rise. In the past, there was sufficient funding and staff to maintain the City's paved and gravel roads. However, the city has made the decision to defer preservation, maintenance and construction of local streets in order to meet state mandates (e.g. GMA, Shoreline Master Program, etc.) and provide basic city services such as public safety.

Deteriorating City Streets

Alder is a prime example of the City's aging and ailing infrastructure. Fixing the pot holes is no longer addressing the problem. The street substructure needs to be replaced. However, there is no funding available to repair Alder in the street fund or capital budget. A sizable sink hole has appeared at the corner of Willow and 311th. It has been growing steadily over the last several months. Again there is no funding available to repair this growing problem.

East Main Street which serves the industrial area between Wagley Creek Automotive and ROMAC is another example. This is a dirt road without curb, gutters, sidewalks or storm drainage. If the city is serious about economic development, a public investment in quality transportation infrastructure can attract quality private investment. Aging and deferred maintenance lack the curb appeal to attract new investment.

The same is true of Sultan's residential communities. There are a number of city streets serving residential communities which are dirt roads including Marcus, Murphy Way and 140th Avenue just to name a few. These urban streets do not have basic amenities including curbs, gutters, sidewalks and stormwater systems.

Staff is seeking direction from the city council on developing a long-term funding source for preserving, maintaining and enhancing the city's local streets. A list of funding sources is provided below for the council's discussion.

Pavement Condition

In 2008, the Washington State Transportation Improvement Board (TIB) rated all of the city's roadways on a scale of 0-100 with 0 being complete deterioration and 100 needing no improvement (Attachment A). The city has three streets (140th Ave, 2nd Street and 6th Street) rated below 20 and 23 streets rated at 100. As a result of its analysis the state recommends the following:

Overlay - 22,825 feet
Seal Coat – 53,500 feet
Reconstruct – 1,930 feet¹
No Treatment – 11,100 feet

ANALYSIS:

Street Classifications

Streets are divided in "classifications". The City of Sultan comprehensive plan identifies four street types (Attachment B):

1. Major arterial – US 2
2. Minor arterial – First Street, Sultan Basin Road, Rice Road, and 132nd
3. Collector arterial – Fourth, Eighth, Main, Alder, and Cascade View
4. Local Access – all other streets

Funding Sources for Street Repair

The majority (if not all) federal and state grant and loan funding is focused on arterial streets. The City of Sultan has 9 arterial streets (see above). The city has been extremely successful in obtaining grant and loans for these streets. The city has also been successful in combining grant funds for water and sewer projects with street

¹ The City repaved 2nd Street from Main to Alder in 2009 as a part of the water system upgrade. City capital funds were used for the street overlay.

overlays to get more “bang for the buck”. Unfortunately, this approach does not translate into a long-term strategy for street preservation and maintenance.

There are very limited funding sources to preserve, maintain and improve local streets:

- 1) Real Estate Excise Tax
- 2) Utility Taxes
- 3) Property Taxes
- 4) Gas tax
- 5) Transportation Benefit District

The city currently uses all these funding sources **except** the Transportation Benefit District (TBD). The TBD statute was amended in 2007 to allow local governments to establish a \$20-\$100 vehicle fee for local street improvements.

Revenue Source	Annual Revenues	Current Use	Notes
Real Estate Excise Taxes (REET) (1 st ¼ percent and 2 nd ¼ percent)	1 st Q \$37,500 2 nd Q \$37,500	Debt payment on City Hall Not available for street maintenance	REET can't be used for street maintenance Capital budget only
Utility taxes	\$185,000 \$54,000 Streets \$130.8k to General Fund	\$54,000 Street lights	Sultan uses 6% utility tax on electricity to supplement Street Operating Fund. Voter approval needed to increase utility tax
Revenue Source	Annual Revenues	Current Use	Notes
Property taxes	\$659,500 \$81,300 Street \$578.2k to General fund	\$84,000 salaries and wages	Limited to 1% increase annually. Voter approval needed to increase tax
Gas tax	\$106,514 Dedicated to Street Fund	45% of funding for Street Fund	Stagnant source of revenue. Falling per capita
Transportation Benefit District	\$50,000 - \$70,000	N/A	Councilmanic < \$20 Voter approved \$20>\$100

Real Estate Excise Tax

Real Estate Excises Taxes are a separate funding source in the city's capital budget.

Sultan has levied two 1/4% real estate excise taxes. Each 1/4% should yield approximately \$37,500 in revenue annually. The city council created a separate Special Capital Projects Fund for REET 2 revenues in 2007.

Sultan is currently using REET to make the \$125,000 annual debt service payment on the Sultan Community Center. Additional future revenues are needed to provide local match dollars for state and federal grants.

Utility Taxes

The City of Sultan levies a 6 percent tax on electric utilities. The funds are divided between the general fund (\$130,800) and street fund (\$54,000). Street fund revenues are used to pay for street lighting.

If a tax rate of more than 6 percent is proposed, then voter approval must first be obtained ([RCW 35.21.870\(1\)](#)). No vote is needed to raise the rate over 6 percent for other utilities such as water, sewer, stormwater and cable television.

The city council could choose to raise the utility tax on city utilities or go to the voters for approval to increase the utility tax to provide funding for street maintenance, preservation and construction.

Property Taxes

Property taxes are limited to 1% increase annually plus new construction. Approximately 12% (\$81,300) of property taxes are distributed to the Street Fund. The funds are used to pay salaries and wages for public works utility workers.

The council could choose to dedicate additional property tax revenues for street repair and lower levels of service or cut programs in other parts of the General Fund budget.

Gas Tax (MVET)

This tax is placed on the sale of motor vehicle gas in the state of Washington. A portion of these funds are shared with cities, such as Sultan. The state allocates 6.92% of these funds to each city based on population. Even with recent increases to the gas tax, cities only receive 2.96 cents (or eight percent) of the state's gas tax.

These funds are restricted, meaning they must be used for street repair purposes. Another 4.91% of these funds are also disbursed to cities to be used for major street

construction. The City expects to collect \$106,514 in gas tax revenues in 2009 which make up 45% of Street Fund revenues

Gas tax distributions are allocated on a per capita basis. However, as city population has increased, the per capita distribution has decreased. Even with an additional half cent gas tax authorized in 2005, distributions have not kept up with inflation.

Transportation Benefit District

In 1987, the State Legislature created Transportation Benefit Districts (TBD) as an option for local governments to fund the operation, maintenance, and preservation of transportation programs and facilities.

Legislative History. Since 2005, the Legislature has amended the TBD statute to expand its uses. In 2007, the Legislature amended the statute to authorize the imposition of vehicle fees and transportation impact fees without a public vote.

Separate Taxing District. A transportation benefit district is separate taxing district created for the sole purpose of acquiring constructing, improving, providing, and funding transportation improvements within the district.

Transportation Benefit Districts are quasi-municipal corporations and independent taxing districts. Although a TBD has similar powers to a city, e.g. impose taxes, eminent domain powers, contracting, etc., it is a separate taxing district.

In practical terms, the governing body of the TBD is the city council. The Council would serve as a separate government, much like a fire district. The TBD board would conduct business independent of a city council meeting and have the authority to exercise the statutory powers set forth in Chapter 36.73. The treasurer of the Transportation Benefit District would be the city finance director.

To the extent city employees work on TBD projects, the City will have to be paid. There are also additional administrative considerations. The TBD would need to have all the same administrative functions, including but not limited to: approved procedures, clerk functions, finance functions and legal services.

Boundaries of the TBD. The boundaries of the TBD may be less than the boundaries of the city limits. If the TBD chooses to exercise taxing authority that does not require a public vote, the boundaries of the TBD must be citywide.

Revenues. Transportation benefit districts have two revenue options not subject to voter approval, but subject to additional conditions:

1. Annual vehicle fee up to \$20. This fee is collected at the time of vehicle renewal

2. Transportation impact fees on commercial and industrial buildings. Residential buildings are excluded.

Since the city already has enacted a transportation impact fee, the focus of this discussion is on the council approved annual vehicle fee up to \$20.00.

City staff estimate that Sultan would receive between \$50,000 and \$75,000 annually. This revenue could be used to maintain the city's current streets or construct new improvements:

4,500 residents / 2.86 residents per household =
1,573 households x 2 cars/house = 3,146 cars x \$20/car = \$62,937 annually

Benefits of TBD. There are a number of benefits inherent in establishing a Transportation Benefit District. Already several cities have created TBD's including Edmonds, Lake Forest Park, Liberty Lake, and Sequim. Several cities are also considering TBD's as a stable funding source for road preservation, maintenance and construction. Staff from these cities report residents and business owners are in support of creating TBD's because:

- Creates a funding mechanism where there is a clear nexus between user group and use of roadway network.
- Revenues from a \$20 vehicle license fee are dedicated to street maintenance and operation expenditures.
- The \$20 vehicle license fee is a flat rate and will not increase without voter approval.
- The TBD provides accountability through a mandatory annual report to include the status of project costs, revenues, expenditures, and schedules.

