



CITY OF SNOHOMISH

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116 UNION AVENUE □ SNOHOMISH, WASHINGTON 98290 □ TEL (360) 568-3115 FAX (360) 568-1375

NOTICE OF REGULAR MEETING

SNOHOMISH TRANSPORTATION BENEFIT DISTRICT

in the
George Gilbertson Boardroom
1601 Avenue D

TUESDAY
December 1, 2015
6:00 p.m.

AGENDA

*Estimated
time*

- | | | |
|------|----|---|
| 6:00 | 1. | CALL TO ORDER |
| | | a. Pledge of Allegiance |
| | | b. Roll Call |
| 6:05 | 2. | APPROVE AGENDA contents and order |
| 6:10 | 3. | CITIZEN COMMENTS on items not on the Agenda |
| 6:20 | 4. | PRESENTATION – 2015 Annual Report (<i>P. 1</i>) |
| 6:35 | 5. | ACTION ITEM – Transportation Benefit District Board Assumption (<i>P. 5</i>) |
| 6:45 | 6. | CONSENT ITEM – APPROVE the minutes of the regular meeting of March 3, 2015 (<i>P.9</i>) |
| 6:50 | 7. | OTHER BUSINESS/INFORMATION ITEMS |
| 6:55 | 8. | ADJOURN |

The City Council Chambers are ADA accessible. Specialized accommodations will be provided with 5 days advanced notice. Contact the City Clerk's Office at 360-568-3115.

This organization is an Equal Opportunity Provider.

PRESENTATION 4

Date: December 1, 2015
To: Transportation Benefit District Board
From: Yoshihiro Monzaki, City Engineer
Subject: **2015 Transportation Benefit District (TBD) Annual Report**

The purpose of this agenda item is to review the 2015 Transportation Benefit District (TBD) Annual Report which identifies the accomplishments of the 2015 program.

2015 TBD ANNUAL REPORT

- March 2015 –The TBD board conducted a workshop for the purpose of discussing the accomplishments of the TBD program. Staff was directed to proceed with the pavement preservation of Maple Avenue (Pine Avenue to City Limits).
- April 2015 – Construction completed on the 15th Street/Avenue D Roundabout using federal grant, state grant and TBD funds. Roundabout dedication ceremony was held on April 21, 2015 and was attended by the public, TBD Board, representatives from WSDOT and the Transportation Improvement Board and City staff. Plant establishment period will end December 2015.
- June 2015 - 30th Street Widening at SR 9 project design completed by AECOM. Permits in process. Staff to submit grant applications for construction funds.
- August 2015 – The City Council awarded the Maple Avenue Overlay (Pine Avenue to City Limits) project contract to Northshore Paving, Inc. The City was awarded a federal grant of \$350,000 in 2014 for this pavement preservation project. Design and bid package was completed in-house by City staff.
- August 2015 – Staff submitted the Urban Arterial Program Grant application to the State Transportation Improvement Board (TIB) for the construction of the 30th Street Widening at SR 9 project. TBD funds were identified as the local match in the amount of \$79,070 (10% of the total construction cost) with \$711,615 (90% of the total) requested in state grant funds. The total project construction cost was estimated at \$790,685. Grant awards will be announced in November 2015.
- August 2015 – Staff submitted the Pavement Preservation Program Grant application to the State TIB for the following overlay projects:
 - Maple Avenue (Pine Avenue to Second Street). TBD funds were identified as the local match in the amount of \$60,000 (10% of the total construction cost) with \$540,000 (90% of the total) requested in state grant funds. The total project construction cost is estimated at \$600,000. Grant awards will be announced in November 2015.
 - Lincoln Avenue (Second Street to City Limits). TBD funds were identified as the local match in the amount of \$40,000 (10.3% of the total construction cost) with \$350,000 (89.7% of the total) requested in state grant funds. The total project construction cost is estimated at \$390,000. Grant awards will be announced in November 2015.

PRESENTATION 4

- August to October 2015 – Construction completed on the Maple Avenue Overlay (Pine Avenue to City Limits) project using federal grant and TBD funds. Construction management was performed by City staff. Project was completed under budget and ahead of schedule. Construction was completed at a cost of \$389,348 of which \$336,786 was funded by the federal grant.
- November 2015 – State Transportation Improvement Board (TIB) to announce the grant awards for the Urban Arterial Pavement and Pavement Preservation Programs. The results will be discussed during the TBD workshop.

STRATEGIC PLAN REFERENCE: Community Vision of High Quality and Sustainable Services with equitable City tax burdens for residents, business owners and visitors; Initiative #2: Strengthen foundations for connecting neighbors and enhancing neighborhoods; Initiative #4: Increase multi-modal mobility within and connections to the community.

