

May 5, 2018

Mayor Carol Benson
Councilmember Tamie Deady
Councilmember Melissa Oglesbee
Councilmember Janie Edelman
Councilmember Erin Stout
Councilmember Chris Wisnoski

Subject: Black Diamond Public Hearing - Six Year Transportation Improvement Plan

Dear Mayor Benson and Council:

I understand that a Public Hearing is now scheduled for Thursday May 17, 2018 to receive public input regarding the City's proposed 2018 Six Year Transportation Improvement Plan. Thank you for this opportunity. However, with two seniors graduating from High School in the next few weeks in Spokane and Auburn CA, I will be unable to attend the Hearing. Accordingly, I am forwarding my input via email now.

First, a couple of questions and clarifications.

1. The draft TIP appears to include full \$12 million buildout of the SR169 roundabout(s) for Roberts Drive and Ravensdale road. Or is this the budgeted cost for interim improvements only? The TIP project description refers to roundabouts. Please clarify. In any event, an update with respect to engineering, design and permit status with WSDOT would be appreciated. Are we on track to be able to move this project ahead as planned in 2019?

- According to conditions of approval for Preliminary Plat 1-A and 2-C, "completed engineering design and construction drawings and related application materials necessary for permit issuance for this interim improvement shall be submitted to WSDOT prior to issuance of the first building permit". I presume this has been done.
- In addition, "construction shall commence as soon as practical following issuance of all permits but in any event prior to issuance of building permit for the 327th ERU." Are we on track to meet this condition as well? In 2019?

2. As reported by WSDOT, SR169 traffic volumes have increased significantly since MPD Development Agreements were signed in 2011. Is the City in any way obligated to fund any of the improvements required to increase SR169 intersection "capacity" at Roberts Drive/Ravensdale Road in order to meet the city's LOS target of D and accommodate these higher traffic counts?

3. According to the 2015 traffic counts taken by DKS, the intersection at 216th and 288th did not then meet the city's target LOS of C for city roads. I was a bit surprised to see that no traffic signals at this intersection are included in the current 6 year TIP despite this deficiency. What is the rationale for excluding it? Are we purposely waiting until MPD building meets the 1,432 ERU trigger provided for in the Preliminary Plat conditions of approval for intersection signalization?

4. Some improvements to the 216th/288th intersection were also required prior to intersection signalization as condition of approval for both Preliminary Plat 1-A and 2-C. These improvements were to have been made at the time of plat recording which I believe has now occurred. To quote: “This intersection will be improved through rechannelizing the south leg of the intersection to provide a refuge/merge area for westbound left-turning vehicles.” Have these improvements already been made? If so, I must have missed it. If not, why are they late and not included in this TIP?

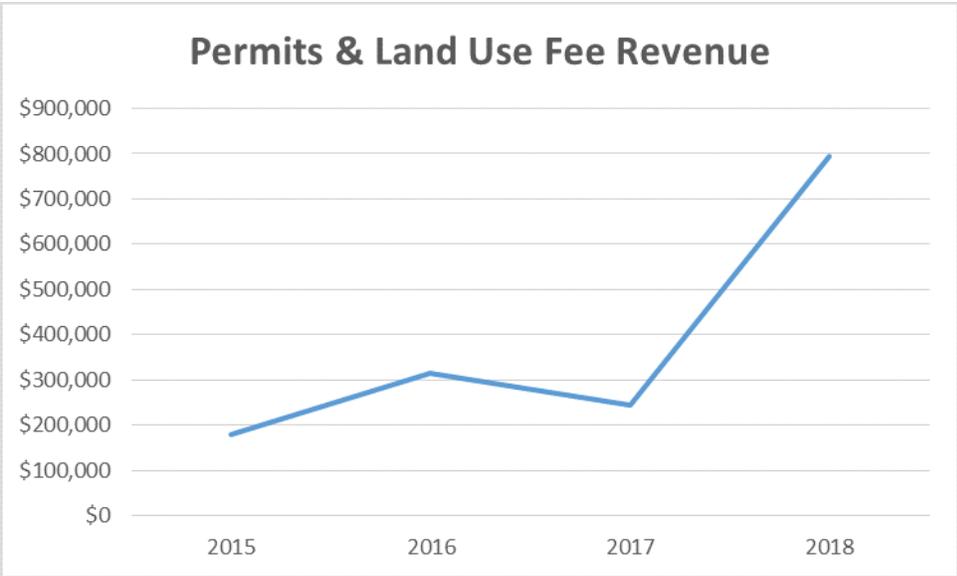
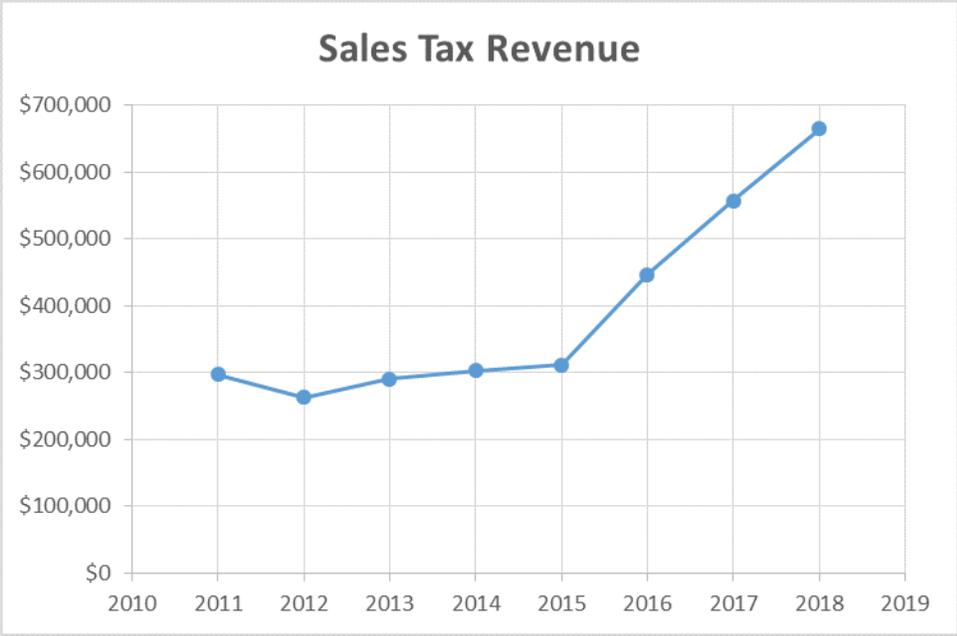
Though I believe the above issues and questions are important, they arise over my even larger concern for city fiscal health today and into the future.

