



STATE OF WASHINGTON
OFFICE OF THE GOVERNOR

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CERTIFICATION UNDER SECTION 1511 OF
THE AMERICAN RECOVERY AND REINVESTMENT ACT:

Pursuant to Title XV, Subtitle A, section 1511 of the American Recovery and Reinvestment Act (Pub. L. 111-5 (Feb. 17, 2009)) (ARRA), I, Christine O. Gregoire hereby certify that the attached infrastructure investment totaling \$496,070,661 funded with \$61,452,878 appropriated by ARRA under the heading "Highway Infrastructure Investment" to the Federal Highway Administration and under the heading "Transit Capital Assistance" to the Federal Transit Agency, has received the full review and vetting required by law and that I accept responsibility that such investment is an appropriate use of taxpayer dollars. I further certify that the specific information required by section 1511 concerning this investment (a description of the investment, the estimated total cost, and the amount of ARRA funds to be used) is provided in the Washington Statewide Transportation Improvement Program (STIP) and is available to the public at www.wsdot.wa.gov/funding/stimulus and linked to Recovery.gov.

I understand that my State or local agency may not receive ARRA infrastructure investment funding unless this certification is made and posted.

Signed this 6th day of August 2009.


Christine O. Gregoire
Governor

Attachments:

- American Recovery and Reinvestment Act new projects certification list dated August 3, 2009
- American Recovery and Reinvestment Act corrections dated August 3, 2009

American Recovery and Reinvestment Act
Certification List
New Projects
August 3, 2009

Agency	Project Title	Description of the Investment	STIP 09-09 Amendment	
			Estimated Total Cost	Amount of ARRA Funds
Highway Infrastructure Investment - FHWA (New Projects)				
Local Accountability Oversight Panel Projects				
Grandview	"Alive" Downtown Improvements - Phase 1	Grind and Asphalt Overlay. Reconstruct, drainage, utilities, sidewalks and illumination.	2,810,000	2,030,000
Monroe	US-2/Chain Lake Road/N. Lewis Street (SR-203) Intersection Improvements	Construction of right-turn-only lanes for both eastbound and westbound traffic on US 2; second northbound thru lane and second left turn lane on Lewis Street (SR 203); and southbound right turn only lane and second left turn lane on Chain Lake Road. This project will require right-of-way acquisition and provides for intersection improvements including but not limited to signal modifications, overhead power relocation, retaining walls, new concrete curb, gutter and sidewalk, new pavement markings, storm drainage, new illumination and street trees and associated asphalt removal and replacement. The proposed sidewalk is a combined path for pedestrians and bicyclists which will provide the missing link between the residential area and the new North Kelsey Sub-Area Plan with downtown.	3,824,331	2,949,000
Lake Stevens	Lundeen Park Way Roundabout	This project will combine two intersections into one, which will improve traffic flow and safety. By combining the two intersections, the roundabout will simplify the intersection layout with removal of the right turn slip lanes, the need for left-turn lanes and eliminate driver confusion that is a result of the closely spaced intersections. The project will eliminate the sight-distance challenges for traffic entering Lundeen Parkway and will increase pedestrian safety with low speed crossing, will remove a sharp crest vertical curve for the north-south traffic. The project will redirect Vernon Road cut-through traffic back to SR 9, which will make Vernon Road a safer route for pedestrians and bicyclists. The roundabout will provide a traffic calming effect and will provide continuity to the Callow Road roundabout to the east.	1,990,000	920,000
TOTAL			8,624,331	5,899,000
FHWA Total Amount to be Certified			8,624,331	5,899,000