NEXT STEPS:

If the city council is interested in developing a long-term maintenance program, City staff will develop a list and cost estimates of high priority street maintenance projects that could be funded. This would be the basis for the Council's discussion at the budget retreat in June or action to include a resolution for a ballot measure for the November 2009 general election.

RECOMMENDED ACTION:

1. Review the attached materials.
2. Discuss the need to preserve, maintain and improve city streets.
3. Discuss strategies to preserve, maintain and improve city streets.
4. Direct staff to areas of concern or action.

ATTACHMENTS

A - TIB Sultan Street Maintenance (TIB GMAP Performance Management Dashboard)

B – Transportation Benefit District Frequently Asked Questions

TIB GMAP Performance Management Dashboard

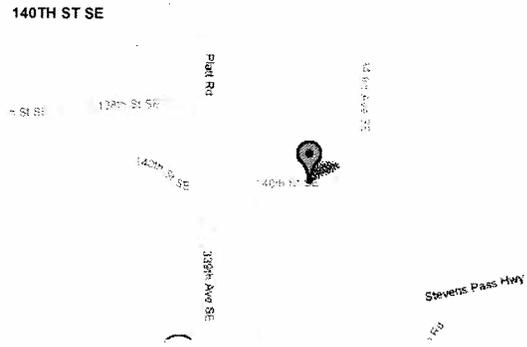
- TIB at a Glance
- Balanced Scorecard
- GMAP Reporting
- Selected Projects
- Project Information
- Current Inventory
- TIB GIS Project Mapping
- Small City Maintenance
- Time Lapse Data
- Output Measures
- Outcome Measures
- Efficiency Measures
- Financial Measures

Small City Street Maintenance

Statewide | Snohomish County | Sultan

Street	Rated Miles	PCR
10TH ST	0.159	36.0
11TH ST	0.199	90.0
132ND ST SE	0.843	81.0
138TH ST SE	0.227	100.0
▶ 140TH ST SE	0.246	16.0
1ST ST	0.831	81.0
2ND ST	0.244	40.5
311 ST SE	0.114	90.0
3RD ST	0.517	51.5
4TH ST	0.777	63.1
5TH DR	0.080	90.0
5TH PL	0.080	90.0
5TH ST	0.420	56.8
6TH ST	0.157	42.9
7TH ST	0.157	90.0
8TH ST	0.551	66.1
9TH PL	0.026	90.0
9TH ST	0.180	90.0
ALBION ST	0.030	76.0
ALDER ST	0.475	45.8

Map System Street Classification Map Avg. PCR 72.1



Street Inventory Segments

Termini	Length	Surface	Last Review	PCR
RICE RD to 343RD AVE SE	0.25	BST	9/16/2008	16

1 to 20 (of 76) Next >>>



1 to 1 (of 1)



100 New pavement - no sign of distress
 99.85 minor distress. no treatment suggested
 84.60 moderate distress. Seal coat
 60.30 major distress. Overlay needed
 30.0 extreme distress. Reconstruction necessary

sky mall - 27
 140th - 16

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Small City Street Maintenance

Statewide | Snohomish County | Sultan

Street	Rated Miles	PCR
AMBERWOOD CR	0.057	100.0
BEECH CT	0.133	100.0
BELL AVE	0.114	56.7
BIRCH AVE	0.252	53.1
BOWDEN LN	0.038	90.0
BRYANT RD	0.288	64.1
CASCADE CT	0.045	86.0
CASCADE VIEW DR	0.597	78.9
CEDAR AVE	0.246	60.8
CEDAR CT	0.123	100.0
CHAMPEAUX LN	0.045	72.0
CHERRY ST	0.114	59.0
CHERYL WY	0.023	90.0
DATE AVE	0.521	75.3
DEPOT LN	0.038	86.0
DOGWOOD CT	0.170	100.0
DYER RD	0.450	43.0
ELM CT	0.038	100.0
ELM ST	0.152	90.0
FIR AVE	0.508	90.0

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Map System Street Classification Map Avg. PCR 72.1



Street Inventory Segments

Termini	Length	Surface	Last Review	PCR
4TH ST TO N END	0.06	ACP	5/16/2008	100

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Small City Street Maintenance

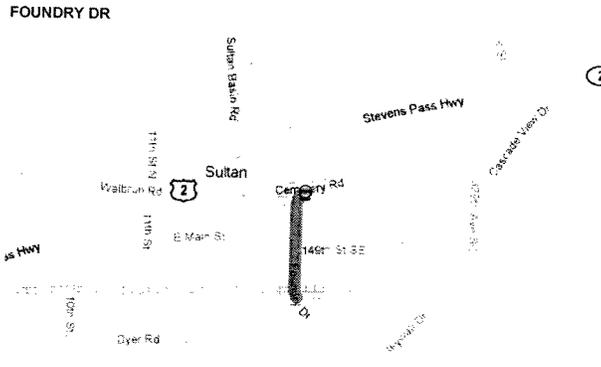
Statewide | Snohomish County | Sultan

Street	Rated Miles	PCR
FOUNDRY DR	0.180	65.0
GARDEN LN	0.036	86.0
GOHR RD	0.517	60.5
HEMLOCK CT	0.028	90.0
HIATT CT	0.066	90.0
HIGH AVE	0.483	63.2
JUNCTION LN	0.049	86.0
KESSLER DR	0.511	90.0
LAURAL CT	0.011	90.0
LOIS LN	0.049	90.0
LOVES HILL DR	0.277	90.0
MAIN ST	0.604	63.3
MAPLE ST	0.102	59.0
MEREA WAY	0.250	90.0
N PARK AVE	0.076	90.0
OLD OWENS RD	0.090	81.0
PERKINS WY	0.098	90.0
PINE ST	0.142	90.0
PORTER LN	0.038	90.0
RASPBERRY LN	0.066	57.0

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Map System Street Classification Map Avg. PCR 72.1



Street Inventory Segments

Termini	Length	Surface	Last Review	PCR
CASCADE VIEW DR to PAVEMENT CHANGE	0.09	ACP	9/16/2008	90
PAVEMENT CHANGE to SKYWALL DR	0.09	BST	9/16/2008	40

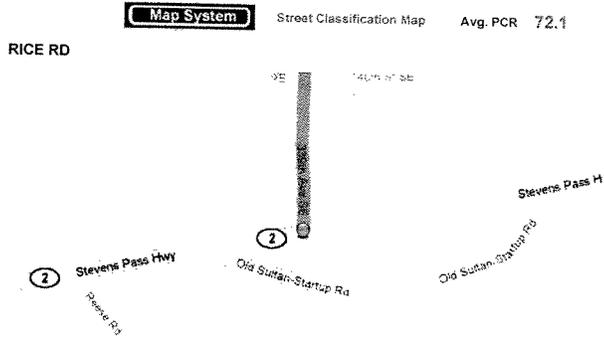
41 to 2 (of 2)

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Small City Street Maintenance

Statewide | Snohomish County | Sultan

Street	Rated Miles	PCR
▶ RICE RD	0.218	86.0
ROSEWOOD CR	0.170	95.0
SALMON RUN	0.133	96.0
SKYWALL DR	0.341	27.0
SULTAN BASIN RD	1.031	83.4
TROUT FARM RD	0.057	90.0
WALBURN RD	0.137	67.0
WALNUT AVE	0.076	90.0
WALNUT PL	0.038	90.0
WHISPERING PINE PL	0.152	100.0
WILDWOOD PL	0.044	100.0
WILDWOOD ST	0.064	100.0
WILLOW AVE	0.229	87.0
WISTERIA AVE	0.136	32.0
WOODWIND PL	0.045	100.0
YEW AVE	0.119	90.0



Street Inventory Segments

Termini	Length	Surface	Last Review	PCR
STEVENS AVE to NCL	0.22	ACP	9/16/2008	86

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Transportation Improvement Board Recommended Treatment

SULTAN

Agency Number **824**

Segment Name	Pavement Width Segment Length	Classification	Roadway Surfacing	Pavement Condition Rating (PCR)	Travel Lanes Paved Parking Lanes	Bus Route Sidewalk
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The following segments are ELIGIBLE for the Small City Preservation Program (SCPP)

