

Clark Public Utilities City of Camas GRAY & OSBORNE tib

INNOVATION AND COMMUNITY INVOLVEMENT



Clark Public Utilities

Innovation

- Introduction of something new; an idea, method or device; with the aim of improving efficiency, reliability or customer service.
- It deals with both products and processes;
- Innovation needs a void, gap or weakness to fill.

Clark Public Utilities

Opportunity

- You tell me, in a business is it an opportunity or barrier that residents & customers don't know where their services come from ?
- Does a "void" exist where the customer has no knowledge (or interest)?

Clark Public Utilities

Barriers

- Does this sound familiar at all – My agency is generally an isolated service provider in a government agency with regulatory as well as service roles over a defined area that we spend energy defending; and who is largely risk averse, rarely introducing our priorities to the community, and who have to manage multiple & sometimes competing priorities.
- Add to that the tendency to suffer the "tyranny of small decisions"; the battle of competing sciences; the lack of agreement on which idea best accomplishes the science; and the absence of a champion.

City of Camas GRAY & OSBORNE

Innovation

Scott Berkun "I generally recommend people don't use the word. It's mostly meaningless. At best it's something people should say about you, not something you say about yourself. Its best to dedicate yourself to solving problems since that's what most people who earn the title innovator were trying to do. But if you must use it, here is the best definition:

Innovation is significant positive change"

City of Camas GRAY & OSBORNE

Innovation

- Camas problem:
 - (something new) Responding to green energy guidance/mandates, funding gaps at WWTP upgrade, mitigate utility rate implications of project, regulatory requirements (current and future)
 - (product and process) Solids handling change from class B to Class A biosolids, change from aerobic to anaerobic digestion




Innovation

- Camas innovation:
 - Process for the WWTP
 - Understanding of existing plans and goals
 - Consider future trends
 - Willingness to challenge assumptions and conclusions
 - Identify and engage stakeholders
 - Implement strategies from other successes
 - Build institutional understanding of issues and goals
 - Take risk

7




Innovation

- Camas innovation:
 - Specifics:
 - Need to upgrade solids handling capacity at plant
 - Regulatory and funding emphasis on energy savings
 - Funding gap, rate impact
 - Trends in class B bio-solids acceptance
 - Small energy savings projects successful with local PUD built trust and understanding of how to utilize the opportunity
 - Discussion with stakeholders
 - Research on class A dryers
 - Discussion with Council
 - Grant and loan applications submitted based on process

8




Innovation

- Camas innovation:
 - Outcome:
 - An updated Wastewater Treatment Facility with capacity for growth
 - minimized rate impacts
 - New class A bio-solids dryer that utilizes bio-gas from digestion process
 - \$10,000,000 Public Works Trust Fund loan
 - \$3,200,000 in deferred principal "Green" SRF funding
 - \$234,500 Public Utility incentive for energy reduction
 - Agency acceptance of process

9




Innovation

- Camas innovation:
 - Other examples of municipal innovation:
 - Partnerships with industrial community
 - Partnerships with School District
 - Consider ourselves a service provider first

10



TIB SLIDE PRESENTATION

11



Other Innovations

- AutoPay via Checking or Savings account
 - CFL incentive – achieves conservation too
 - Research shows that customers on AutoPay are more satisfied
- Home show
 - Speaker topics, reasons people like to attend
- PowerLine Outage hotline (20 years ago)
 - Outage notifications on smart phones (safety messages)

12



Transportation Improvement Board



Funding Opportunities

IACC – October 2013



TIB is...

- Small State Agency
- Funded by 3 cents of state gas tax
- \$70 million annual budget
- Provide grants for urban & small city projects
- Six competitive funding programs
- 320 customer agencies
- Currently 325 projects statewide

Transportation Improvement Board



Our History

- Spans over 40 Years
- Funding established by the Legislature in 1967
- Funding increased by 1½ cents in 1989
- In 1996, Small City Arterial Program and Sidewalk Program established
- 2005 Legislature implemented Small City Preservation Program

Transportation Improvement Board



Our Mission

Assist local agencies in building comprehensive transportation projects that enhance the movement of people and goods