RECOMMENDATION: That the Transportation Benefit District Board **DISCUSS** and **ACCEPT** the 2015 Annual Report and **DIRECT** staff regarding next steps in 2016.

ATTACHMENT: 2015 Transportation Benefit District Annual Report

City of Snohomish Transportation Benefit District Annual Report

December 2015

Your transportation dollars continue to preserve and improve City streets and intersections!

This year the City of Snohomish invested over \$1.1 million into preserving our streets and improving our intersections. The City was able to leverage approximately \$343,000 of our local sales tax dollars to win over \$820,000 in state and federal grants. We are completing this ongoing program of annual street pavement preservation and intersection improvement projects with revenues from a sales tax increase approved by the voters for the City's Transportation Benefit District (TBD).

The 2015 street overlay project paved one of our City's busiest arterials, Maple Avenue, between Pine Avenue and the City Limits. This pavement overlay was funded by your local TBD dollars and a federal grant. Construction was completed at a cost of \$389,348 of which \$336,786 was funded by the federal grant. Recently, the City received a State Transportation Improvement Board (TIB) grant for another Maple Avenue Overlay! This 2016 overlay will be between Pine Avenue and Second Street, with an estimated cost of \$513,000 and grant funding for \$461,700 (or 90% of the costs).

In addition to pavement preservation, the TBD funds also support two capital improvement projects. The 15th Street and Avenue D Roundabout Project was officially completed in April 2015. The roundabout opened in July 2014 and is functioning very well. This project replaced a five-way stop and improved traffic capacity, vehicle and pedestrian safety. It is a valuable gateway to one of the City's key commercial areas. The majority of the estimated \$1.8 million project costs was funded by two competitive state and federal grants worth \$1.5 million.

The second TBD capital project will widen 30th Street at the SR 9 intersection to improve traffic flow and decrease the back-up on the west leg of 30th Street. This project consists of adding a combination through/right turn lane on the eastbound leg of 30th Street as you approach SR 9. The existing eastbound lane will be a dedicated left turn lane onto SR 9. In 2013, the City was awarded a competitive federal grant to fund the majority of the design costs. Design was completed in June 2015 at a cost of \$151,521 of which \$129,142 was funded by the federal grant. This month, the City was awarded a state TIB grant for the construction of the 30th Street & SR9 Intersection Improvements! The estimated cost of construction is approximately \$791,000 and the TIB grant is for \$711,000 (or 90% of costs). Construction to be completed in 2016.

TBD sales tax measure was passed by voters on August 16, 2011 approving a two-tenths of one percent (0.2%) local sales tax rate increase that generates an estimated \$660,000 annually for ten years.



Maple Avenue Overlay



Maple Avenue Overlay



15th Street & Avenue D Roundabout

For Questions:

Contact Yosh Monzaki, City Engineer
(360) 282-3161
monzaki@snohomishwa.gov

TBD website:
www.snohomishwa.gov/114/
Transportation-Benefit-District-Board



| City of Snohomish Transportation Benefit District (TBD) 2015 Annual Report – Estimated Year-End 2015 Expenditures and Schedule | | | | | | |
|---|------------------|------------------|------------------|-------------------------------------|--|--|
| TBD Project | Expenditure | | | Total | Schedule | |
| | Federal Grant | State Grant | TBD | | | |
| Maple Avenue Overlay (Pine Avenue to City Limits) Construction | \$336,786 | \$0 | \$52,562 | \$389,348 | Design completed in Spring 2015. Construction completed in Fall 2015. | |
| 15th Street & Avenue D Roundabout Construction | \$1,216 | \$146,354 | \$191,622 | \$339,192 | Design completed in January 2014. Construction completed in Spring 2015. | |
| 2nd Street Overlay (Avenue D to Avenue H) Construction | \$0 | \$209,014 | \$38,379 | \$247,393 | Project completed in 2014. See note 1. | |
| 30th Street Widening (at SR 9) Design | \$129,142 | \$0 | \$22,379 | \$151,521 | Design completed in Spring 2015. Permit process on-going. Construction schedule dependent on funding. City has submitted a state grant application for construction funding. Grant announcement will occur late November 2015. | |
| TOTALS: | \$467,144 | \$355,368 | \$304,942 | \$1,127,454 (See note 2.) | | |

Note:
 1. City received project invoice from Snohomish County in early 2015.
 2. TBD budget includes a cost allocation of \$38,000 for City administrative and engineering costs in addition to the total amount shown in the table.

