

Citizens Streets Advisory Commission

February 17, 2009

1:00 p.m. to 3:00 p.m.

Street Department Conference Room, 901 North Nelson Street

Commission Members present:

Dallas Hawkins
Kathy Miotke
Hal Ellis
Gary Proctor
Donna Jilbert
Stan Stirling

Staff present:

Mark Serbousek, Street Department Director
Eldon Brown, Design
Gary Nelson, Design
Ken Brown, Construction
Ann Deasy, Public Information Coordinator

Commission Members not present:

Max Kunej
Phil Barto

Staff not present:

Mike Taylor, Director of Engineering Services
Dave Mandyke, Director of Public Works
Gerry Gemmill, Deputy Director of Public Works

I. Introductions

Dallas Hawkins called the meeting to order at 1:02 p.m.

II. Review & Approval of December & January Minutes

Mr. Hawkins asked for a motion to approve the minutes. Gary Proctor made a motion to approve the December Minutes, Hal Ellis seconded, and all agreed with the amendment of "to" to "that" in section V. Kathy Miotke made a motion to approve the January Minutes, Mr. Ellis seconded the motion, and all agreed.

III. Francis Ave. & Nevada/Addison St. Intersections

Gary Nelson gave a brief update on the Francis Ave. and Nevada St. and Addison St. bid prices. The bids for the intersections came back and construction costs had risen from past years, so the bids were considerably higher than the engineer's estimate. Mr. Nelson let CSAC know that STA had given permission to remove the Addison intersection and move those funds to the Francis intersection and that is what Engineering is recommending as well.

IV. LID Selection Criteria Discussion

Mr. Nelson gave a presentation on the current LID criteria mentioning that we most likely would not run out of petitions for LIDs and would like to add the additional details below:

- The LID should meet the City of Spokane minimum design standards, and
- There should be an existing road with an established use; and
- There should be existing development (houses), or
- The above two bullets can be overridden on a case-by-case basis by CSAC if there is an identified or significant benefit to pave the street.

February 17, 2009

Donna Jilbert made a motion to approve the revised LID selection criteria, Kathy Miotke seconded the motion and all approved. Mr. Hawkins requested that the updated CSAC Policy be distributed to all members.

V. Jackson Ave. Paving

Mr. Nelson then went over three different funding options to pave a three block long gravel road that is on the Jackson-Grace Water Transmission Main. Ms. Miotke made a motion to approve the request to pave Jackson Ave. with Funding #2, Mr. Ellis seconded, and all approved.

VI. Tele or Web Attendance at Meetings

Mr. Hawkins mentioned the addition of telephone or web attendance a meeting. Mr. Hawkins checked with the Legal Department and is ok to have the commission attend meetings via telephone or web. Mr. Hawkins suggested that the bylaws be amended to include that language. Also, Mr. Hawkins mentioned that since we were amending the bylaws he wanted the commission's input on changing Mr. Ellis to be a voting versus a non-voting member. So, two changes to the bylaws would be made: attendance either in person or phone, and changing Mr. Ellis from a non-voting to a voting member. Mr. Hawkins will work Ann Deasy and the City to have the language crafted as well as checking on the number for quorums.

VII. Other Business

Bids did come in higher than the estimate on the Oak/Carlisle sewer project. Engineering intends to go out to bid on the Alberta/Cochran project. Bids on the Alberta/Cochran streets project may also come in higher than the budget. This will be the largest project for this year budgeted at approximately \$4 million. We have had discussion with Inland Asphalt, and they estimate one square yard of 6-inch thick asphalt will be \$30.00. Last year this price was \$20.00. The \$10 increase adds about \$750,000 - \$800,000 to the cost of the project. The liquid asphalt supplier went bankrupt last year and is still trying to figure out if they are selling the business and to whom. Now is the time to fill your tanks, but the supplier isn't able to fill their tanks because of their economic status. A "coker" can also be used to refine liquid asphalt for gas and diesel so the actual liquid asphalt product is less available.

Mr. Ellis asked about the impact to the Bond program as a whole, or is this a temporary spike? Should we take a year off? Mr. Hawkins raised the point that we don't have all of the facts. Mr. Ellis suggested and Mr. Hawkins agreed that we will have to make some new decisions regarding the program. If the prices are temporary, we can strategize about how to get through the year, and if we anticipate it being long-term strategizing about what to do? Reduce number of projects? Keep building projects until we run out? What about the money that we saved earlier in the program? The past savings will help with the expenditures, at least the short-term term. Some fluctuations are to be expected and CSAC has stated that to Council in the reports. CSAC can include those concerns in the upcoming report.