Recommended Treatment Overlay

10TH ST	24 ft	<i>Local Access</i>	BST	36	2 Travel Lanes	
<i>DYER RD to STEVENS AVE</i>	840 ft				No Paved Parking	No Sidewalk
1ST ST	40 ft	<i>Secondary</i>	BST	48	2 Travel Lanes	
<i>HIGH AVE to WILLOW AVE</i>	1,600 ft				Intermittent Parking	No Sidewalk
2ND ST	40 ft	<i>Local Access</i>	BST	48	2 Travel Lanes	
<i>ALDER AVE to BIRCH AVE</i>	400 ft				Parking on Both Sides	600 ft. of sidewalk
2ND ST	40 ft	<i>Local Access</i>	BST	48	2 Travel Lanes	
<i>BIRCH AVE to CEDAR AVE</i>	300 ft				Parking on Both Sides	600 ft. of sidewalk
3RD ST	40 ft	<i>Local Access</i>	ACP	41	2 Travel Lanes	
<i>BELL AVE to HIGH AVE</i>	380 ft					760 ft. of sidewalk
3RD ST	40 ft	<i>Local Access</i>	ACP	45	2 Travel Lanes	
<i>CEDAR AVE to DATE AVE</i>	300 ft				No Paved Parking	600 ft. of sidewalk
3RD ST	40 ft	<i>Local Access</i>	ACP	41	2 Travel Lanes	
<i>DATE AVE to FIR AVE</i>	630 ft				Parking on Both Sides	1260 ft. of sidewalk
3RD ST	40 ft	<i>Local Access</i>	ACP	36	2 Travel Lanes	
<i>FIR AVE to BELL AVE</i>	280 ft				Parking on Both Sides	560 ft. of sidewalk
4TH ST	40 ft	<i>Secondary</i>	ACP	45	2 Travel Lanes	School & Transit Route
<i>ALDER AVE to BIRCH AVE</i>	230 ft				Parking on Both Sides	460 ft. of sidewalk
4TH ST	40 ft	<i>Secondary</i>	ACP	63	2 Travel Lanes	School & Transit Route
<i>BELL AVE to HIGH AVE</i>	380 ft				Parking on Both Sides	760 ft. of sidewalk
4TH ST	40 ft	<i>Secondary</i>	ACP	32	2 Travel Lanes	School & Transit Route
<i>BIRCH AVE to CEDAR AVE</i>	300 ft				Parking on Both Sides	600 ft. of sidewalk
4TH ST	40 ft	<i>Secondary</i>	ACP	59	2 Travel Lanes	School & Transit Route
<i>CEDAR AVE to DATE AVE</i>	310 ft				Parking on Both Sides	620 ft. of sidewalk
4TH ST	40 ft	<i>Secondary</i>	ACP	54	2 Travel Lanes	School & Transit Route
<i>DATE AVE to FIR AVE</i>	630 ft				Parking on Both Sides	1260 ft. of sidewalk
4TH ST	40 ft	<i>Secondary</i>	ACP	54	2 Travel Lanes	School & Transit Route
<i>FIR AVE to BELL AVE</i>	280 ft				Parking on Both Sides	560 ft. of sidewalk
4TH ST	40 ft	<i>Secondary</i>	ACP	50	2 Travel Lanes	Transit Route
<i>STEVENS AVE to MAIN ST</i>	280 ft				Parking on Both Sides	560 ft. of sidewalk



Transportation Improvement Board Recommended Treatment

SULTAN

Agency Number **824**

Segment Name	Pavement Width Segment Length	Classification	Roadway Surfacing	Pavement Condition Rating (PCR)	Travel Lanes Paved Parking Lanes	Bus Route Sidewalk
5TH ST	26 ft	<i>Primary</i>	ACP	64	2 Travel Lanes	
<i>RIVER BRIDGE to STEVENS AVE</i>	100 ft					No Sidewalk
5TH ST	40 ft	<i>Primary</i>	ACP	54	2 Travel Lanes	School Route
<i>STEVENS AVE to MAIN ST</i>	240 ft				Parking on Both Sides	480 ft. of sidewalk
5TH ST	24 ft	<i>Local Access</i>	ACP	32	2 Travel Lanes	
<i>WILLOW AVE to WISTERIA AVE</i>	750 ft				No Paved Parking	562.5 ft. of sidewalk
8TH ST	24 ft	<i>Local Access</i>	ACP	40	2 Travel Lanes	
<i>DEPOT LN to JUNCTION LN</i>	270 ft				No Paved Parking	270 ft. of sidewalk
8TH ST	28 ft	<i>Secondary</i>	ACP	50	2 Travel Lanes	Transit Route
<i>FIR AVE to GARDEN LN</i>	220 ft				No Paved Parking	440 ft. of sidewalk
8TH ST	28 ft	<i>Secondary</i>	ACP	50	2 Travel Lanes	Transit Route
<i>GARDEN LN to HIGH AVE</i>	430 ft				No Paved Parking	860 ft. of sidewalk
8TH ST	24 ft	<i>Local Access</i>	ACP	44	2 Travel Lanes	
<i>HIGH AVE to DEPOT LN</i>	200 ft				No Paved Parking	200 ft. of sidewalk
8TH ST	28 ft	<i>Secondary</i>	ACP	68	2 Travel Lanes	Transit Route
<i>PINE ST to DATE AVE</i>	140 ft				No Paved Parking	280 ft. of sidewalk
ALDER ST	40 ft	<i>Local Access</i>	ACP	50	2 Travel Lanes	
<i>3RD ST to 4TH ST</i>	340 ft				Intermittent Parking	680 ft. of sidewalk
ALDER ST	40 ft	<i>Local Access</i>	ACP	24	2 Travel Lanes	School Route
<i>5TH ST to 6TH ST</i>	360 ft				Parking on Both Sides	720 ft. of sidewalk
ALDER ST	40 ft	<i>Local Access</i>	ACP	32	2 Travel Lanes	
<i>6TH ST to 8TH ST</i>	860 ft				Parking on Both Sides	860 ft. of sidewalk
BELL AVE	40 ft	<i>Local Access</i>	ACP	50	2 Travel Lanes	
<i>4TH ST to 5TH ST</i>	290 ft				Parking on Both Sides	290 ft. of sidewalk
BIRCH AVE	40 ft	<i>Local Access</i>	ACP	44	2 Travel Lanes	
<i>2ND ST to 3RD ST</i>	400 ft				Parking on Both Sides	800 ft. of sidewalk
BIRCH AVE	40 ft	<i>Local Access</i>	ACP	41	2 Travel Lanes	
<i>4TH ST to 5TH ST</i>	330 ft				Parking on Both Sides	660 ft. of sidewalk
DATE AVE	40 ft	<i>Secondary</i>	ACP	44	2 Travel Lanes	
<i>3RD ST to 4TH ST</i>	340 ft				Parking on Both Sides	680 ft. of sidewalk
DATE AVE	40 ft	<i>Secondary</i>	ACP	45	2 Travel Lanes	School Route
<i>4TH ST to 5TH PL</i>	480 ft				Parking on Both Sides	960 ft. of sidewalk
DYER RD	24 ft	<i>Local Access</i>	BST	43	2 Travel Lanes	
<i>10TH ST to E END</i>	1,175 ft				No Paved Parking	No Sidewalk

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Transportation Improvement Board
Recommended Treatment

SULTAN

Agency Number **824**

Segment Name	Pavement Width Segment Length	Classification	Roadway Surfacing	Pavement Condition Rating (PCR)	Travel Lanes Paved Parking Lanes	Bus Route Sidewalk
DYER RD W END to 10TH ST	24 ft 1,200 ft	Local Access	BST	43	2 Travel Lanes No Paved Parking	No Sidewalk
FOUNDRY DR PAVEMENT CHANGE to SKYWALL DR	22 ft 500 ft	Local Access	BST	40	2 Travel Lanes No Paved Parking	No Sidewalk
GOHR RD NORTH PARK AVE to 311ST ST SE	22 ft 1,200 ft	Local Access	ACP	40	2 Travel Lanes No Paved Parking	No Sidewalk
HIGH AVE 1ST ST to 3RD ST	40 ft 540 ft	Secondary	ACP	24	2 Travel Lanes No Paved Parking	School Route 405 ft. of sidewalk
HIGH AVE 3RD ST to 4TH ST	40 ft 300 ft	Secondary	ACP	45	2 Travel Lanes Parking on One Side	School Route 300 ft. of sidewalk
MAIN ST 6TH ST to 8TH ST	50 ft 860 ft	Secondary	ACP	45	2 Travel Lanes Parking on Both Sides	Transit Route 1720 ft. of sidewalk
MAIN ST 8TH ST to STEVENS AVE	50 ft 860 ft	Secondary	ACP	50	2 Travel Lanes Parking on Both Sides	Transit Route 1720 ft. of sidewalk
SKYWALL DR FOUNDRY DR to E END	22 ft 1,800 ft	Local Access	BST	27	2 Travel Lanes No Paved Parking	No Sidewalk
SULTAN BASIN RD BRYANT RD to YEW AVE	26 ft 780 ft	Primary	ACP	68	2 Travel Lanes No Paved Parking	No Sidewalk
WISTERIA AVE GOHR RD to 5TH ST	22 ft 720 ft	Local Access	ACP	32	2 Travel Lanes No Paved Parking	No Sidewalk

Overlay Total Length in Feet 22,825

Recommended Treatment Seal Coat

11TH ST WALBURN AVE to N END	12 ft 1,050 ft	Local Access	ACP	90	1 Travel Lanes No Paved Parking	No Sidewalk
132ND ST SE SULTAN BASIN RD to ECL	24 ft 4,450 ft	Local Access	BST	81	2 Travel Lanes No Paved Parking	No Sidewalk
2ND ST CEDAR AVE to DATE AVE	40 ft 290 ft	Local Access	BST	52	2 Travel Lanes Parking on Both Sides	580 ft. of sidewalk
311 ST SE GOHR RD to N END	32 ft 600 ft	Local Access	BST	90	0 Travel Lanes	No Sidewalk
3RD ST ALDER AVE to BIRCH AVE	40 ft 230 ft	Local Access	ACP	63	2 Travel Lanes Parking on Both Sides	460 ft. of sidewalk