ACTION ITEM 5

Date: December 1, 2015
To: Snohomish Transportation Benefit District (TBD) Board
From: Jennifer Olson, Finance Director
Subject: **Transportation Benefit District Board Interlocal Agreement – Rescind ILA**

The purpose of this agenda item is for Snohomish Transportation Benefit District Board (TBD) consideration of and authorization of Resolution 5 (see attachment) which proposes to rescind the Interlocal Agreement between the Snohomish TBD Board and City of Snohomish City Council.

Background: In September 2010, the City of Snohomish formed the Snohomish TBD through Ordinance 2197 creating SMC Ch 12.52 Snohomish Transportation Benefit District. Funding for Snohomish TBD authorized street maintenance and capital improvements by voter approval on the 2011 primary ballot measure that authorized a two-tenths of one percent increase in the City local sales tax rate. The Snohomish TBD is a separate taxing authority as per Chapters 36.73 and 82.14.0455 RCWs.

In an effort to coordinate administrative, financial and project construction management activities for the Snohomish TBD, the City Council and Snohomish TBD Board executed an ILA in December 2010 and subsequently amended the ILA in March of 2015 for better clarification of how warrants would be approved by each taxing authority.

On July 15, 2015, the State adopted 2ESSB 5987 that allows for a city with an established TBD to absorb the TBD and assume all of the TBD's rights, powers, functions and obligations. The ability for the City to assume the Snohomish TBD will allow for the TBD budget to be incorporated within the overall City budget. To start the process, on October 6th, 2015 the Snohomish City Council set a public hearing to be held on December 1, 2015.

As part of the administrative and financial functions required of the Snohomish TBD Board, staff recommends that the board review the 2015 TBD estimated year-end performance and adopted 2016 TBD Fund Budget and formally rescind the interlocal agreement established between the Snohomish TBD and City of Snohomish to close out this agreement as the City Council is expected to consolidate and assume all responsibilities and governance of the special taxing district.

ACTION ITEM 5

| | |
|--|------------------|
| Transportation Benefit District (TBD) | Fund: 130 |
|--|------------------|

The Transportation Benefit District Fund, a newly created special revenue fund, due to 2015 Legislative changes, accounts for the receipt of special district sales tax proceeds. The Transportation Benefit District (TBD) was approved by voters for a sales tax increase of 0.2% effective since January 1, 2012 for the purposes of funding various street capital improvement and maintenance projects.

| | 2015 Budget | 2015 Est Yr End | 2016 Proposed | |
|--------------------------------------|-------------------------|-------------------------|-------------------------|---------------------------------------|
| <i>Beginning Fund Balance</i> | <i>636,213</i> | <i>636,213</i> | <i>1,255,081</i> | <u>2016 Supported Projects</u> |
| Revenues: | | | | Ave A \$260,000 |
| Sales Tax | 675,000 | 815,000 | 780,000 | 7th&10th \$150,000 |
| Interest Income | 520 | 750 | 520 | Blackmans Lk \$250,000 |
| Expenditures: | | | | |
| Transfers to Project | 196,882 | 196,882 | 660,000 | |
| Other | - | - | | |
| <i>Ending Fund Balance</i> | <i>1,114,851</i> | <i>1,255,081</i> | <i>1,375,601</i> | |

STRATEGIC PLAN REFERENCE: None

RECOMMENDATION: That the Snohomish TBD Board APPROVE Resolution 5 to rescind the Interlocal Agreement between the Snohomish Transportation Benefit (TBD) Board and the City of Snohomish City Council.

ATTACHMENT: Resolution 5

ACTION ITEM 5

**CITY OF SNOHOMISH
TRANSPORTATION BENEFIT DISTRICT
Snohomish, Washington**

RESOLUTION 5

**A RESOLUTION OF THE CITY OF SNOHOMISH TRANSPORTATION
BENEFIT DISTRICT RESCINDING THE INTERLOCAL AGREEMENT
WITH THE CITY OF SNOHOMISH**

WHEREAS, pursuant to Chapter 36.73 RCW, the Snohomish Transportation Benefit District (“Snohomish TBD”) was established in 2010 by Snohomish City Council Ordinance 2197; and

WHEREAS, City of Snohomish voters approved, on the 2011 primary ballot, a measure that authorized a two-tenths of one percent increase in the City local sales tax rate; and

WHEREAS, an Interlocal Agreement (ILA) was authorized between the City of Snohomish and Snohomish TBD on December 7, 2010 and subsequently amended on March 3, 2015 to coordinate administrative, financial and project management as it relates to transportation related projects; and

WHEREAS, the State Legislature enacted 2ESSB 5987, effective July 15, 2015 that allows for a city with an established TBD to absorb the TBD and assume all of the TBD’s rights, powers, functions and obligations; and

