



Relight Washington

June 2016



Small cities were being left behind in street light modernization

- Initial capital cost prevents adoption.
- Lack of a statewide strategy to include small cities.
- Strong savings needs faster action.
- Grant processes impair rate of adoption.
- Services providers doubted the savings.

Street lights consume 60% of small city direct gas tax

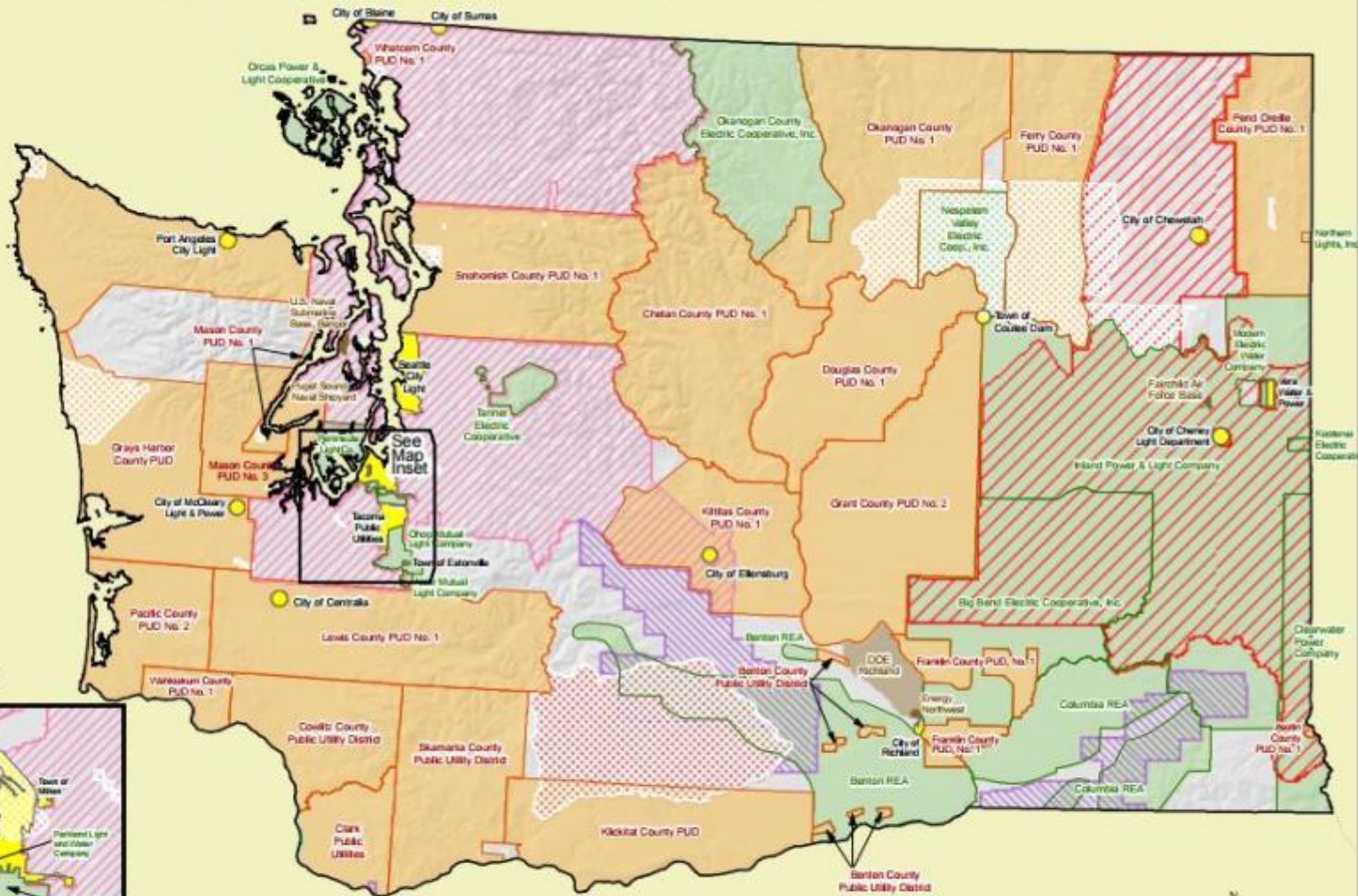


- \$90,000/year direct gas tax
- \$55,000/year to street lights
- 245 PSE Cobras
- City-owned lighting, no replacement parts

Buckley, WA **Population 4,500**

“If you’re saving 5%, take your time.
If you’re saving 55%, do it now.”

