

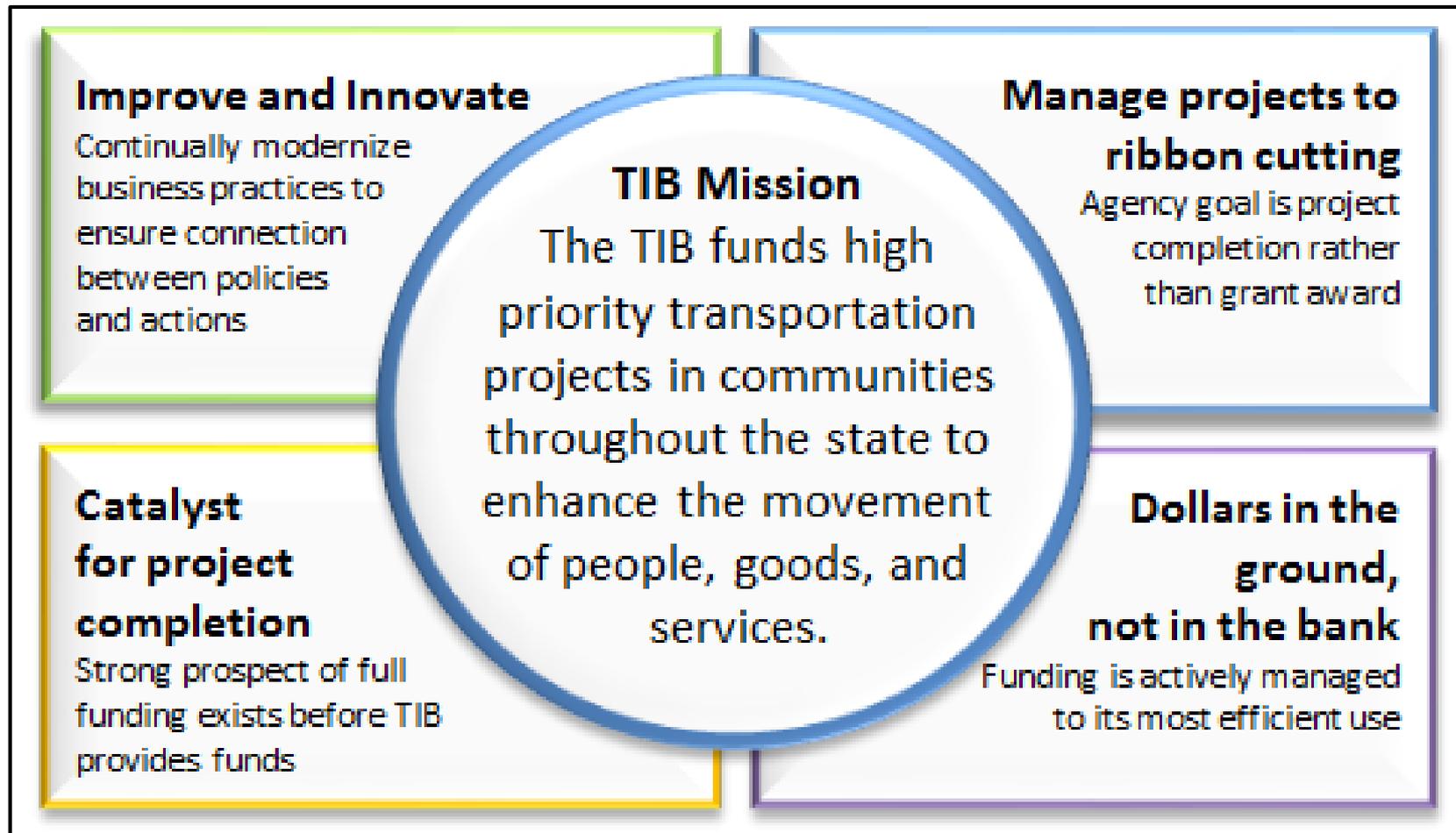


## 2017 Emergency Pavement Repair Program

Joint Transportation Committee  
Ashley Probart, Executive Director  
November 15, 2017



# TIB Mission and Core Values





# 2017-19 State Transportation Budget Overview

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## State Budget Overview:

- Local State Transportation Agencies:
  - WSDOT-Local Programs \$277M
  - **Transportation Improvement Board** **\$261M**
  - County Road Administration Board \$ 94M
  - Freight Mobility Strategic Investment Board \$ 51M



# 2017 Application Summary

Program	Proposed Applications		Dollars Requested	Total Project Costs
	Call Size	Received		
<b>Urban Programs</b>				
• Urban Arterial Program (UAP)	\$75 M	90	\$250.4 M	\$612.2 M
• Arterial Preservation Program (APP)	\$10 M	36	\$16.7 M	\$20.0 M
• Urban Sidewalk Program (SP)	\$5 M	38	\$12.6 M	\$25.1 M
<b>Small City Programs</b>				
• Small City Arterial Program (SCAP)	\$15 M	49	\$28.9 M	\$34.1 M
• Small City Preservation Program (SCPP)	\$6 M	107	\$24.4 M	\$28.3 M
• Small City Sidewalk Program (SP)	\$3 M	37	\$8.8 M	\$11.1 M
<b>TOTAL</b>	<b>\$114 M</b>	<b>357</b>	<b>\$341.8 M</b>	<b>\$730.8 M</b>

**Fund Source: 3.04 Cents of the State Gas Tax**



# 2017 Emergency Pavement Repair Program



Photo by: The Star





# Winter Pavement Damage

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Photo by: The Spokesman-Review

- Extremely damaging winter
- TIB received several inquiries
- Gov. Inslee declared two separate state of emergencies