WHEREAS, the Snohomish TBD will be governed by the Snohomish City Council and the need for the above-referenced ILA is no longer required;

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BOARD OF THE TRANSPORTATION BENEFIT DISTRICT OF THE CITY OF SNOHOMISH AS FOLLOWS:

Section 1. Interlocal Agreement. The Interlocal Agreement between the Snohomish Transportation Benefit District and the City of Snohomish dated December 7, 2010 as amended March 3, 2015 is no longer required due to passage of 2ESSB 5987 and the assumption of the Transportation Benefit District by the City of Snohomish. Accordingly, the Transportation Benefit District Board authorizes the rescission of the above-referenced ILA effective December 31, 2015 contingent on the Snohomish City Council adopting an ordinance assuming all of the TBD’s rights, powers, functions and obligations. In the event the Snohomish City Council does not adopt such an ordinance the ILA as amended will continue in effect unchanged.

PASSED by the Governing Board of the Transportation Benefit District of the City of Snohomish and **APPROVED** by the Chair this 1st day of December, 2015.

ACTION ITEM 5

CITY OF SNOHOMISH
TRANSPORTATION BENEFIT DISTRICT

By _____
Tom Hamilton, Chair

ATTEST:

APPROVED AS TO FORM

By _____
Torchie Corey, City Clerk

By _____
Grant K. Weed, Board Attorney

CONSENT ITEM 6

**Snohomish Transportation Benefit District Board Meeting Minutes
March 3, 2015**

1. **CALL TO ORDER:** Chairman Hamilton called the Snohomish Transportation Benefit District Board meeting to order at 6:00 p.m., Tuesday, March 3, 2015, in the Snohomish School District Resource Service Center, George Gilbertson Boardroom, 1601 Avenue D, Snohomish, Washington.

| <u>BOARDMEMBERS PRESENT</u> | <u>STAFF PRESENT</u> |
|--|---|
| Derrick Burke (<i>arr @ 6:07 p.m.</i>) | Larry Bauman, City Manager |
| Karen Guzak | Grant Weed, City Attorney |
| Tom Hamilton, Chairman | Jennifer Anderson, Finance Director |
| Paul Kaftanski | Steve Schuller, Public Works Director |
| Dean Randall | Owen Dennison, Planning Director |
| Michael Rohrscheib | Torchie Corey, City Clerk |
| Lynn Schilaty | Yoshihiro Monzaki, City Engineer |
| | John Flood, Police Chief (<i>arr @ 6:07 p.m.</i>) |

MOTION by Guzak, second by Randall, to excuse Boardmember Burke. The motion passed unanimously (6-0).

There were no citizens in attendance.

2. **APPROVE AGENDA** contents and order – no change
3. **CITIZEN COMMENTS** on items not on the Agenda – none
4. **ACTION ITEM - AMEND** Transportation Benefit District Interlocal Agreement

This was the first proposed amendment to the interlocal agreement between the TBD and the City. The ILA was established in 2010 to coordinate administration, finances, project management, and construction activities that received TBD funding. The TBD’s first audit covered the period January 1, 2011 through December 31, 2013. The state auditor’s office provided recommendations following the audit and one pertained to payment approval. The City Attorney and staff reviewed the auditor’s recommendations and believed that an ILA amendment was in order.

The proposed amendment was based on the Interlocal Cooperation Act, RCW 39.34 which allowed local governmental units to coordinate with each other to avoid duplicating efforts. The proposed amendment modified the obligations of the TBD Board. Item c will be added to Section 2 which described how the Board would handle authorizations for payments or warrants. Then in Section 3 regarding the undertakings of the City, item d would be added pertaining to the same process of authorization of payments or warrants, and how that would be handled by the City Council.

If the Board approved these amendments, staff would work on a process to approve warrants to carry out the amended ILA and ensure there was proper financial recording and approval. The next TBD audit scheduled for summer 2017 would cover the period of January 1, 2014

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through the end of 2016. At that time staff will address its ability to have complied with the auditor's recommendations.

Chair Hamilton confirmed this was an administrative correction based on the state auditor's findings and recommendations for good public fiduciary responsibility.

Boardmember Kaftanski noted in the staff report that the auditor's office declined to review the amendment but the reason wasn't stated. Why did the auditor's office decline?

Ms. Anderson said when staff started looking at how to comply with the auditor's recommendations, staff had some options of how to go about ensuring the TBD Board approved payments. At each step or option, staff asked the auditor to look at the City's action plan. The City Attorney provided review and legal counsel to use the interlocal act to specifically document, once staff determined a way to amend the agreement to comply with the auditor's recommendations. When staff asked for final approval, they were told that since the TBD wasn't in an open audit or under review, the state auditor's office did not assign resources for these kinds of questions but would be happy to review it when the Board has its open field work in summer 2017.