WASHINGTON STATE BPA PUBLIC, TRIBAL AND IOU CUSTOMERS



Map Inset



- | | | | | | |
|--|--------------------|---------------------------------|--------------------|-------------|---------------------------|
| | Tribal Reservation | Investor-Owned Utilities | | Cooperative | |
| | Tribal Utilities | | Avista Energy | | People's Utility District |
| | Tribal | | PacifiCorp | | Municipality |
| | | | Puget Sound Energy | | Federal |



Relight Washington will pay for itself in less than 5 years

Cities to date	78
Fixtures to date	14,000
Expenditures to date	\$5,700,000
Cost per fixture (installed avg.)	\$400
Savings to date (est. from sample \$1,000/mo)	\$110,000/mo
Return on Investment	4.5 years



Washington State COMPLETE STREETS AWARD



Be a powerful incentive to
design for all users.



Avoid unnecessary
application and
processing costs.



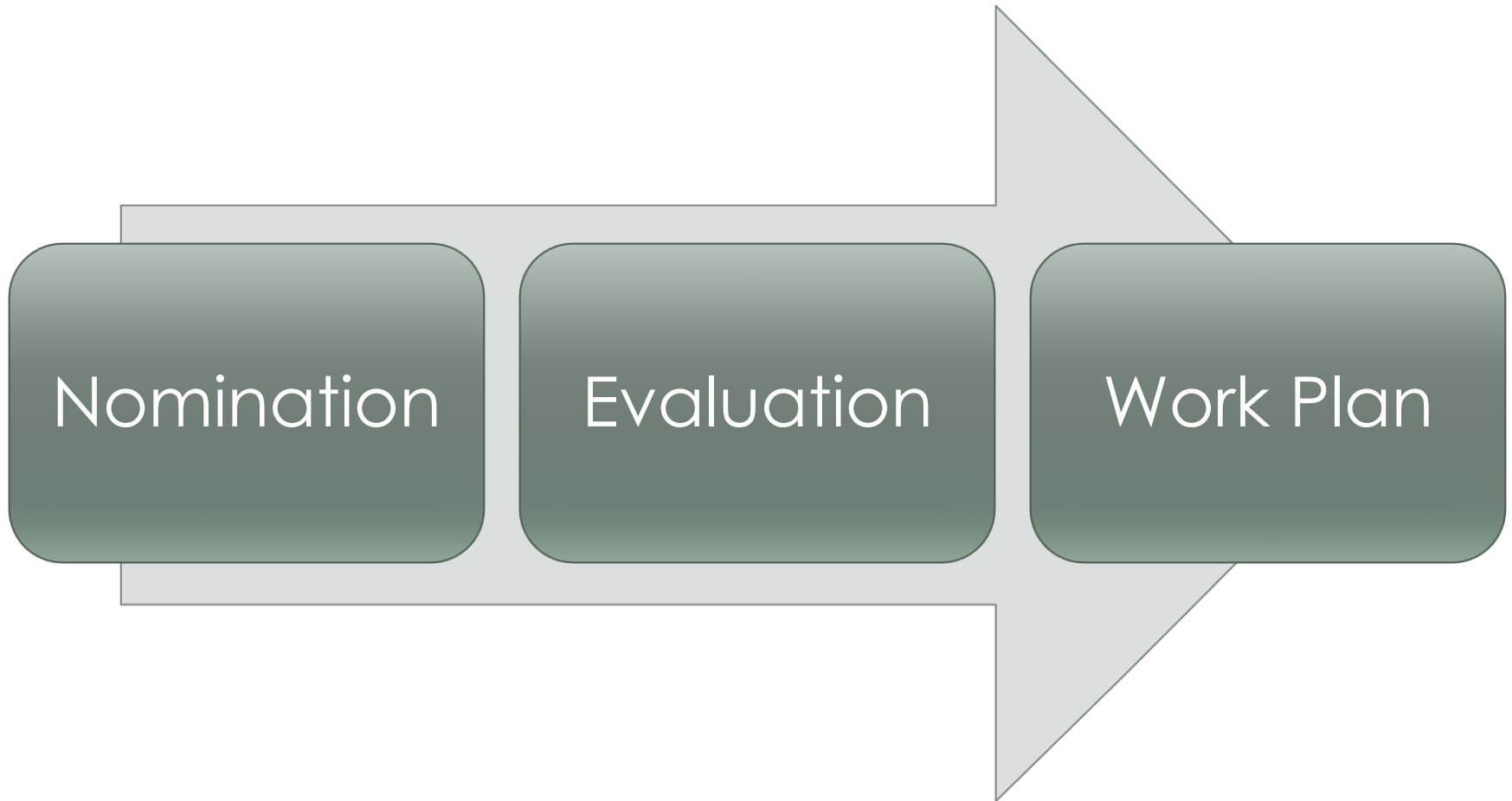
Leverage the incentive
value of pride.