# Winter Pavement Damage-Toppenish

- Annual budget is \$20,000 for crack repair
- Typically uses street fund and Transportation Benefit District funding
- Over 73,000 sf of repair needed this year
- Repair costs expected over \$450,000

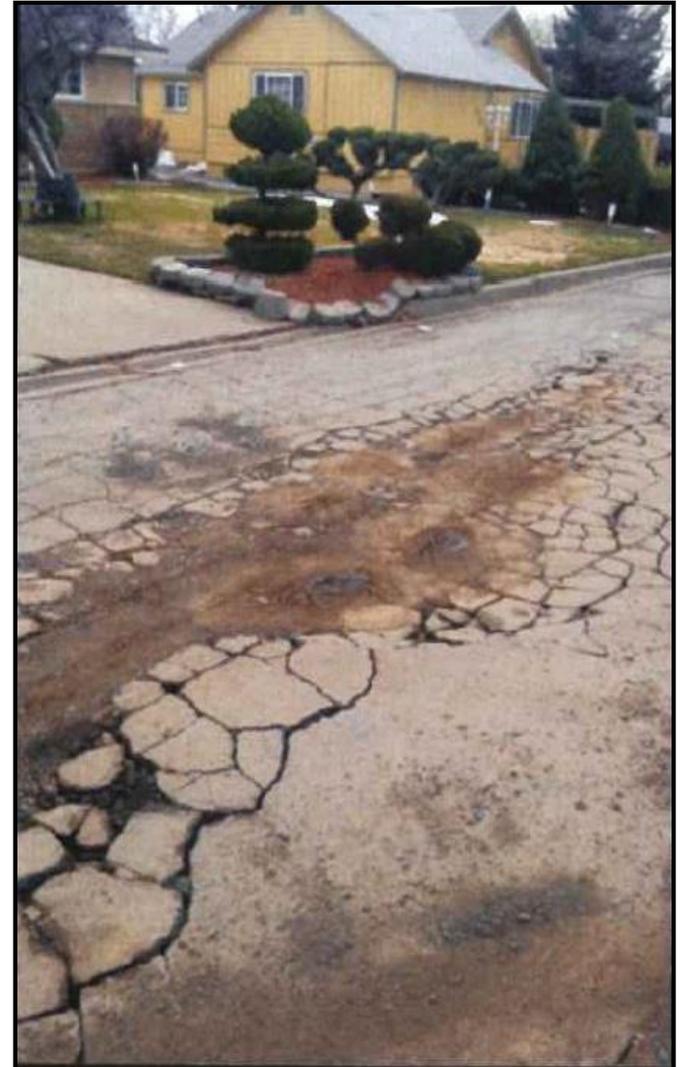


Photo by: City of Toppenish



# Winter Pavement Damage

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## Ephrata

- Expected repairs over \$145,000
- Considering a Transportation Benefit District

## Moses Lake

- Placing temporary cold mix in worst spots

## Grand Coulee/Electric City/Elmer City

- Street repairs are expected to be through the roof
- Will repair worst spots and maybe the rest remain
- Snow removal has exceeded budgets



# Approved Motion

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Item 5D

## 2017 Emergency Pavement Repair

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Motion to authorize staff to implement the one time 2017 Emergency Pavement Repair Funding Program for up to \$5 million to be expended by August 31, 2017. **Approved- March 24<sup>th</sup> 2017**



# Emergency Repair Update

Program created with the following criteria:

- One time funding for cities with A/V under \$2 billion
- Up to \$50K grants
- Simple application process
- Permanent repairs
- Streets with base
- Current match rates





# Emergency Repair Update

Steps to launch the program:

- Application
- Sample photos
- Test cases
- Launched- April 7<sup>th</sup>  
(Applications closed May 31st)
- Peer review- April 24<sup>th</sup>
- Future reviews



# Examples of denied repair areas





# Before & After- Roslyn

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# Before & After- Napavine

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# Before & After- Selah





# Emergency Repair Update

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Where we are today:

- Program closed August 31<sup>st</sup>, 2017
- Applications approved- 90
- Total amount authorized to date- \$3M





# Small City FEMA Match Crossover

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- FEMA Match
  - FEMA- 75%
  - State- 12.5%
  - Local/TIB- 12.5%

- Three requests in normal call:

Agency	TIB Request	FEMA / Other	Total Project Cost
Dayton	\$132,500	\$927,500	\$1,060,000
Lind	\$100,446	\$703,123	\$803,569
Odessa	\$182,105	\$1,274,734	\$1,456,839

- Anticipate additional out of call requests as FEMA approves them



# Customer Comments

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## **City of Leavenworth-**

“I believe this may prove to be a real and viable alternative for repairs as compared to the more costly full asphalt replacement.”

## **Military Dept.-**

“...we had at least 10-15 applicants drop out of the FEMA claim because the TIB program covered all of their damages.”

“The applicants we spoke to praised the TIB program- they were very appreciative they were able to work/leverage both programs or just choose the program with the least onerous process.”



# Lessons Learned

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1. TIB can be nimble and responsive to customer needs (assuming \$ in the bank)- \$50K seemed to hit the mark.
2. Shifted some anticipated projects out to future years (some agencies planned on applying and did not because this work buys them a couple more years).
3. Much of the work was small roster/city crews. Time will tell on quality of work.
4. Timing was difficult getting contractors when competing with bigger pavers.
5. **Potential to redefine preservation model (adding crack seal/pavement repair)- good prep for next years chip/paver.**



# Potential Preservation Program- Ideas

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- WSDOT- One Touch/First Touch
  - Preventative preservation
  - Reactive preservation
- TIB programs for small cities
- Potential challenges
- Potential benefits



# Transportation Improvement Board



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