Boardmember Burke and Police Chief Flood arrived at 6:07 p.m.

Mr. Weed said whenever possible staff tried to get buy-in from the auditor's office on steps the City was taking to comply with the auditor's recommendations. In some instances the auditor's office was willing to give input and in other instances they declined to do so until the next audit. When he first reviewed it, the original TBD ILA with the City was worded broadly enough to include the ability of the City Council to approve warrants. To be doubly sure, this amendment was created which specifically referenced approval of warrants. He felt comfortable this amendment would pass muster because of that reference and especially because of the Interlocal Cooperation Act which had a provision included in the amendment recitals that essentially said any governmental service or activity both ILA signers had the authority to do could be delegated to the other. Certainly both the Council and the Board had authority to approve warrants so there was no reason under state law why the City Council could not approve the TBD warrants and make the process more efficient.

MOTION by Kaftanski, second by Schilaty, that the Snohomish Transportation Benefit District Board amend the 2010 interlocal agreement between the City of Snohomish and the Snohomish Transportation Benefit District as per RCW 39.34. The motion passed unanimously (7-0).

5. **DISCUSSION ITEM** – 2015 Projects

The 2015 pavement management program was being presented tonight. In 2011 the voters approved formation of the TBD for the purpose of preserving and maintaining streets, and constructing the 15th Street/Avenue D roundabout and the 30th Street widening project. In 2012 sales tax was increased from 8.6% to 8.8%. The .02% increase was the revenue source for TBD projects. This increase will be in effect for ten years, ending in the year 2021. In

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2012 the first TBD preservation project was completed on Tenth Street east of Avenue D, and at Terrace Avenue/16th Street.

It was estimated that about \$660,000 would be collected annually. \$500,000 would be allocated for street preservation and \$160,000 would be used for intersection projects. Over the program's ten years approximately \$5 million would be collected for preservation. Based on the cost estimates from the pavement management program, approximately \$15.7 million would be needed to complete all identified preservation projects so unfortunately the City would only be able to complete about a third of the projects. Staff was applying for grants to stretch out these dollars and try to do more street preservation. Project costs will fluctuate with oil prices and inflation. In 2013 the cost of asphalt for TBD projects was about \$100 per ton. In 2014 the cost was about \$75 a ton.

Northwest Management Systems completed a "state of the streets" report in 2012. They rated most of the City streets using an index from 0 to 100, with 100 being good and 0 being very poor. About 61% of the roads were in good condition. The rest varied from very poor to fair, with an average of 68. If no preservation was done in the ten years, the Pavement Condition Index would drop to 45.

The pavement management program has been updated to the time period of 2015-2021. Projects done since 2012 were moved to the top of the table, their costs were removed, and the PCIs were updated to 100. A few projects completed by developers were also listed. Below the completed projects were those projects identified for 2015 and those proposed for 2016. Projects recommended to be worked on from 2017 to 2021 were listed, followed by those projects that will not be worked on and those streets with a PCI greater than 80 where no repairs were recommended.

Project costs for 2015 to 2021 were going to be about \$4.3 million. \$1.8 million would be used for overlays, mostly along arterials. \$.6 million would be allocated for overlays with patching. \$1.9 million would be for reconstruction of local and residential streets.

A couple overlay projects were completed along Second Street in 2014. The first was from Avenue D to Cedar Avenue. This project received a \$295,000 federal grant. TBD funds provided \$132,000 for the match for a total construction cost of about \$427,000.

Boardmember Kaftanski asked about the PCI ratings and cost. The staff report noted that where the PCI was below 50, those streets were beyond preservation and required more costly patching and reconstruction. Did the statute allow spending TBD funds for reconstruction, as opposed to just preservation?

Mr. Schuller said staff wanted to stay true to the original language in the ballot measure. The TBD funds will only be used for curb-to-curb pavement replacement. When the City applied for state and federal grants, staff couldn't get the grants if a road was in too bad of condition because grant funds were really to enhance preservation. Preserved roads cost less per square yard to repair and that was the first priority. Of the \$4.3 million remaining, about half would go to overlay arterials, those streets with most of the traffic affecting businesses and used by

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residents to get to local roads. This was where staff got the most leverage for a federal grant. The City also wanted to preserve local streets but many were in such poor condition that some reconstruction was needed before doing the overlay. If a road needed to be completely rebuilt, staff would need to decide if it made sense to use another source of City money. The best example was Hillcrest Drive where the existing pavement was pulverized and the road regraded so it drained properly, before it was repaved. There were various levels of reconstruction and staff generally just wanted to address the top pavement area. If there was a need to go deep into the ground, those projects probably would not be using TBD dollars.