Mr. Ellis suggested that we watch the bids come in to see where we are and if it is a long or short-term trend. Mr. Hawkins reminded the commission that we built in, around 20 to 25 percent for inflation into the program. The price increase actually took place last year, but we didn't really see it. The supplier bid projects at a low

February 17, 2009

price, and when the cost of oil increased the supplier honored the price and had to pay more. So, this year, the bids are higher because suppliers are being cautious. The commission needs to make some decisions based on the cost of the projects and maybe cutting back on the projects, or project lengths.

Mr. Ellis and Hawkins agreed that the commission needs to put together some options and some what-ifs, if this is a trend. It's too soon to tell if it is a trend, we should wait for a few more projects to come in. Mr. Serbousek suggested considering putting Utility Match projects or LIDs on hold in order to complete the Arterial and Residential projects.

Ken Brown asked which price do we use for the estimates? And should we award the project at the higher amount. Mr. Hawkins suggested that we move forward with the best engineer's estimate.

Alberta/Cochran Project: Mr. Hawkins requested that a motion be made to approve the costs to replace the conduit of \$320,000 for 4-inch conduit on the Alberta/Cochran project. Mr. Proctor made the motion, Ms. Miotke seconded the motion, and all approved.

VIII. Adjournment

The meeting concluded at 2:44 p.m.

Local Improvement District Criteria

Choosing Projects

Existing LID Program Criteria

Funding Levels:

- 1/3 for frontage streets.
- 1/2 funding for side streets. (Done to complete neighborhoods to get side streets paved along with frontage streets.)
- Composite bond funding over 10 year program not to exceed 50% including bond affidavit funds.

Affidavit Funding:

- For low-income owner occupied residential.
- Not available for commercial owners.
- Application reviewed and approved by Community Development.

Choosing Projects:

- Engineering Services will generate a running LID project list, from active petitions and paving waivers, based upon Geographic Distribution by Council District.
- The project list will be presented to CSAC on a regular basis for review.
- Petition LIDs are placed ahead of those on the approved list.

Community Development LID Funding:

- 1/3 CD money can be used in conjunction with 1/3 Bond funding to help income-qualified neighborhoods get 66% funding.

Existing LID Program Criteria

Choosing Projects:

- Engineering Services will generate a running LID project list, from active petitions and paving waivers, based upon Geographic Distribution by Council District.
- The project list will be presented to CSAC on a regular basis for review.
- Petition LIDs are placed ahead of those on the approved list.

CSAC Report to James West

October 1, 2004

- Dedicate portion of future street bond to expedite paving 40 miles of unpaved streets.
- City has 90 miles of unpaved streets, City maintains 40 miles that see traffic.
- CSAC's opinion is paving these 40 miles will improve air quality, increase property values, and facilitate emergency response.

CSAC Report to James West

October 1, 2004

Recommendations:

3. CSAC recommends the Mayor establish an Unpaved Streets Cost-Sharing Plan to help citizens pay to have their unpaved streets paved. Many of Spokane's 40 miles of maintained but unpaved streets are in low income areas.

Proposed Additional LID Program Criteria

- A.** The LID should meet the City of Spokane minimum design standards, and
- B.** There should be an existing road with an established use, and
- C.** There should be existing development (houses), or
- D.** B and C above can be overridden if there is some benefit that can be identified and approved on a case-by-case basis by CSAC.

THANK YOU.