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Transportation Improvement Board Recommended Treatment

SULTAN

Agency Number **824**

Segment Name	Pavement Width Segment Length	Classification	Roadway Surfacing	Pavement Condition Rating (PCR)	Travel Lanes Paved Parking Lanes	Bus Route Sidewalk
3RD ST	40 ft	<i>Local Access</i>	ACP	59	2 Travel Lanes	
<i>BIRCH AVE to CEDAR AVE</i>	300 ft				Parking on Both Sides	600 ft. of sidewalk
3RD ST	40 ft	<i>Local Access</i>	ACP	59	2 Travel Lanes	
<i>MAIN ST to ALDER AVE</i>	270 ft				Parking on Both Sides	540 ft. of sidewalk
3RD ST	40 ft	<i>Local Access</i>	BST	81	0 Travel Lanes	
<i>STEVENS AVE to MAIN ST</i>	340 ft					340 ft. of sidewalk
4TH ST	24 ft	<i>Local Access</i>	ACP	77	2 Travel Lanes	School Route
<i>HIGH AVE to WHISPERING PINE PL</i>	1,320 ft				Intermittent Parking	2640 ft. of sidewalk
4TH ST	40 ft	<i>Secondary</i>	ACP	86	2 Travel Lanes	School & Transit Route
<i>MAIN ST to ALDER AVE</i>	270 ft				Parking on Both Sides	540 ft. of sidewalk
4TH ST	24 ft	<i>Local Access</i>	ACP	86	2 Travel Lanes	
<i>WHISPERING PINE PL to WILLOW AVE</i>	100 ft				No Paved Parking	200 ft. of sidewalk
5TH DR	30 ft	<i>Local Access</i>	ACP	90	2 Travel Lanes	
<i>HIGH AVE to N END</i>	420 ft					420 ft. of sidewalk
5TH PL	40 ft	<i>Local Access</i>	ACP	90	2 Travel Lanes	
<i>S END to DATE AVE</i>	420 ft				No Paved Parking	840 ft. of sidewalk
5TH ST	40 ft	<i>Local Access</i>	ACP	68	2 Travel Lanes	
<i>ALDER AVE to BIRCH AVE</i>	230 ft				Parking on Both Sides	460 ft. of sidewalk
5TH ST	16 ft	<i>Local Access</i>	ACP	72	2 Travel Lanes	
<i>BELL AVE to HIGH AVE</i>	380 ft				No Paved Parking	No Sidewalk
5TH ST	16 ft	<i>Local Access</i>	ACP	63	2 Travel Lanes	
<i>FIR AVE to BELL AVE</i>	260 ft				No Paved Parking	No Sidewalk
5TH ST	40 ft	<i>Local Access</i>	ACP	90	2 Travel Lanes	School Route
<i>MAIN ST to ALDER AVE</i>	260 ft				Parking on Both Sides	520 ft. of sidewalk
6TH ST	40 ft	<i>Local Access</i>	ACP	59	2 Travel Lanes	
<i>MAIN ST to ALDER AVE</i>	260 ft				Parking on Both Sides	520 ft. of sidewalk
6TH ST	40 ft	<i>Local Access</i>	ACP	68	2 Travel Lanes	
<i>STEVENS AVE to MAIN ST</i>	240 ft				Parking on One Side	240 ft. of sidewalk
7TH ST	28 ft	<i>Local Access</i>	ACP	90	2 Travel Lanes	
<i>DATE AVE to N END</i>	280 ft				No Paved Parking	560 ft. of sidewalk
7TH ST	20 ft	<i>Local Access</i>	ACP	90	2 Travel Lanes	
<i>FIR AVE to HIGH AVE</i>	550 ft					412.5 ft. of sidewalk
8TH ST	28 ft	<i>Secondary</i>	ACP	90	2 Travel Lanes	Transit Route
<i>ALDER AVE to ELM ST</i>	360 ft				No Paved Parking	720 ft. of sidewalk

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Transportation Improvement Board Recommended Treatment

SULTAN

Agency Number **824**

Segment Name	Pavement Width Segment Length	Classification	Roadway Surfacing	Pavement Condition Rating (PCR)	Travel Lanes Paved Parking Lanes	Bus Route Sidewalk
8TH ST	28 ft	<i>Secondary</i>	ACP	77	2 Travel Lanes	Transit Route
DATE AVE to FIR AVE	550 ft				No Paved Parking	1100 ft. of sidewalk
8TH ST	28 ft	<i>Secondary</i>	ACP	81	2 Travel Lanes	Transit Route
ELM ST to PINE ST	310 ft				No Paved Parking	620 ft. of sidewalk
8TH ST	24 ft	<i>Local Access</i>	ACP	59	2 Travel Lanes	
JUNCTION LN to HIGH SCHOOL	180 ft				No Paved Parking	180 ft. of sidewalk
8TH ST	28 ft	<i>Secondary</i>	ACP	81	2 Travel Lanes	Transit Route
MAIN ST to ALDER AVE	250 ft					500 ft. of sidewalk
9TH PL	40 ft	<i>Local Access</i>	ACP	90	2 Travel Lanes	
FIR AVE to N END	135 ft				Parking on Both Sides	270 ft. of sidewalk
9TH ST	36 ft	<i>Local Access</i>	ACP	90	2 Travel Lanes	
PINE ST to FIR AVE	950 ft				Parking on Both Sides	1900 ft. of sidewalk
ALBION ST	24 ft	<i>Local Access</i>	BST	76	0 Travel Lanes	
STEVENS AVE to PAVEMENT CHANGE	150 ft					No Sidewalk
ALDER ST	40 ft	<i>Local Access</i>	ACP	63	2 Travel Lanes	
1ST ST to 2ND ST	220 ft				Parking on Both Sides	No Sidewalk
ALDER ST	40 ft	<i>Local Access</i>	ACP	68	2 Travel Lanes	
2ND ST to 3RD ST	400 ft				Parking on Both Sides	800 ft. of sidewalk
ALDER ST	40 ft	<i>Local Access</i>	ACP	63	2 Travel Lanes	
4TH ST to 5TH ST	330 ft				Parking on Both Sides	660 ft. of sidewalk
BELL AVE	40 ft	<i>Local Access</i>	ACP	63	2 Travel Lanes	
3RD ST to 4TH ST	310 ft				Parking on Both Sides	310 ft. of sidewalk
BIRCH AVE	40 ft	<i>Local Access</i>	ACP	63	2 Travel Lanes	
1ST ST to 2ND ST	260 ft				Parking on Both Sides	520 ft. of sidewalk
BIRCH AVE	40 ft	<i>Local Access</i>	ACP	68	2 Travel Lanes	
3RD ST to 4TH ST	340 ft				Parking on Both Sides	680 ft. of sidewalk
BOWDEN LN	16 ft	<i>Local Access</i>	ACP	90	2 Travel Lanes	
ALDER AVE to N END	200 ft					No Sidewalk
BRYANT RD	26 ft	<i>Local Access</i>	ACP	59	2 Travel Lanes	
CASCADE CT to SULTAN BASIN RD	1,270 ft				No Paved Parking	No Sidewalk
BRYANT RD	34 ft	<i>Local Access</i>	ACP	90	2 Travel Lanes	
KESSLER DR to CASCADE CT	250 ft				No Paved Parking	250 ft. of sidewalk
CASCADE CT	24 ft	<i>Local Access</i>	ACP	86	2 Travel Lanes	
S END to BRYANT RD	240 ft				No Paved Parking	480 ft. of sidewalk