Transportation Improvement Board



Annual Funding Programs

Urban Agencies

- Urban Arterial Program (UAP)
- Arterial Preservation Program (APP)
- Urban Sidewalk Program (USP)

Small City

- Small City Arterial Program (SCAP)
- Small City Sidewalk Program (SCSP)
- Small City Preservation Program (SCPP)

Transportation Improvement Board



TIB Funding Program Eligible Agencies

Funding Programs	Eligible Agencies
URBAN ARTERIAL PROGRAM (UAP) • Projects preserve and improve the roadway system in a manner that is consistent with local needs.	Incorporated Cities over 5,000 Population and Urban Counties
SMALL CITY ARTERIAL PROGRAM (SCAP) • Projects preserve and improve the roadway system in a manner that is consistent with local needs.	Incorporated Cities under 5,000 Population
SMALL CITY PRESERVATION PROGRAM (SCPP) • Projects preserve existing roadways by providing funding for pavement maintenance and associated sidewalk repair	Incorporated Cities under 5,000 Population
SIDEWALK PROGRAM (SP) Formerly Pedestrian Safety & Mobility Program (PSMP) • Projects enhance and promote pedestrian safety and mobility by providing access and addressing pedestrian system continuity and connectivity.	Urban Program – same as UAP Small City Program – same as SCAP

Transportation Improvement Board

Urban Arterial Program (UAP)

- To improve mobility and safety while supporting an environment essential to the quality of life of the citizens of Washington State



TIB

Transportation Improvement Board

UAP Program Eligibility

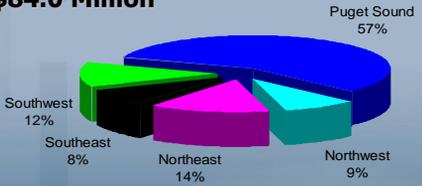
- Eligible Agencies – Incorporated Cities greater than 5,000 population or Urban Counties
- Maximum TIB Participation based on Assessed Valuation
- Funded from Urban Arterial Trust Account (UATA)

TIB

Transportation Improvement Board

UAP Regional Distribution

Typical Target Program
\$84.0 Million



Region	Percentage
Puget Sound	57%
Southwest	12%
Southeast	8%
Northeast	14%
Northwest	9%

TIB

Transportation Improvement Board

UAP Rating Criteria

Criteria Banding

Bands	Points
Safety	65
Physical Condition	65
Mobility	65
Growth and Development	65
Constructability	20
Sustainability	15
Maximum Rating	100

TIB

Transportation Improvement Board

Arterial Preservation Program (APP)

- \$7 million with no regional distribution
- Provides assistance for resurfacing existing city-owned arterials, required ADA upgrades and minor associated sidewalk repairs

TIB

Transportation Improvement Board

APP Program Eligibility

- Eligible Agencies – Incorporated Cities greater than 5,000 population
- Maximum TIB Participation based on Assessed Valuation
- Assessed Valuation less than \$2 Billion
- Federal Classified Streets

TIB

Transportation Improvement Board

APP Rating Criteria

Categories	Points
Segments Rating	85
- Pavement Condition Rating (60 max)	
- Roadway Classification (15 max)	
- Sidewalk Maintenance (10 max)	
Agency Rating	<u>15</u>
- Economy of Scale(10 max)	
- Prior APP Funding(5 max)	
Maximum Rating	100

TIB

Sidewalk Program (USP)

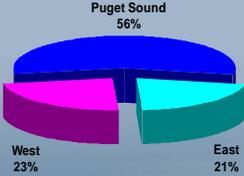
To improve pedestrian safety and access



TIB

USP Fund Distribution

Current Target Program
\$5.0 Million



Region	Percentage
Puget Sound	56%
West	23%
East	21%

TIB

Urban Sidewalk Program Funds....

- Sidewalks must be on Federally Functional Classified Routes
- Construct or upgrade sidewalks and ADA ramps
- Install pedestrian signals/crossings
- Provide minor drainage improvements
- Allow landscaping and aesthetic elements

TIB

USP Program Does not fund....