Buckeye - Grace Transmission
Main

Paving Jackson from Astor to
Standard

Buckeye - Grace Transmission Main

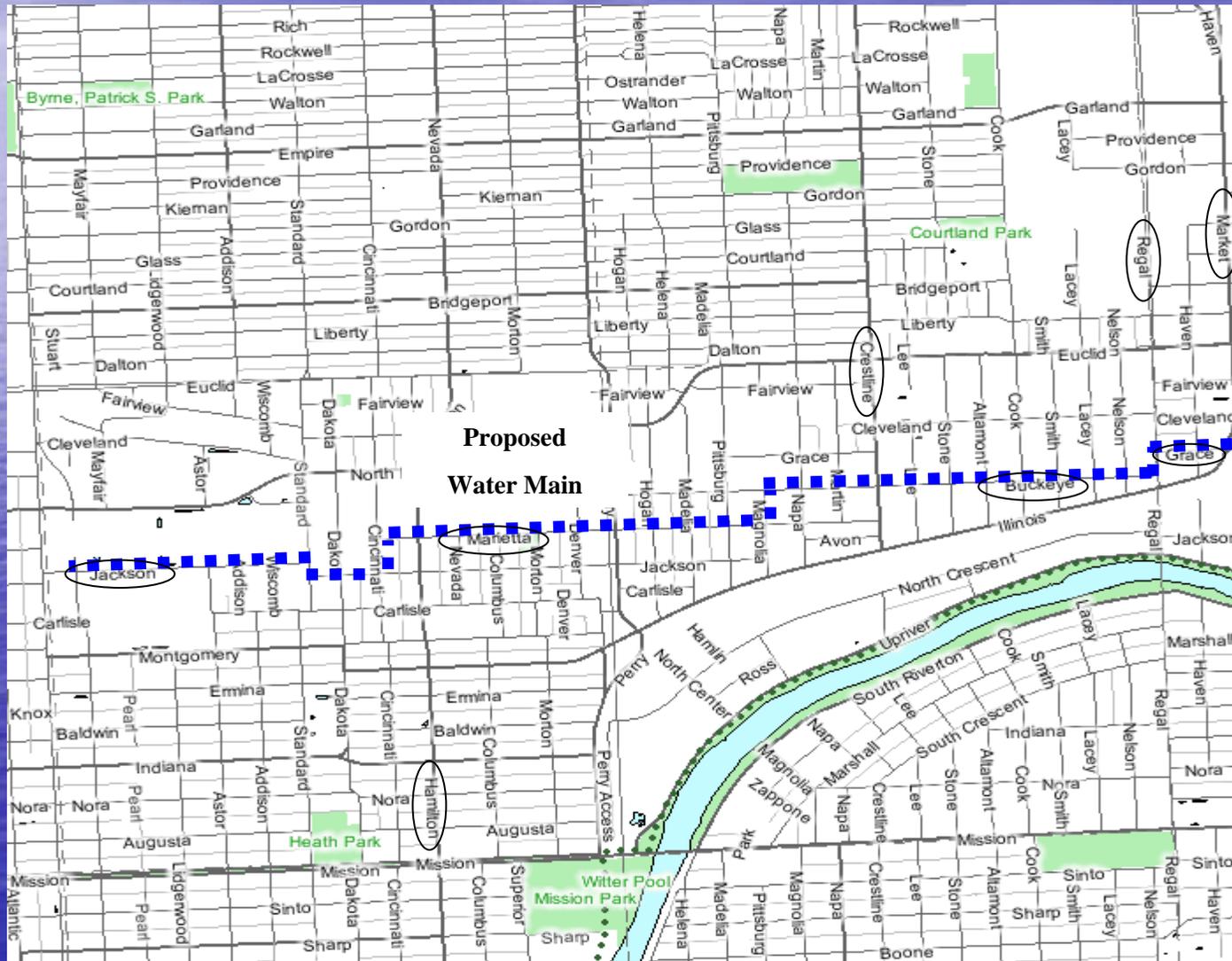
- Buckeye-Grace Transmission Main is scheduled for 2009 construction year.
- The proposed transmission main project consists of a 30-inch diameter pipe to replace an existing City of Spokane transmission main.
- The total length of the main is approximately 3.5 miles.