Of the \$26,820,000 in projects included within the draft 6 year TIP, fortunately, Oakpointe is required to fund most of it – \$21,200,000. However, \$5,620,000 in improvements require funding by the city, and potentially more depending on other regional growth pressures. In the past, city staff has been very successful in competing with other cities for grant funding. However, we cannot rely just on grant funding to bail us out. All we have to look at are cities that surround us for the consequences. Of the \$5,620,000 included in the TIP, how much of that can we reasonable expect to have funded by state and county grants? Half maybe? In addition, the greater the matching funds that we have available to us, the more competitive for obtaining grants we become. If we are going to be able to fund these projects, we need to be setting this money aside now.

How are we doing now in setting aside funding for these projects? The past two years have not been kind to our city. Fortunately, this current Council has an excellent opportunity to get us going in the right direction. But, we have some changes needed, starting with the budget.

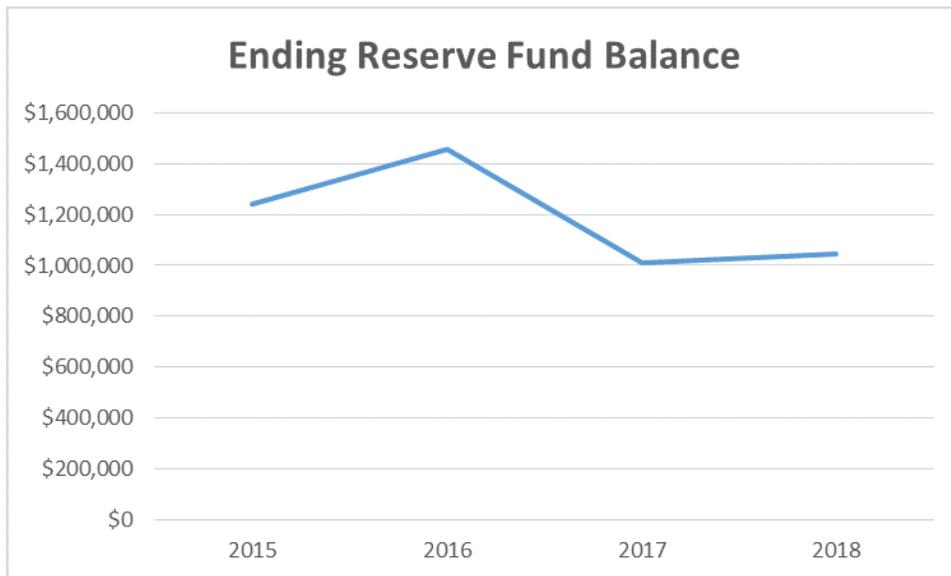
As Finance Director May Miller taught me, we should not be spending “one time” revenues to fund continuing operational needs. It will come back and bite us. Unfortunately, it is going to take some time to get the ship turned and we need to do so ASAP.

Two sources of one time revenues include sales taxes on construction related materials and development related permit fees. As one might expect, these revenues are growing right now.



Some added costs go along with increasing permit fee revenues, but increased sales tax revenues on construction materials can all go to the bottom line.

Unfortunately, the prior Council elected to spend these “bonues” and then some.



In current conditions, we should be building reserves as we began to do in 2015 with the 2016 budget. Since then, however, reserves have fallen by nearly 40%, leaving no money to fund transportation and other important infrastructure projects. \$1,000,000 in reserves is rock bottom just to maintain day in day out city business.

And one last point – please begin again to do 5 year budgeting, not just the one year budget that we saw approved last year. For our city to do effective planning for transportation related needs, we need to extend our budget horizon, else we will find ourselves forced back into a reactionary model. We have a unique opportunity to “do it right” here in Black Diamond. We are counting on you all to get us there!

Thank you.

Craig Goodwin

cc: Barbara Kincaid
Seth Boettcher
Andy Williamson
May Miller
Brenda Martinez