American Recovery and Reinvestment Act

Certification List

Corrections

August 3, 2009

Agency	Project Title	Description of the Investment	STIP 09-09 Corrections	
			Estimated Total Cost	Amount of ARRA Funds
Highway Infrastructure Investment - FHWA (Amended Scope and/or Dollar Change)				
Local Accountability Oversight Panel Projects				
Colfax	Fairview Street Overlay	Overlay 2" of Asphalt between the curbing on South Main Street from SR195 and Main Street to Fairview Street and Meadow intersection. Amend Scope	222,000	192,000
Everett	West Marine Veiv Dr. Roadway Pedestrian/Bicycle Corridor	Widened sidewalk along the west margin of West Marine View Drive (SR-529) to enhance pedestrian/bicycle travel and intersection safety improvements at the intersection of 13th Street and West Marine View Drive. Amend Scope	1,900,000	1,900,000
Garfield County	County Wide Pavement Preservation	BST over gravel bushing, thin lift overlay, pre-leveling, chip seals. Gould City-Mayview, MP 2.9 to MP 9.64 Iron Springs Rd MP 0 to MP 3.27, Mountain Rd MP 0 to MP 2.44 Peola Rd MP 10.98 to MP 13.52. Amend Scope	500,000	231,000
Mountlake Terrace	52nd Avenue Reconstruction Project	Work includes a complete pavement grind and overlay. Sidewalk ramps will be upgraded to be compatible with ADA guidelines, and a new channelization plan will include bike lanes Reduce ARRA funds \$158,023.	889,977	841,977
Olympia	Union Avenue Overlay	Overlay street from Capitol Way to Plum Street. Reduce ARRA funds \$111,176	1,148,824	1,098,824
Poulsbo	Viking Avenue Improvements, Phase II, McDonalds to SR 305 & Phase III, Bovela Ln to SCL	Viking Avenue is classified as a Principal Arterial. The corridor provides links from Poulsbo to Silverdale and Bainbridge Island. Currently, Viking Avenue reduces its cross section to two lanes from five and three lanes in these two sections. The roadway has no sidewalks or bike lanes. The proposed project will improve mobility and safety along this corridor. Phase II of the project consists of the intersection of NW Lindvig Way and Viking Avenue, and the segment of Viking Avenue from the McDonalds restaurant to SR 305. The improvements along Viking Avenue include a continuous two-way left turn lane extending from the north terminus of the project to a point approximately 500 feet north of the south terminus of the project, bike lanes, drainage improvements, and curb and sidewalk on both sides of the road. The improvements at the intersection consist of improved channelization by adding a left-turn lane on Finn Hill Road. Phase IIIA of the project will construct bike lanes, curbs, gutter and sidewalks along a segment of Viking Avenue from Bovela Lane to a point approximately 1,000 feet south of Bovela Lane. It will also construct approximately 740-ft of continuous left turn lane, and stormwater collection and treatment system. The phase III B includes extension of the Phase III A improvements to SCL. The improvements will enhance level of service, provide non-motorized facilities, and will extend a previously completed phase of improvements. Amend Scope	6,350,000	3,800,000
Snohomish County	Harbour Point Blvd.Street Reconstruction	Rebuild approx. .5 mile of City arterial by removing failed pavement and glacial till base and placing proper base and new pavement. Restripe traffic markings. Reduce ARRA funds \$211,308	918,692	888,692
Snohomish County	Granite Falls Alternate Route (GFAR)	For many years, increasing traffic volumes and safety issues in the downtown core of Granite Falls, WA has prompted the City of Granite Falls and Snohomish County to propose an alternate route around the City for freight movement. Approximately 2000 heavy trucks transport quarry products through the downtown area each day severely impacting residents, businesses and schools by creating congestion and extreme noise and air pollution. The Proposed Major Collector Granite Falls Alternate Route (GFAR) will provide improved/efficient access for freight by creating a designated freight corridor which by-passes downtown Granite Falls. Reduce ARRA funds \$3,500,000	29,100,000	0
Spokane County	Rutter Parkway	This project will repair spalled concrete piles. Pre-fabricated steel or fiberglass sleeves will be attached to the piles and grouted in place. 22 piles will be repaired. The deck slab will be milled and overlaid with 1 1/2" of latex modified concrete. Asphalt approaches will be paved and raised 1" to match the grade of the new overlay. Reduce ARRA funds \$103,163	376,837	346,837

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Agency	Project Title	Description of the Investment	STIP 09-09 Corrections	
			Estimated Total Cost	Amount of ARRA Funds
TOTAL			41,406,330	9,299,330
FHWA Total Correction			41,406,330	9,299,330
Transit Capital Assistance - FTA				
King County Transit	Bus Replacement	Purchase new hybrid electric/diesel buses to replace existing buses that are at or beyond their retirement age. A portion of the ARRA funds will be used for operating assistance and the balance will be used to purchase approximately 47 of the buses. Amend Scope	396,940,000	45,940,537
Seattle	South Lake Union Streetcar	The project will design and build a streetcar connecting downtown Seattle, the Denny Triangle, and the developing South Lake Union neighborhood, which includes the new South Lake Union Park. The southern terminus of the South Lake Union Streetcar will be part of the Westlake Station transit hub, with connections to the regional transportation network, including the light rail/bus tunnel, the monorail and many surface bus routes. Part of the work plan includes analyzing potential extensions to the line, connections to the existing Waterfront Streetcar and extensions of the Waterfront Streetcar. In addition, the city will undertake preventive maintenance of 2.8 miles of track and 4 track switches; traction power substations (2); overhead contact system and; 3 modern low floor light rail vehicles. This project is receiving 2009 ARRA funds, a portion of which will be used for operating assistance. Amend Scope	49,100,000	314,011
TOTAL			446,040,000	46,254,548
Grand Total			487,446,330	55,553,878