Transportation Improvement Board Recommended Treatment

SULTAN

Agency Number **824**

Segment Name	Pavement Width Segment Length	Classification	Roadway Surfacing	Pavement Condition Rating (PCR)	Travel Lanes Paved Parking Lanes	Bus Route Sidewalk
CASCADE VIEW DR FOUNDRY DR to ECL	24 ft 2,400 ft	Local Access	ACP	86	0 Travel Lanes	No Sidewalk
CASCADE VIEW DR STEVENS AVE to FOUNDRY DR	24 ft 750 ft	Local Access	BST	56	2 Travel Lanes No Paved Parking	No Sidewalk
CEDAR AVE 1ST ST to 2ND ST	40 ft 260 ft	Local Access	ACP	63	2 Travel Lanes Parking on Both Sides	520 ft. of sidewalk
CEDAR AVE 2ND ST to 3RD ST	40 ft 400 ft	Local Access	ACP	59	2 Travel Lanes Parking on Both Sides	800 ft. of sidewalk
CEDAR AVE 3RD ST to 4TH ST	40 ft 340 ft	Local Access	ACP	63	2 Travel Lanes Parking on Both Sides	680 ft. of sidewalk
CEDAR AVE 4TH ST to E END	40 ft 300 ft	Local Access	ACP	59	2 Travel Lanes Parking on Both Sides	600 ft. of sidewalk
CHAMPEAUX LN 5TH ST to E END	16 ft 240 ft	Local Access	ACP	72	2 Travel Lanes No Paved Parking	No Sidewalk
CHERRY ST STEVENS AVE to N END	16 ft 600 ft	Local Access	BST	59	2 Travel Lanes No Paved Parking	No Sidewalk
CHERYL WY KESSLER DR to E END	16 ft 120 ft	Local Access	ACP	90	2 Travel Lanes No Paved Parking	No Sidewalk
DATE AVE 5TH PL to 7TH ST	40 ft 450 ft	Local Access	ACP	90	2 Travel Lanes Parking on Both Sides	School Route 900 ft. of sidewalk
DATE AVE 7TH ST to LOIS LN	40 ft 330 ft	Local Access	ACP	72	2 Travel Lanes Parking on Both Sides	School Route 660 ft. of sidewalk
DATE AVE LOIS LN to 8TH ST	40 ft 380 ft	Local Access	ACP	77	2 Travel Lanes No Paved Parking	School Route 760 ft. of sidewalk
DEPOT LN W END to 8TH ST	40 ft 200 ft	Local Access	ACP	86	2 Travel Lanes Parking on Both Sides	400 ft. of sidewalk
ELM ST 8TH ST to E END	36 ft 800 ft	Local Access	ACP	90	2 Travel Lanes Parking on Both Sides	1600 ft. of sidewalk
FIR AVE 3RD ST to 4TH ST	32 ft 350 ft	Local Access	ACP	90	2 Travel Lanes No Paved Parking	350 ft. of sidewalk
FIR AVE 4TH ST to 5TH ST	40 ft 250 ft	Local Access	ACP	90	2 Travel Lanes Parking on One Side	School Route 250 ft. of sidewalk
FIR AVE 5TH ST to 7TH ST	40 ft 480 ft	Local Access	ACP	90	2 Travel Lanes Parking on One Side	School Route 960 ft. of sidewalk

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Transportation Improvement Board Recommended Treatment

SULTAN
Agency Number **824**

Segment Name	Pavement Width Segment Length	Classification	Roadway Surfacing	Pavement Condition Rating (PCR)	Travel Lanes Paved Parking Lanes	Bus Route Sidewalk
FIR AVE 7TH ST to 8TH ST	40 ft 800 ft	Local Access	ACP	90	2 Travel Lanes	1600 ft. of sidewalk
FIR AVE 8TH ST to WALNUT AVE	40 ft 170 ft	Local Access	ACP	90	2 Travel Lanes Parking on Both Sides	340 ft. of sidewalk
FIR AVE 9TH ST to E END	40 ft 390 ft	Local Access	ACP	90	2 Travel Lanes Parking on Both Sides	780 ft. of sidewalk
FIR AVE WALNUT AVE to 9TH ST	40 ft 240 ft	Local Access	ACP	90	2 Travel Lanes Parking on Both Sides	480 ft. of sidewalk
FOUNDRY DR CASCADE VIEW DR to PAVEMENT CHANGE	22 ft 450 ft	Local Access	ACP	90	2 Travel Lanes No Paved Parking	No Sidewalk
GARDEN LN W END to 8TH ST	28 ft 190 ft	Local Access	ACP	86	2 Travel Lanes No Paved Parking	380 ft. of sidewalk
GOHR RD WILLOW AVE to WOODWIND PL	40 ft 230 ft	Local Access	ACP	90	2 Travel Lanes Parking on Both Sides	460 ft. of sidewalk
GOHR RD WISTERIA AVE to PARK AVE	24 ft 760 ft	Local Access	ACP	63	2 Travel Lanes	No Sidewalk
GOHR RD WOODWIND PL to WISTERIA AVE	40 ft 540 ft	Local Access	ACP	90	2 Travel Lanes Parking on One Side	540 ft. of sidewalk
HEMLOCK CT W END to 9TH ST	36 ft 150 ft	Local Access	ACP	90	2 Travel Lanes Parking on Both Sides	300 ft. of sidewalk
HIATT CT S END to KESSLER DR	26 ft 350 ft	Local Access	ACP	90	2 Travel Lanes Parking on One Side	700 ft. of sidewalk
HIGH AVE 4TH ST to 5TH ST	32 ft 290 ft	Secondary	ACP	81	2 Travel Lanes Parking on One Side	School Route 580 ft. of sidewalk
HIGH AVE 5TH ST to 7TH ST	32 ft 490 ft	Secondary	ACP	77	2 Travel Lanes Parking on One Side	Transit Route 980 ft. of sidewalk
HIGH AVE 7TH ST to SALMON RUN	32 ft 450 ft	Secondary	ACP	77	2 Travel Lanes Parking on One Side	Transit Route 900 ft. of sidewalk
HIGH AVE SALMON RUN to 8TH ST	32 ft 480 ft	Secondary	ACP	81	2 Travel Lanes Parking on One Side	Transit Route 960 ft. of sidewalk
JUNCTION LN W END to 8TH ST	40 ft 260 ft	Local Access	ACP	86	2 Travel Lanes Parking on Both Sides	520 ft. of sidewalk
KESSLER DR CHERYL WY to HIATT CT	36 ft 420 ft	Local Access	ACP	90	2 Travel Lanes Parking on One Side	420 ft. of sidewalk

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Transportation Improvement Board Recommended Treatment

SULTAN

Agency Number **824**

Segment Name	Pavement Width Segment Length	Classification	Roadway Surfacing	Pavement Condition Rating (PCR)	Travel Lanes Paved Parking Lanes	Bus Route Sidewalk
KESSLER DR	36 ft	<i>Local Access</i>	ACP	90	2 Travel Lanes	
<i>HIATT CT to SULTAN BASIN RD</i>	180 ft				Parking on One Side	180 ft. of sidewalk
KESSLER DR	36 ft	<i>Local Access</i>	ACP	90	2 Travel Lanes	
<i>MEREA LN to CHERYL WY</i>	700 ft				Parking on One Side	700 ft. of sidewalk
KESSLER DR	36 ft	<i>Local Access</i>	ACP	90	2 Travel Lanes	
<i>MEREA LN to PERKINS WY</i>	900 ft				Parking on Both Sides	900 ft. of sidewalk
KESSLER DR	36 ft	<i>Local Access</i>	ACP	90	2 Travel Lanes	
<i>PERKINS WY to BRYANT RD</i>	500 ft				Parking on Both Sides	1000 ft. of sidewalk
LAURAL CT	20 ft	<i>Local Access</i>	ACP	90	2 Travel Lanes	
<i>LOIS LN to E END</i>	60 ft				No Paved Parking	No Sidewalk
LOIS LN	22 ft	<i>Local Access</i>	ACP	90	2 Travel Lanes	
<i>7TH ST to DATE AVE</i>	260 ft				No Paved Parking	260 ft. of sidewalk
LOVES HILL DR	25 ft	<i>Local Access</i>	ACP	90	2 Travel Lanes	
<i>MEREA LN to PERKINS WY</i>	1,080 ft				Parking on One Side	2160 ft. of sidewalk
LOVES HILL DR	25 ft	<i>Local Access</i>	ACP	90	2 Travel Lanes	
<i>PERKINS WY to N END</i>	380 ft				Parking on One Side	760 ft. of sidewalk
MAIN ST	40 ft	<i>Secondary</i>	ACP	86	2 Travel Lanes	
<i>1ST ST to 2ND ST</i>	240 ft				Parking on One Side	480 ft. of sidewalk
MAIN ST	40 ft	<i>Secondary</i>	ACP	86	2 Travel Lanes	
<i>2ND ST to 3RD ST</i>	200 ft				Parking on One Side	400 ft. of sidewalk
MAIN ST	40 ft	<i>Secondary</i>	ACP	77	2 Travel Lanes	
<i>3RD ST to 4TH ST</i>	340 ft				Parking on Both Sides	680 ft. of sidewalk
MAIN ST	40 ft	<i>Secondary</i>	ACP	86	2 Travel Lanes	
<i>4TH ST to 5TH ST</i>	330 ft				Parking on Both Sides	660 ft. of sidewalk
MAIN ST	40 ft	<i>Secondary</i>	ACP	77	2 Travel Lanes	
<i>5TH ST to 6TH ST</i>	360 ft				Parking on Both Sides	720 ft. of sidewalk
MAPLE ST	16 ft	<i>Local Access</i>	BST	59	2 Travel Lanes	
<i>STEVENS AVE to N END</i>	540 ft				No Paved Parking	No Sidewalk
MEREA WAY	25 ft	<i>Local Access</i>	ACP	90	2 Travel Lanes	
<i>KESSLER DR to LOVES HILL DR</i>	420 ft				Parking on One Side	840 ft. of sidewalk
MEREA WAY	25 ft	<i>Local Access</i>	ACP	90	2 Travel Lanes	
<i>PERKINS WY to KESSLER DR</i>	900 ft				Parking on One Side	1800 ft. of sidewalk
N PARK AVE	24 ft	<i>Local Access</i>	ACP	90	2 Travel Lanes	
<i>W END to GOHR RD</i>	400 ft				No Paved Parking	No Sidewalk