Boardmember Kaftanski noted that reconstruction was listed with a dollar amount of \$2.9 million. Was that \$2.9 million eligible to be paid by TBD funds?

Mr. Schuller said \$15 million was required to preserve all the streets and bring them up to a good rating. However the City would only have \$5 million and staff would appropriate some to reconstruction. All those projects were eligible for staff to apply the money toward. The Board had a policy decision to make - whether to spend all the money on arterials and ignore the local streets, letting them decay, or spend all the money on the local streets because they were the worst roads in the community. After a number of meetings the Board decided on a 50-50 split. A good portion of the money would be spent to preserve the arterials because that was the most cost-effective but also get the local roads that were in the absolute worst condition reconstructed and repaved.

Boardmember Randall asked if reconstruction would include curbs and gutters to improve drainage. Some of the listed streets had really poor drainage systems now which was part of the reason those streets were falling apart. There was a short two-block street in his neighborhood where puddles developed when it rained hard because there wasn't drainage.

Mr. Schuller said staff didn't want to overlay an area of poor drainage because it would not last; what was underneath would just decay and they would be right back where they started. If the stormwater system had to be redone, staff would use the stormwater fund to pay for that work. TBD funds were not to replace the curb and gutter, nor replace the utility lines which would come from those dedicated utility funds. On a simple job like Hillcrest Drive there was no curb and gutter; they just regraded before putting the pavement down.

Boardmember Randall asked if drainage wasn't improved and an overlay was done, how long would the repaving last?

Mr. Schuller said it might only last a year or two if it had heavy traffic such as school buses. Federal standards said one truck or an over-loaded school bus did the same damage as 10,000 vehicles. If someone remodeled and brought in a cement truck to pour the foundation, it was like bringing in 10,000 cars, and that was hard to predict. Staff wanted to do it right so it did not have to be done again for awhile.

Boardmember Schilaty clarified the reason the roundabout could be done was because the project was on the ballot measure, as was 30th Street. Those were different cases. Sometimes it was hard for people to understand, given what they saw with the roundabout.

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Mr. Schuller said those two capital projects were specifically identified on the ballot. Everything else was categorized under the preservation umbrella. A lot of requests came regarding missing sidewalk or adding another lane for right turns but those types of projects were not what the TBD was for. It was for preserving the existing roads and pavement.

The other overlay on Second Street was between Avenues D and H. That project received \$243,000 in state grants. The TBD provided \$43,000 as match for a total construction cost of \$286,000. The project also included the ADA improvements. Prior to the overlay the water line was replaced and some storm drainage improvements were done, funded by the utility funds separate from the TBD funds.

Both intersection projects were worked on in 2014. The 15th Street/Avenue D roundabout started construction and opened in July. There was still some landscaping and lighting work that needed to be done but it should be completed sometime this spring. That project received federal and state grants, with the match provided by the TBD. The 30th Street widening was currently in design and going through the permitting process. The design was funded by a federal grant with a TBD match.

The proposed 2015 projects were presented at the December 2014 TBD Board meeting. One project was the Maple Avenue overlay from Pine Avenue to City limits. This overlay project was awarded a \$350,000 federal grant. With the \$160,000 TBD match the total estimate for construction was \$510,000. Staff was just starting the survey for the project. Design was expected to be completed in-house sometime this spring or early summer. This project also included ADA improvements which were basically a requirement with grant funding. Even without grants, any time an overlay project was done, staff was supposed to look at the ADA facilities to make sure they complied with current requirements.

Boardmember Guzak confirmed staff didn't anticipate doing any street reconfigurations or restriping on the Maple overlay. There was parking along the side that served the Centennial Trail. It would just be street preservation overlay.

Mr. Monzaki said there were no plans to change channelization of the street. Seventh Street between Pine and Mill Avenues was the other project. Sewer and water mains needed to be replaced. The sewer line was video-inspected and there were joint separations in some of the side sewers. The lines may not have been properly installed or connected to the pipe. There were gaps that allowed gravel to enter the pipes creating capacity and maintenance problems. The water main was older so staff decided to replace the water line while the sewer line was being replaced. During construction there will be heavy equipment going up and down the road further damaging the asphalt. There will also be trenches going across the road so staff felt that instead of just doing a half-street overlay, they would overlay the entire road. Water and sewer portions of the project will be paid for with utility funds. The TBD will supply funds only for the overlay portion. Staff will also check out the ADA facilities along the street to see if they need to be improved.