- Construct/upgrade sidewalks or ADA ramps on Local Access streets
- Install traffic signals
- Give direct distribution funding

TIB

USP Rating Criteria

Categories	Points
Pedestrian Safety	55
Pedestrian Access	30
Local Support	5
<u>Sustainability</u>	<u>10</u>
Maximum Rating	100

TIB

Small City Arterial Program (SCAP)



To preserve and improve the arterial roadway system consistent with the local needs for cities under 5,000 population

TIB

Transportation Improvement Board

SCAP Program

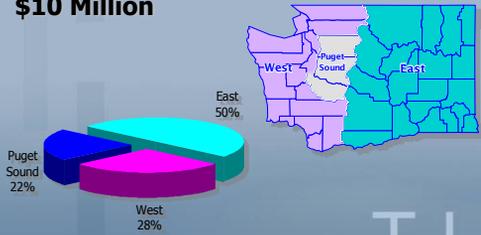
- Eligible Agencies – Incorporated Cities under 5,000 population
- Maximum TIB Participation based on population
- Funded from Urban Arterial Trust Account (UATA)

TIB

Transportation Improvement Board

SCAP Fund Distribution

Current Target Program \$10 Million



TIB

Transportation Improvement Board

Small City Arterial Program Eligibility....

- Provide improvements on TIB-defined arterials ONLY

Small City Arterials eligible for TIB funding:

- Serve as a logical extension of a county arterial or state highway into the corporate limits
- Serve as a route connecting local generators such as schools, medical facilities, social centers, recreational areas, commercial centers or industrial sites
- Acts as a bypass or truck route to relieve the central core area

TIB

Transportation Improvement Board

Small City Arterial Program Funds....

- Reconstruct or overlay roadway
- Construct/upgrade sidewalk and ADA ramps
- Install storm drainage facilities
- Install illumination
- Provide landscaping or aesthetic elements

TIB

Transportation Improvement Board

Small City Arterial Program Does Not Fund....

- Provide funding for water or sewer system improvements
- Fund projects on local access streets
- Give direct distribution funding

TIB

Transportation Improvement Board

SCAP Rating Criteria

Categories	Points
Safety	40
Pavement Condition	30
Local Support	20
Sustainability	10
Maximum Rating	100

Transportation Improvement Board

SCAP Rating Criteria

SAFETY

Transportation Improvement Board

SCAP Rating Criteria

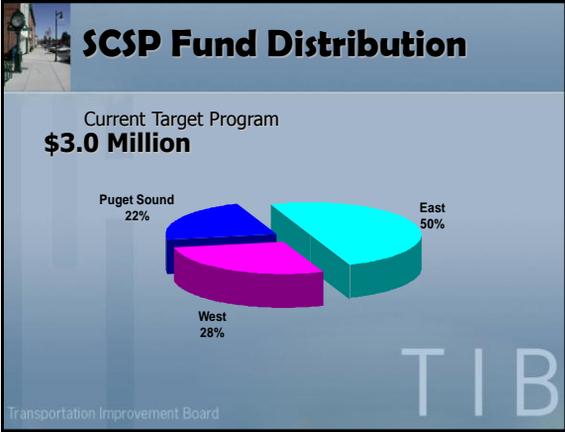
PAVEMENT CONDITION

Transportation Improvement Board

Sidewalk Program (\$CSP)

To improve pedestrian safety and access in cities under 5,000 population

Transportation Improvement Board



- ### Small City Sidewalk Program Funds....
- Sidewalks on TIB-defined arterials
 - Construct or upgrade sidewalks and ADA ramps
 - Install pedestrian signals/crossings
 - Provide minor drainage improvements
 - Allow landscaping and aesthetic elements
- Transportation Improvement Board

Small City Sidewalk Program **Does not fund....**

- Construct/upgrade sidewalks or ADA ramps on Local Access streets
- Install traffic signals
- Give direct distribution funding

TIB

Transportation Improvement Board

SCSP Rating Criteria

Categories	Points
Pedestrian Safety	55
Pedestrian Access	30
Local Support	5
<u>Sustainability</u>	<u>10</u>
Maximum Rating	100

TIB

Transportation Improvement Board

SCSP Rating Criteria

PEDESTRIAN SAFETY



TIB

Transportation Improvement Board

Small City Preservation Program (SCPP)