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Transportation Improvement Board Recommended Treatment

SULTAN

Agency Number **824**

Segment Name	Pavement Width Segment Length	Classification	Roadway Surfacing	Pavement Condition Rating (PCR)	Travel Lanes Paved Parking Lanes	Bus Route Sidewalk
OLD OWENS RD	26 ft	<i>Local Access</i>	ACP	81	0 Travel Lanes	
STEVENS AVE to WCL	500 ft					No Sidewalk
PERKINS WY	25 ft	<i>Local Access</i>	ACP	90	2 Travel Lanes	
KESSLER DR to MERE LN	120 ft				No Paved Parking	240 ft. of sidewalk
PERKINS WY	25 ft	<i>Local Access</i>	ACP	90	2 Travel Lanes	
LOVES HILL DR to KESSLER DR	250 ft				No Paved Parking	500 ft. of sidewalk
PERKINS WY	25 ft	<i>Local Access</i>	ACP	90	2 Travel Lanes	
MERE LN to E END	150 ft				No Paved Parking	300 ft. of sidewalk
PINE ST	40 ft	<i>Local Access</i>	ACP	90	2 Travel Lanes	
8TH ST to 9TH ST	370 ft				Parking on Both Sides	740 ft. of sidewalk
PINE ST	40 ft	<i>Local Access</i>	ACP	90	2 Travel Lanes	
9TH ST to E END	380 ft				Parking on One Side	760 ft. of sidewalk
PORTER LN	16 ft	<i>Local Access</i>	ACP	90	2 Travel Lanes	
ALDER AVE to N END	200 ft				No Paved Parking	No Sidewalk
RASPBERRY LN	24 ft	<i>Local Access</i>	BST	57	0 Travel Lanes	
1ST ST to E END	350 ft				No Paved Parking	No Sidewalk
RICE RD	22 ft	<i>Secondary</i>	ACP	86	2 Travel Lanes	
STEVENS AVE to NCL	1,150 ft				No Paved Parking	No Sidewalk
S SALMON RUN	40 ft	<i>Local Access</i>	ACP	90	2 Travel Lanes	
SOUTH END to HIGH AVE	280 ft				Parking on Both Sides	560 ft. of sidewalk
SULTAN BASIN RD	26 ft	<i>Primary</i>	ACP	72	2 Travel Lanes	
KESSLER DR to BRYANT RD	1,100 ft				No Paved Parking	825 ft. of sidewalk
SULTAN BASIN RD	24 ft	<i>Primary</i>	BST	90	0 Travel Lanes	
NEW ALIGNMENT to KESSLER DR	2,200 ft					No Sidewalk
SULTAN BASIN RD	26 ft	<i>Primary</i>	ACP	81	2 Travel Lanes	
YEW AVE to NCL	660 ft				No Paved Parking	No Sidewalk
TROUT FARM RD	24 ft	<i>Secondary</i>	ACP	90	2 Travel Lanes	
1ST ST/GOHR RD to NCL	300 ft				No Paved Parking	300 ft. of sidewalk
WALBURN RD	24 ft	<i>Local Access</i>	BST	67	2 Travel Lanes	
W END to STEVENS AVE	725 ft				No Paved Parking	No Sidewalk
WALNUT AVE	40 ft	<i>Local Access</i>	ACP	90	2 Travel Lanes	
S END to FIR AVE	400 ft				Parking on Both Sides	800 ft. of sidewalk
WALNUT PL	40 ft	<i>Local Access</i>	ACP	90	2 Travel Lanes	
FIR AVE to N END	200 ft				Parking on Both Sides	400 ft. of sidewalk

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Transportation Improvement Board
Recommended Treatment

SULTAN

Agency Number **824**

Segment Name	Pavement Width Segment Length	Classification	Roadway Surfacing	Pavement Condition Rating (PCR)	Travel Lanes Paved Parking Lanes	Bus Route Sidewalk
WILLOW AVE 1ST PL to WHISPERING PINE PL	36 ft 100 ft	Local Access	ACP	90	2 Travel Lanes Parking on One Side	School Route 200 ft. of sidewalk
WILLOW AVE 1ST ST to WILLOW DR	36 ft 100 ft	Local Access	ACP	90	2 Travel Lanes Parking on One Side	School Route 200 ft. of sidewalk
WILLOW AVE 4TH ST to 5TH ST	28 ft 280 ft	Local Access	ACP	77	2 Travel Lanes No Paved Parking	560 ft. of sidewalk
WILLOW AVE WHISPERING PINE PL to WILDWOOD ST	36 ft 370 ft	Local Access	ACP	90	2 Travel Lanes Parking on One Side	School Route 740 ft. of sidewalk
WILLOW AVE WILDWOOD ST to 4TH ST	36 ft 260 ft	Local Access	ACP	90	2 Travel Lanes Parking on One Side	520 ft. of sidewalk
WILLOW AVE WILLOW DR to 1ST PL	36 ft 100 ft	Local Access	ACP	90	2 Travel Lanes Parking on One Side	School Route 200 ft. of sidewalk
YEW AVE W END to SULTAN BASIN RD	26 ft 630 ft	Local Access	ACP	90	2 Travel Lanes Parking on One Side	1260 ft. of sidewalk

Seal Coat Total Length in Feet 53,500

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Transportation Improvement Board Recommended Treatment

SULTAN

Agency Number **824**

Segment Name	Pavement Width Segment Length	Classification	Roadway Surfacing	Pavement Condition Rating (PCR)	Travel Lanes Paved Parking Lanes	Bus Route Sidewalk
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The following segments are NOT ELIGIBLE for the Small City Preservation Program (SCPP)

Recommended Treatment Reconstruction

140TH ST SE <i>RICE RD to 343RD AVE SE</i>	12 ft 1,300 ft	<i>Local Access</i>	BST	16	1 Travel Lanes No Paved Parking	No Sidewalk
2ND ST <i>MAIN ST to ALDER AVE</i>	40 ft 300 ft	<i>Local Access</i>	BST	12	0 Travel Lanes	600 ft. of sidewalk
6TH ST <i>ALDER AVE to N END</i>	40 ft 330 ft	<i>Local Access</i>	BST	12	2 Travel Lanes	660 ft. of sidewalk

Reconstruction Total Length in Feet 1,930

Recommended Treatment No Treatment Required

138TH ST SE <i>BEECH CT to CEDAR CT</i>	36 ft 520 ft	<i>Local Access</i>	ACP	100	2 Travel Lanes Parking on One Side	520 ft. of sidewalk
138TH ST SE <i>CEDAR CT to DOGWOOD CT</i>	36 ft 400 ft	<i>Local Access</i>	ACP	100	2 Travel Lanes Parking on One Side	400 ft. of sidewalk
138TH ST SE <i>SULTAN BASIN RD to BEECH CT</i>	36 ft 280 ft	<i>Local Access</i>	ACP	100	2 Travel Lanes Parking on One Side	280 ft. of sidewalk
1ST ST <i>ALDER AVE to ASH AVE</i>	40 ft 300 ft	<i>Secondary</i>	ACP	100	2 Travel Lanes Parking on Both Sides	600 ft. of sidewalk
1ST ST <i>ASH AVE to BIRCH AVE</i>	40 ft 290 ft	<i>Secondary</i>	ACP	100	2 Travel Lanes Parking on Both Sides	290 ft. of sidewalk
1ST ST <i>BIRCH AVE to CEDAR AVE</i>	40 ft 300 ft	<i>Secondary</i>	ACP	100	2 Travel Lanes Parking on Both Sides	300 ft. of sidewalk
1ST ST <i>CEDAR AVE to DATE AVE</i>	40 ft 290 ft	<i>Secondary</i>	ACP	100	2 Travel Lanes Parking on Both Sides	290 ft. of sidewalk
1ST ST <i>DATE AVE to RASPBERRY LN</i>	40 ft 430 ft	<i>Secondary</i>	ACP	100	2 Travel Lanes Parking on Both Sides	860 ft. of sidewalk
1ST ST <i>MAIN ST to ALDER AVE</i>	40 ft 300 ft	<i>Secondary</i>	ACP	100	2 Travel Lanes No Paved Parking	600 ft. of sidewalk
1ST ST <i>RASPBERRY LN to HIGH AVE</i>	40 ft 880 ft	<i>Secondary</i>	ACP	100	2 Travel Lanes Parking on Both Sides	Transit Route 660 ft. of sidewalk
AMBERWOOD CR <i>4TH ST to N END</i>	24 ft 300 ft	<i>Local Access</i>	ACP	100	2 Travel Lanes No Paved Parking	300 ft. of sidewalk

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Transportation Improvement Board
Recommended Treatment