Boardmember Guzak said there was only sidewalk on the north side of Seventh Street and that wouldn't be changed as TBD money didn't go for sidewalks.

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Mr. Monzaki said staff might replace the ADA ramps if they weren't compliant.

Boardmember Burke asked if anything could be done about Pine Avenue at Seventh Street when someone was heading west. The building on the north side was so close to the stop sign that a driver was almost into the street before they could see north. He had seen curb mirrors before that helped provide sight distance. Kids shot out right around the corner of the building. Was there some sort of sight distance minimum that wasn't being met?

Mr. Monzaki would take a look at it and see if staff could come up with something.

Boardmember Kaftanski noted that in addition to the two capital projects where the City received federal dollars, four overlays received about \$1 million in grant funds. He was unfamiliar with the grant opportunities available related to preservation. Typically that was a maintenance issue and a local responsibility but the City had been successful. What grant opportunities continued regarding the availability of overlay dollars? It was noted in the staff report that the City had received \$2.68 million in grant funds which would allow the City to do almost 50% of the projects, up from 33%. If the City continued to be successful, although the past wasn't a predictor of the future, the City could make a substantial dent into the \$15.7 million. What was the status of those grant funds available for overlay-type projects? The list seemed to suggest the City had a lot of money associated with overlays.

Mr. Monzaki said there were opportunities as the federal and state governments recognized maintenance of the existing road system was important. A program on the federal side was offered every other year. Unfortunately the state Transportation Improvement Board actually cancelled its pavement preservation program for this coming year. Hopefully it would start up again but had to be cancelled because of state funding issues.

Mr. Schuller added that most state funding for preservation came from the TIB. Various jurisdictions went to the federal agencies to let them know that while preservation hadn't been funded before the 2008 recession, local infrastructure was failing. Cities' first priority was to maintain what they had but there was no way to pay for it. In the meantime the gas tax everyone received had decreased compared to inflation; the tax rate hadn't changed since the 1990's and everyone drove more efficient cars. Those issues remained unsolved at both the national and state levels. In the meantime officials decided to do temporary preservation grants and the City had been successful in getting them, but now the state was stopping those grants. TIB's main mission was safety and capacity improvements. The federal agency has kept the preservation program for now but would likely drop it someday since preservation wasn't their main mission either. He didn't expect the City to be as successful in the future as the state and federal funding disappeared.

The TBD would provide \$861,000 for the proposed 2015 projects and had been fortunate to receive about \$2.1 million in grants, leaving the TBD to fund about 30% of the total cost.

In 2016 staff hoped to begin construction on the 30th Street widening project and currently was looking for construction funding, estimated to be \$900,000. The project was on the federal grant contingency list and staff will learn more during the summer. Staff will apply

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for the Rural Town Center grant this month with the award list due out in the summer. If the City didn't receive funding from these programs, another option would be for the TBD to fund construction in 2016. If that was the case the City might not do pavement preservation projects as most of the funding would be dedicated to 30th Street.

Avenue A between Fourth and Fifth Streets was a possible pavement preservation project in 2016, also including widening. The center line alignment was offset and there had been some pavement failures also. Staff looked at moving the center line east and painting a fog line on west edge to delineate the southbound lane. However when the center line was moved, some parking was lost on the east side of Avenue A. Staff would also look at widening along the east side of Avenue A to extend parking area. It looked wide in the photograph but actually it was pretty narrow and cars parked on the curb, damaging it. Once staff widened the road they would have to look at doing some storm drainage improvements. The water and sewer lines needed to be replaced. The TBD would fund only the paved portion between existing curbs. Widening the road would be funded by the General Fund or Real Estate Excise Tax. Utility improvements would be paid from the utility funds. The approximate cost estimate was \$612,000, with the TBD providing \$ 260,000 to pay for the overlay only.

Boardmember Schilaty asked why the widening would go on the east side instead of the west side. A retaining wall would probably be required and from an engineering standpoint that would be much more costly.

Mr. Monzaki agreed. There was a hillside, the sidewalk was higher, and another slope came into the neighborhood along Avenue A, making widening to the west difficult. A wall would have to be constructed. Once slope excavation started it would get really tricky; they would have to either demolish or preserve the sidewalk, perhaps by driving in pilings. Also work could impact private property built up above which would be even more complex. In one area someone had poured concrete along the slope.

Boardmember Schilaty said that would make more sense for the alignment issue. When the realignment was done before the intersection, would parking spots be created on the west side to make up for those lost on the east side?