Sustain positive initiative
and spread the ethic.



Use simple processes to get the maximum benefit



Build partnerships with current advocates

STATE AGENCIES

WSDOT

Department of Health

Department of Commerce

Department of Archaeology
and Historic Preservation

ADVOCACY GROUPS

Feet First

Washington Bikes

Transportation Choices
Coalition

CTA-NW

Futurewise



Expecting increased eligibility this summer

Airway Heights

Everett

Mountlake Terrace

Sedro Woolley

Anacortes

Federal Way

Ocean Shores

Soap Lake

Battle Ground

Grandview

Pierce County

Spokane

Bremerton

Issaquah

Quincy

Sunnyside

Burien

Kirkland

Redmond

Tacoma

Deer Park

Langley

Renton

Toledo

Edmonds

Leavenworth

Ridgefield

Tukwila

Electric City

Mabton

Seatac

White Salmon

Ephrata

Moses Lake

Seattle



Considerations on Nomination

- Strong complete streets policy
- Comprehensive Plan integration
- Modal plans
 - Pedestrian Plan
 - Bicycle Plan
 - ADA Transition Plan
- Community engagement on street design
- History of building complete streets projects
- Future plans for well designed streets



No need for faux quantification

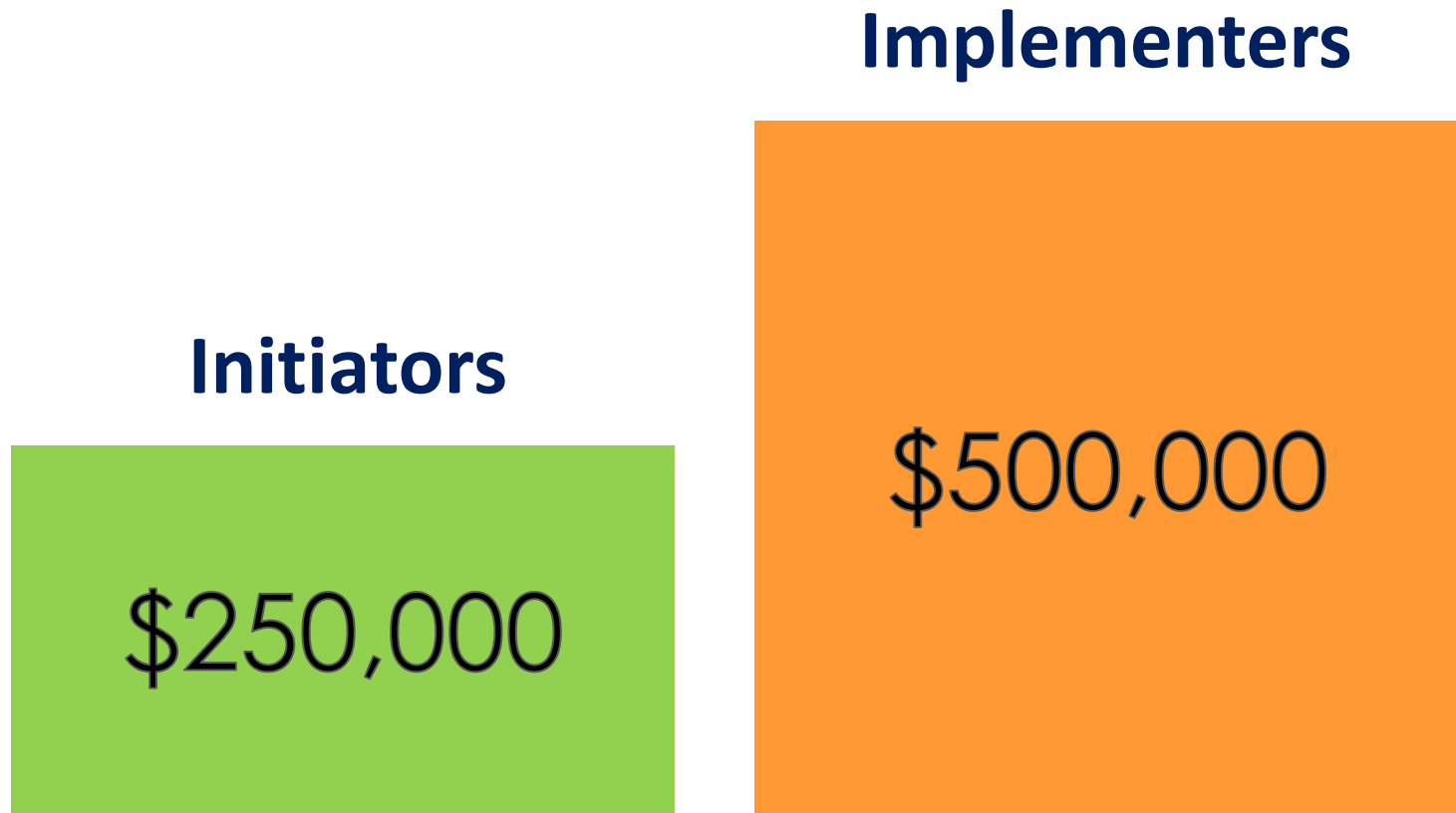
	●	◐	◑
	HIGH	MED	LOW
POLICY ACTIONS	Includes all of the NCSC's policy elements and makes exemptions contingent upon legislative approval	Includes 8 or more of the NCSC's policy elements.	Includes 5 or more of the NCSC's policy elements.
PLAN INTEGRATION	Policies highly integrate a Complete Streets ethic	Some policies support Complete Streets	Agency has begun building Complete Streets policy support
PAST PROJECT ACTIONS	All recent projects have considered all users and modes	Some recent projects have considered all users and modes	Few recent projects have considered all users and modes
FUTURE PROJECT ACTIONS	All planned projects consider 1) connectivity, 2) usage potential, 3) deficiency, 4) aesthetics, 5) quality	Some planned projects consider 1) connectivity, 2) usage potential, 3) deficiency, 4) aesthetics, 5) quality	Few planned projects consider 1) connectivity, 2) usage potential, 3) deficiency, 4) aesthetics, 5) quality
OUTREACH/ ENGAGEMENT	Consistent, high-quality outreach and engagement to entire community	Sufficient outreach and engagement to community	Occasional outreach and engagement to community.