SULTAN
 Agency Number **824**

Segment Name	Pavement Width Segment Length	Classification	Roadway Surfacing	Pavement Condition Rating (PCR)	Travel Lanes Paved Parking Lanes	Bus Route Sidewalk
BEECH CT	40 ft	<i>Local Access</i>	ACP	100	2 Travel Lanes	
138TH ST SE to CEDAR CT	700 ft				No Paved Parking	1400 ft. of sidewalk
CEDAR CT	40 ft	<i>Local Access</i>	ACP	100	2 Travel Lanes	
138TH ST SE to SOUTH END	650 ft				Parking on Both Sides	1300 ft. of sidewalk
DATE AVE	40 ft	<i>Secondary</i>	ACP	100	2 Travel Lanes	
1ST ST to 2ND ST	370 ft				Parking on Both Sides	740 ft. of sidewalk
DATE AVE	40 ft	<i>Secondary</i>	ACP	100	2 Travel Lanes	
2ND ST to 3RD ST	400 ft				Parking on Both Sides	800 ft. of sidewalk
DOGWOOD CT	40 ft	<i>Local Access</i>	ACP	100	2 Travel Lanes	
138TH ST SE to SOUTH END	900 ft				Parking on Both Sides	1800 ft. of sidewalk
ELM CT	24 ft	<i>Local Access</i>	ACP	100	2 Travel Lanes	
S END to ELM ST	200 ft				Parking on One Side	200 ft. of sidewalk
ROSEWOOD CR	36 ft	<i>Local Access</i>	BST	95	0 Travel Lanes	
124TH ST SE to 124TH ST SE	900 ft					1800 ft. of sidewalk
N SALMON RUN	26 ft	<i>Local Access</i>	ACP	100	2 Travel Lanes	
HIGH AVE to NORTH END	400 ft				Parking on Both Sides	700 ft. of sidewalk
SULTAN BASIN RD	26 ft	<i>Secondary</i>	ACP	100	2 Travel Lanes	
SR 2 to OLD ALIGNMENT	680 ft				No Paved Parking	680 ft. of sidewalk
WHISPERING PINE PL	20 ft	<i>Local Access</i>	ACP	100	2 Travel Lanes	
WILLOW AVE to 4TH ST	800 ft				No Paved Parking	800 ft. of sidewalk
WILDWOOD PL	20 ft	<i>Local Access</i>	ACP	100	2 Travel Lanes	
WOODWIND PL to WILDWOOD ST	230 ft				No Paved Parking	57.5 ft. of sidewalk
WILDWOOD ST	24 ft	<i>Local Access</i>	ACP	100	2 Travel Lanes	
WILLOW AVE to WILDWOOD PL	340 ft				No Paved Parking	680 ft. of sidewalk
WOODWIND PL	24 ft	<i>Local Access</i>	ACP	100	2 Travel Lanes	
GOHR RD to WILDWOOD PL	240 ft				No Paved Parking	480 ft. of sidewalk

No Treatment Required Total Length in Feet 11,100

Recommended Treatment Not Eligible

11TH ST	16 ft	<i>Local Access</i>	Gravel		2 Travel Lanes	
E MAIN ST to STEVENS AVE	275 ft				No Paved Parking	No Sidewalk
138TH ST SE	16 ft	<i>Local Access</i>	Gravel		2 Travel Lanes	
W END to RICE RD	2,200 ft					No Sidewalk



Transportation Improvement Board Recommended Treatment

SULTAN
Agency Number **824**

Segment Name	Pavement Width Segment Length	Classification	Roadway Surfacing	Pavement Condition Rating (PCR)	Travel Lanes Paved Parking Lanes	Bus Route Sidewalk
149TH ST SE	16 ft	<i>Local Access</i>	Gravel		2 Travel Lanes	
<i>FOUNDRY DR to E END</i>	780 ft				No Paved Parking	No Sidewalk
ALBION ST	24 ft	<i>Local Access</i>	Gravel		0 Travel Lanes	
<i>PAVEMENT CHANGE to N END</i>	400 ft					No Sidewalk
ASH AVE	16 ft	<i>Local Access</i>	Gravel		2 Travel Lanes	
<i>1ST ST to 2ND ST</i>	260 ft				No Paved Parking	No Sidewalk
E MAIN ST	16 ft	<i>Local Access</i>	Gravel		2 Travel Lanes	
<i>11TH ST to E END</i>	840 ft				No Paved Parking	No Sidewalk
MARCUS ST	24 ft	<i>Local Access</i>	Gravel		0 Travel Lanes	
<i>STEVENS AVE to N END</i>	540 ft					No Sidewalk
MURPHY WAY	12 ft	<i>Local Access</i>	Gravel		1 Travel Lanes	
<i>FIR AVE to E END</i>	930 ft					No Sidewalk
STEVENS AVE	40 ft	<i>Primary</i>	ACP		2 Travel Lanes	
<i>10TH ST to 11TH ST</i>	690 ft				No Paved Parking	No Sidewalk
STEVENS AVE	28 ft	<i>Primary</i>	ACP		2 Travel Lanes	
<i>11TH ST to SULTAN BASIN RD</i>	600 ft				No Paved Parking	No Sidewalk
STEVENS AVE	54 ft	<i>Primary</i>	ACP		3 Travel Lanes	
<i>330TH AVE SE to RICE RD</i>	2,450 ft				No Paved Parking	No Sidewalk
STEVENS AVE	40 ft	<i>Primary</i>	ACP		2 Travel Lanes	
<i>3RD ST to 4TH ST</i>	260 ft				No Paved Parking	No Sidewalk
STEVENS AVE	40 ft	<i>Primary</i>	ACP		2 Travel Lanes	
<i>4TH ST to 5TH ST</i>	300 ft				No Paved Parking	No Sidewalk
STEVENS AVE	40 ft	<i>Primary</i>	ACP		2 Travel Lanes	
<i>5TH ST to 6TH ST</i>	370 ft				No Paved Parking	No Sidewalk
STEVENS AVE	40 ft	<i>Primary</i>	ACP		2 Travel Lanes	
<i>6TH ST to MAIN ST</i>	1,720 ft				No Paved Parking	No Sidewalk
STEVENS AVE	26 ft	<i>Primary</i>	ACP		2 Travel Lanes	
<i>ALBION ST to RIVER BRIDGE</i>	550 ft				No Paved Parking	No Sidewalk
STEVENS AVE	40 ft	<i>Primary</i>	ACP		2 Travel Lanes	
<i>CHERRY ST to MAPLE ST</i>	600 ft				No Paved Parking	450 ft. of sidewalk
STEVENS AVE	40 ft	<i>Primary</i>	ACP		2 Travel Lanes	
<i>MAIN ST to 10TH ST</i>	500 ft				No Paved Parking	1000 ft. of sidewalk
STEVENS AVE	28 ft	<i>Primary</i>	ACP		2 Travel Lanes	
<i>MAPLE ST to MARCUS ST</i>	450 ft				No Paved Parking	No Sidewalk

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Transportation Improvement Board
Recommended Treatment

SULTAN
 Agency Number **824**

Segment Name	Pavement Width Segment Length	Classification	Roadway Surfacing	Pavement Condition Rating (PCR)	Travel Lanes Paved Parking Lanes	Bus Route Sidewalk
STEVENS AVE	28 ft	<i>Primary</i>	ACP		2 Travel Lanes	
MARCUS ST to ALBION ST	350 ft				No Paved Parking	No Sidewalk
STEVENS AVE	40 ft	<i>Primary</i>	ACP		2 Travel Lanes	
OLD OWENS RD to CHERRY ST	730 ft				No Paved Parking	No Sidewalk
STEVENS AVE	28 ft	<i>Primary</i>	ACP		2 Travel Lanes	
RICE RD to ECL	2,250 ft				No Paved Parking	No Sidewalk
STEVENS AVE	26 ft	<i>Primary</i>	ACP		2 Travel Lanes	
RIVER BRIDGE to 3RD ST	780 ft				No Paved Parking	No Sidewalk
STEVENS AVE	28 ft	<i>Primary</i>	ACP		2 Travel Lanes	
SULTAN BASIN RD to 330TH AVE SE	2,800 ft				No Paved Parking	No Sidewalk
STEVENS AVE	40 ft	<i>Primary</i>	ACP		2 Travel Lanes	
WCL to OLD OWENS RD	950 ft				No Paved Parking	No Sidewalk

Not Eligible Total Length in Feet **22,575**

Total Street Segments = 208
Total Length = 21.2 miles

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Transportation Benefit District Legislation in Effect

Through the cooperative efforts of the Association of Washington Cities (AWC) and the Washington State Associations of Counties (WSAC), significant legislation will go into effect on July 22, which results in the most important local transportation tool for cities and counties in sixteen years – Transportation Benefit Districts (TBDs). They are independent taxing districts that can impose an array of taxes or fees either through a vote of the people or through council action. TBDs are flexible: they allow cities and counties to work cooperatively on addressing both regional and local transportation challenges.

Frequently Asked Questions

Background

In 1987, the Legislature created Transportation Benefit Districts (“TBD”) as an option for local governments to fund transportation improvements. Since 2005, the Legislature has amended the TBD statute to expand its uses and revenue authority. Most recently, the Legislature amended the TBD statute to authorize the imposition of vehicle fees and transportation impact fees without a public vote. The purpose of these materials is to help you better understand TBDs.