Mr. Monzaki said there will be parking along the west side. They would have to meander the center line at some point to match what existed. He wasn't sure how many spaces would be lost on the east side.

Boardmember Schilaty confirmed that in the widening from Fourth to Fifth, the grass strip would be taken out, bringing the street right up to the sidewalk.

Mr. Monzaki added that right now it didn't look like anything would have to be done with the sidewalk, unless it got damaged.

Boardmember Kaftanski asked what required the widening between Fourth and Fifth Streets. Was it maintenance or some form of parking?

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Mr. Monzaki said widening the area would provide a better parking area and make it safer to drive along.

Boardmember Guzak drove there quite a bit. Avenue A was a north-south arterial between First and Tenth Streets that ran parallel to Avenue D. The 400 block was a choke point going from a wide Avenue A to a narrow Avenue A back to a wide Avenue A. This would better align Avenue A between the southern and northern portions. It was really tricky driving now as the cars stuck out. This project really needed to be done. It was much easier to take out the planting strip on the east side than try to cut into the hillside on the west and was fairly cost-effective. Bike lane sharrows were also there and it got very constricted. She was happy this was on the list. However, at some point they may have to decide between 30th Street in 2016 versus Avenue A widening unless the City received grants for the 30th Street project.

Chairman Hamilton remembered this was looked at a couple years ago and put off because they did want to do some widening. Most of them envisioned widening it on the west side. He noticed utilities along the east side. Will those have to be moved?

Mr. Monzaki would have to look at his drawing to see if the utility poles had to be relocated. The water line would have to be moved.

Mr. Schuller added that a decision wasn't needed today. The 30th Street project would cost \$900,000 to construct. If staff was successful and got grants it would be straightforward for the Board to decide to move ahead and use TBD money for the match. If the grant(s) were not awarded the Board may be interested in completing the \$900,000 project but it would be with all TBD funds. Staff has done very well in leveraging the money. Staff would want to talk about timing of the next opportunities and the City's chances to help the Board decide as they entered into the 2016 budget season.

Other 2016 options for preservation projects would be Fourth Street between Avenue B and Union Avenue, and Ford Avenue from Maple Avenue to Holiday Street. The street crew spent a lot of time at both locations sealing cracks and filling potholes.

Regarding 2015 next steps, the Maple and Seventh projects were on about the same schedule. Design would be done in-house and put out to bid in late spring/early summer. After the bid process, projects would come to Council for contract award. The 15th/Avenue D roundabout construction should be done by the end of spring. Design for the 30th Street widening will be completed sometime this spring and hopefully permits will also be in hand then. Staff will submit an application to the Puget Sound Regional Council for the Rural Town Center grant.

Boardmember Guzak supported the projects selected for 2015. Maple Avenue got grants. Also it was a good opportunity to overlay Seventh Street since it would be dug up to replace sewer and water lines which were in really bad shape.

Chairman Hamilton noted there were plenty of future projects to work on.

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6. **CONSENT ITEM – APPROVE** the minutes of the regular meeting of December 2, 2014

MOTION by Guzak, second by Rohrscheib, to approve the December 2, 2014 minutes. The motion passed unanimously (7-0).

7. **OTHER BUSINESS/INFORMATION ITEMS**

Boardmember Rohrscheib noticed that a section of Fifth Street from Avenue A to at least Union Avenue was only partially paved. Driving west, if someone was heading east, one car had to go into the gravel. It was fairly unsafe for a major street especially with the aquatic center’s additional traffic. Could this section be added onto the widening project on Avenue A? It was the section with new sidewalk and looked unfinished. He drove the road daily and usually had to give up the right of way. People unfamiliar with the road didn’t realize one side was literally driving in the gravel most of the time. It wasn’t good for a lot of reasons.

Chairman Hamilton said that would be new road construction and not eligible for TBD money so funding would have to come from someplace else.

Mr. Schuller said the City got a federal grant for the sidewalk on Fifth Street but nothing to do the road. As part of the aquatic center project, the school district paved between the road and sidewalk on the south but there were no plans to make any improvements to the north. The Board should let staff know whether to bring it forward as part of a future budget.

Chairman Hamilton was going through the roundabout today. As he approached, a tandem flatbed trailer was southbound. The driver sat awhile before entering the intersection. The back trailer’s rear tires rolled up on the center section a little bit. When Chairman Hamilton came back through, he didn’t see an accident or something torn up so the truck apparently made the maneuver.

8. **ADJOURN** at 6: 56 p.m.

APPROVED this 1st day of December, 2015

CITY OF SNOHOMISH

ATTEST:

Tom Hamilton, Chairman

Torchie Corey, City Clerk