Paving Jackson from Astor to Standard

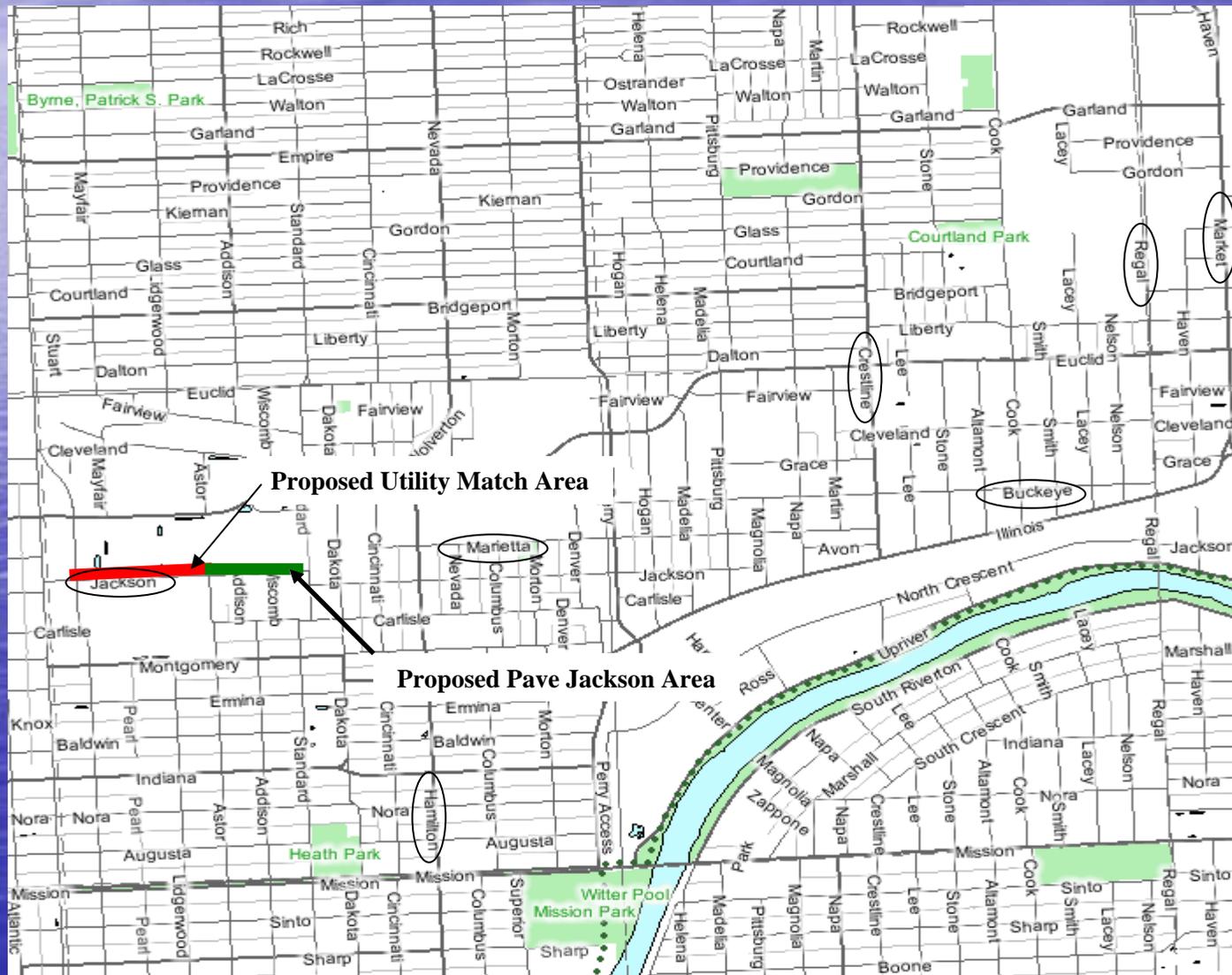
- Buckeye-Grace Transmission Main is scheduled for 2009 construction year.
- Jackson from Astor to Standard is on the Transmission Main route and is a gravel road.
- This part of Jackson is three blocks long.
- Proposing to pave this part of Jackson as part of the Buckeye-Grace Transmission Main project.

Buckeye - Grace Transmission Main

Proposed Pipe Alignment



Paving Jackson from Astor to Standard



Jackson from Astor to Standard

At Astor looking east



Jackson from Astor to Standard at Addison looking east



Jackson from Astor to Standard at Wiscomb looking east



Paving Jackson from Astor to Standard

- Pave Jackson 36 feet wide, with curb, sidewalk, and storm drainage
- Estimated total cost, including engineering and contingency is \$363,900.
- Include the work in the Buckeye/Grace Water Transmission Main project.
- Water Transmission Main project is planned to bid in March (2 months from now).
- Not enough time to create an LID and include the work in the Water Transmission Main project.

Paving Jackson – Funding proposal #1

Paving Gravel Roads bond funds (50%)	\$181,950
CD funds (33%)	\$120,100
Water funds (11%)	\$40,000
Utility Match funds (6%)	\$21,850
TOTAL BUDGET	\$363,900

Paving Jackson – Funding proposal #2

Paving Gravel Roads bond funds (56%)	\$203,800
CD funds (33%)	\$120,100
Water funds (11%)	\$40,000
Utility Match funds (0%)	\$0
TOTAL BUDGET	\$363,900

Paving Jackson – Funding proposal #2 vs #3

	#2 – No LID	#3 – LID
Paving Gravel Roads bond funds (56%, 50%)	\$203,800	\$195,300
CD funds (33%)	\$120,100	\$128,900
Water funds (11%)	\$40,000	\$0
LID Assessment	0	\$66,400
TOTAL BUDGET	\$363,900	\$390,600

THANK YOU.