What is a Transportation Benefit District (TBD)?

A TBD is a quasi-municipal corporation and independent taxing district created for the sole purpose of acquiring, constructing, improving, providing, and funding transportation improvements within the district.

Who may create a TBD?

The legislative authority of a county or city may create a TBD by ordinance following the procedures set forth in Chapter 36.73. The county or city proposing to create the TBD may include other counties, cities, port districts, or transit districts through interlocal agreements.

However, King, Pierce, and Snohomish counties, and the cities within those counties cannot create a TBD until December, 1, 2007.

Who governs the TBD?

The members of the legislative authority (county or city) proposing to establish the TBD is the governing body of the TBD. The legislative authority is acting ex officio and independently as the TBD governing body. If a TBD includes additional jurisdictions through interlocal agreements, then the governing body must have at least five members, including at least one elected official from each of the participating jurisdictions.

Why create a TBD if the county or city legislative authority is the governing board?

A TBD is a legal creature. Although a TBD has many of the powers of a county and city (impose taxes, eminent domain powers, can contract and accept gifts, etc.), - it is a separate taxing district, which is important for property tax purposes. Additionally, by being a separate legal and taxing creature, TBDs are flexible. For example, more than one type of jurisdiction can be part of a TBD and the boundaries can be less than countywide or citywide.

Can a TBD be created without imposing fees or proposing voter approved revenue options?

No. The creation of a TBD must be through an ordinance. The ordinance must include a finding that the creation of a TBD is in the public’s interest, the boundaries of the TBD, a description of the transportation improvement or improvements proposed by the district, and the proposed taxes, fees, charges, etc. the TBD will impose to raise revenue to fund the identified improvement or improvements.

continued

Are TBD revenues required to be spent as they are collected?

No. The governing body must develop a plan that specifies the transportation improvements to be provided or funded by the TBD. As part of this plan, the TBD's governing board can indicate if the funds will be used immediately, or if they will be collected for a specified period. Typically, funds that are collected for a specified period before being expended are used to fully fund large projects, when bonding, or serve as a match for state or federal funds that may only become available in a specified time frame.

What are the boundaries of a TBD?

The boundaries of a TBD may be less than the boundaries of those jurisdictions participating in the TBD. For example, a county or city may choose to have the TBD boundaries identical with the county or city, or just include a portion of the county or city. However, if a TBD chooses to exercise the tax authority that does not require a public vote (e.g. vehicle and impact fees), the boundaries of the TBD must be countywide, citywide, or unincorporated countywide.

What transportation improvements can be funded by a TBD?

A TBD can fund any transportation improvement contained in any existing state or regional transportation plan that is necessitated by existing or reasonably foreseeable congestion levels. This can include maintenance and improvements to city streets, county roads, state highways, investments in high capacity transportation, public transportation, transportation demand management and other transportation projects identified in a regional transportation planning organization plan or state plan.

Can a TBD fund maintenance and preservation activities?

Yes. A TBD may fund the operation, maintenance, and preservation of the programs and facilities noted above. Additionally, maintenance and preservation activities are noted in many state and regional transportation plans. For

example, preservation of existing transportation facilities is the number one priority within the Washington State Transportation Plan. Eliminating the backlog of asphalt pavement projects and maintaining chip seal paving, along with many other maintenance and preservation activities, are specifically noted as priorities in that Plan.

However, keep in mind that any transportation improvement also needs to be "necessitated by existing or reasonably foreseeable congestion levels". Consequently, not every street, road, transit program, etc. will qualify as a transportation improvement.

If the TBD transportation improvements must be in a state or regional plan, does that mean only state and regional roads such as arterials, can be funded?

No. The TBD statute originally limited the use of funds for city streets and county roads to 40% of funds generated. That limitation was removed to make TBD an option for purely locally determined activities. For example, both the Washington State Transportation Plan, 2007-2026 State transportation plan (www.wsdot.wa.gov/NR/rdonlyres/083D185B-7B1F-49F5-B865-C0A21D0DCE32/0/FinalWTP111406_nomaps.pdf) and the Puget Sound Regional Council's Destination 2030 Update at page 62 (www.psrc.org/projects/mtp/pubs/D2030plan5.07.pdf) note that adequate maintenance, preservation, and expansion of local roads are an important element of the "system" and that new local options should be put to this purpose.

What if the transportation improvements are not currently in an existing state or regional plan?

We suggest that you work with your Regional Transportation Planning Organization (RTPO) to incorporate your proposed improvements into the RTPO's plan. As noted above, most RTPO's and the state plan have already identified a broad range of local transportation improvements as priorities.

continued

What revenue options do TBD’s have?

TBD’s have several revenue options subject to voter approval:

1. Property taxes – a 1-year excess levy or an excess levy for capital purposes;
2. Up to 0.2% sales and use tax;
3. Up to \$100 annual vehicle fee per vehicle registered in the district; and
4. Vehicle tolls.

Please Note: There are exemptions or unique requirements when using the vehicle fee or vehicle tolls.

TBD’s have two revenue options not subject to voter approval, but subject to additional conditions:

1. Annual vehicle fee up to \$20. This fee is collected at the time of vehicle renewal and cannot be used to fund passenger only ferry-service improvements.
2. Transportation impact fees on commercial and industrial buildings. Residential buildings are excluded. In addition, a county or city must provide a credit for a commercial or industrial transportation impact if the respective county or city has already imposed a transportation impact fee.

Please Note: Foregoing a vote is an option only. A county or city still has the option of placing either the annual fee of up to \$20 or the impact fees to the vote of the people as an advisory vote or an actual requirement of imposition.

What are the additional conditions required to impose revenue options not subject to voter approval?

To impose either fee, the TBD’s boundaries must be countywide or citywide, or if applicable, in the unincorporated county.

Vehicle Fees: A county that creates a TBD to impose up to a \$20 vehicle fee must first attempt to impose a countywide fee to be shared with cities by interlocal agreement. Sixty percent (60%) of the cities representing seventy-five (75%) of the incorporated population must approve the interlocal agreement for it to be effective. If an interlocal agreement cannot be reached, the county is authorized to create a TBD and impose the fee only in the unincorporated area of the county.

In addition, credits must be provided for previously imposed TBD vehicle fees. Credits are not required for voter approved vehicle fees.

Commercial and Industrial Transportation Impact Fees: A TBD that is either countywide or citywide must provide a credit for a commercial or industrial transportation impact fee if the respective county or city has already imposed a transportation impact fee. This is commonly called a “no double-dipping” provision.

What are the effective dates to impose revenue options not subject to voter approval?

All counties except King, Pierce and Snohomish	
July 22, 2007 to January 18, 2008	County only Note: A county may waive this exclusive authority and allow a city to proceed by adopting a resolution to that effect.
January 19, 2008	All 36 counties and cities within the 36 counties.

King, Pierce and Snohomish County Eligibility	
December 1, 2007 to May 22, 2008	County only Note: King, Pierce, or Snohomish County may waive this exclusive authority and allow a city to proceed by adopting a resolution to that effect.
May 23, 2008	All counties and cities

If we create a countywide TBD for the up to \$20 vehicle fee, how is the revenue distributed to cities?

The revenue must be shared according to the interlocal agreement. The law does not prescribe what the interlocal agreement contains. Consequently, the revenue can be shared by population, number of vehicles within each jurisdiction, project list, a combination of these, or whatever the county and cities can reach agreement on.

What happens if a city imposes the up to \$20 vehicle fee and then the county imposes a countywide fee without voter approval?

The law requires TBDs to provide a credit for vehicle fees previously imposed by a TBD.

For example, if a City was the first to create a TBD to impose a \$20 vehicle fee and subsequently its County creates a countywide TBD imposing a \$20 vehicle fee, the County TBD must provide a \$20 credit against its fee for vehicles registered in the City. As a result, no fee would be collected by the County TBD from vehicles registered in the City. Additionally, the City would not be part of the interlocal agreement with the County or be included in the number/percentages needed for the interlocal agreement to be effective.

However, if in the same example, the City TBD imposed only \$10 of the \$20 vehicle fee and the County TBD imposed a countywide \$20 vehicle fee, only a \$10 credit would be provided for vehicles registered in the City. The County TBD would collect \$10 from vehicles registered in the City. Consequently, the County TBD would need to include the City in the interlocal agreement discussions and the City is included in the number/percentages needed for the interlocal agreement to be effective.

What other requirements should I be aware of?

Revenue rates, once imposed, may not be increased, unless authorized by voter approval.

If project costs exceed original costs by more than 20 percent, a public hearing must be held to solicit public comment regarding how the cost change should be resolved.

The TBD must issue an annual report to include the status of project costs, revenues, expenditures, and construction schedules.

The TBD must be dissolved upon completion of the project(s) and the payment of debt service.

Checklist

For a checklist that highlights many of the important considerations when creating a Transportation Benefit District (TBD), please see www.awcnet.org/tbd.

Eligibility requirements vary. For additional questions on Transportation Districts, please contact AWC staff Ashley Probart at ashleyp@awcnet.org Sheri Sawyer at sheris@awcnet.org.