Identify the Awardees

“In the Money” Agencies

	AGENCY 1	AGENCY 2	AGENCY 3	AGENCY 4	AGENCY 5	AGENCY 6	AGENCY 7
POLICY ACTIONS	●	●	●	●	⌚	●	⌚
PLAN INTEGRATION	⌚	●	●	⌚	●	⌚	⌚
PAST PROJECT ACTIONS	●	⌚	●	⌚	●	⌚	⌚
FUTURE PROJECT ACTIONS	●	●	⌚	⌚	⌚	⌚	⌚
OUTREACH/ ENGAGEMENT	●	●	●	⌚	●	⌚	⌚

Two award levels recognize different levels of adoption



Use of funds is simple too

Use of awarded funds is self-directed.

Awardee proposes a Complete Streets work plan to TIB for approval.

TIB confirms eligibility and value.

- Walking, bicycling, access to transit and streetscape aesthetics.
- Design, repair, installation and construction of one or more Complete Streets components.
- Repurposing excess width, sidewalks, ADA access, striping/markings/ lighting, bicycle facilities/racks, transit and freight access, trail crossings.



Nominations this fall, awards in January 2017

May	June	July	August
<ul style="list-style-type: none"> • Framework adoption at board meeting 	<ul style="list-style-type: none"> • Invitations to nominators • Training for nominators and agencies 	<ul style="list-style-type: none"> • Practice with case studies 	<ul style="list-style-type: none"> • Prepare communications <ul style="list-style-type: none"> ○ Announcements ○ Nomination form ○ Press release
September	October	December	January
<ul style="list-style-type: none"> • Call for nominations 	<ul style="list-style-type: none"> • Nominations due Oct 21st • Pull info from nominees 	<ul style="list-style-type: none"> • Evaluation • TIB staff jury • Negotiate work plans 	<ul style="list-style-type: none"> • Board award January 27, 2017





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Transportation Improvement Board