- Program created by 2005 Legislature
- Available to incorporated cities under 5,000 population
- Provides funding for pavement and sidewalk maintenance



TIB

Transportation Improvement Board

Small City Preservation Program **Funds....**

- Provide funding for pavement and sidewalk maintenance on **ANY public city street** - not just arterials
- Seal coat or overlay surfaced roads
- Allow crack sealing, sweeping and other prep work
- Repairs sidewalk and ADA ramps on all public city streets

TIB

Transportation Improvement Board

Small City Preservation Program **Does not fund....**

- Reconstruct or overlay state highways
- Reconstruct city streets
- Pave gravel roads
- Construct sidewalk where none exists
- Give direct distribution funding for pavement preservation

TIB

Transportation Improvement Board

Overlay Rating Criteria

Categories	Points
Segment Rating	80
<ul style="list-style-type: none"> - Pavement Condition Rating (60 max) - Route Type (10 max) - Sidewalk Maintenance (10 max) 	
Agency Rating	<u>20</u>
<ul style="list-style-type: none"> - Economy of Scale (10 max) - Prior SCPP Funding (5 max) - Agency average PCR (5 max) 	
Maximum Rating	100

TIB

Transportation Improvement Board

Chip Seal Rating Criteria

Categories	Points
Segment Rating	70
<ul style="list-style-type: none"> - Pavement Condition Rating (70 max) 	
Agency Rating	<u>30</u>
<ul style="list-style-type: none"> - Economy of Scale (10 max) - Segment Continuity (10 max) - Prior SCPP Funding (5 max) - Agency average PCR (5 max) 	
Maximum Rating	100

TIB

Transportation Improvement Board

Sidewalk Maintenance Rating Criteria

Categories	Points
Composite Segment Score	90
<ul style="list-style-type: none"> - Panel Condition Rating (60 max) - Pedestrian Generator (30 max) 	
Economy of Scale	<u>10</u>
<ul style="list-style-type: none"> - Economy of Scale (5 max) - Prior SCPP Funding (50 max) 	
Maximum Rating	100

TIB

Transportation Improvement Board

Other Funding Opportunities

Small City Federal Matching Program

- Limited to Regional STP Funded Projects
- Funded on first come serve basis
- \$1 million yearly set-aside
- Must be an eligible Small City Project (SCAP, SCSP or SCPP)

TIB

Transportation Improvement Board

TIB Funding Timeline

TIB

Transportation Improvement Board

How to Apply for TIB Funding

- Assess Your Local Needs
- Identify Potential Projects
- Attend TIB Funding Workshop
- Determine Project Eligibility & Competitiveness
- Complete Application Package
- Submit to TIB Office BEFORE Deadline

TIB

Transportation Improvement Board

TIB Funding Success

- Projects selected by the Board on November 22, 2013
- Funds available January 2014



Transportation Improvement Board

Future Urban Developments

Major Project Funding

- \$10-15 m grants
- Administered through UAP Program
- Project can not be reasonably staged
- Requires new revenue

Arterial Preservation Program

- Expand eligibility to more cities <\$3 billion
- Requires new revenue

New Sustainability Criteria

- In partnerships with UW TIB will update Criteria in 2014 call for projects

Transportation Improvement Board

Future Small City Developments

Solid State Streetlight Demo Program

- Currently limited to 6 cities
- Objective to reduce street light operating and maintenance cost
- If successful TIB plans to offer a modesty program in 2015.

Transportation Improvement Board

Future Small City Developments

Small City Needs Assessment

- TIB is beginning the process of reengineering the small city programs
- If successful, TIB would drive small city investment based on a multi-year investment
- Small City would no longer apply annually
- TIB would work down the needs assessment project list as funding and opportunities allowed
- The key objective is to coordinate projects and drive down cost.

Transportation Improvement Board

New TIB Staff

- Chris Workman, P.E
Is the new Region Engineer for the Southeast Region, which includes Adams, Asotin, Benton, Columbia, Franklin, Garfield, Grant, Kittitas, Klickitat, Walla Walla and Yakima Counties.
- Christa Draggie, P.E
Is a Program Engineer, and will be working on special projects.

Transportation Improvement Board

Questions?



Transportation Improvement Board