



City of Longview

1525 Broadway
Longview, WA 98632
www.ci.longview.wa.us

Agenda

Public Works SubCommittee

Wednesday, August 19, 2026

3:00 PM

Training Room
2nd Floor, City Hall

1. **HYBRID MEETING DETAILS**

26-00669 To Join the Webinar: <https://us02web.zoom.us/j/85191031903>
Webinar ID: 851 9103 1903
Or Telephone: (253) 215 8782 or (253) 205 0468

2. **CALL TO ORDER**

3. **ROLL CALL**

4. **APPROVAL OF MINUTES**

26-00670 MINUTES FROM JULY 15, 2026

5. **NEW BUSINESS**

26-00671 MINT VALLEY TENNIS FACILITY CONDENSATION ISSUE

26-00679 TRANSPORTATION BENEFIT DISTRICT FUNDING OPTIONS

6. **UNFINISHED BUSINESS**

7. **CURRENT PROJECT UPDATES**

8. **PUBLIC COMMENT**

9. **ADJOURNMENT**



Minutes

Public Works SubCommittee

Wednesday, July 15, 2026

3:00 PM

Training Room,
2nd Floor, City Hall

1. **HYBRID MEETING DETAILS**

26-00568 To Join the Webinar: <https://us02web.zoom.us/j/85191031903>
Webinar ID: 851 9103 1903
Or Telephone: (253) 215 8782 or (253) 205 0468

2. **CALL TO ORDER**

The meeting was called to order at 3:00 pm.

3. **ROLL CALL**

*Present: Councilmember Chris Bryant, Councilmember Mike Claxton, Councilmember Wayne Nichols, Assistant City Manager / PWD Chris Collins
Staff: Sam Barham, City Engineer; Steve Hansen, Assistant Public Works Director; Jason McClung, Lead Utility System Operator; Eric Ferguson, Lead Utility System Operator; Nancy Vandehey, Admin*

4. **APPROVAL OF MINUTES**

26-00569 **MINUTES FROM MAY 20, 2026**

The minutes were approved as presented. This passed unanimously.

5. **NEW BUSINESS**

26-00571 **PRESENTATION ON ARTIFICIAL INTELLIGENCE FOR PIPE INSPECTION REVIEW AND CAPITAL PROJECT PRIORITIZATION**

RECOMMENDED ACTION:

MOTION TO RECOMMEND TO THE CITY COUNCIL THAT THE CITY INCORPORATE AI-ASSISTED SEWER INSPECTION ANALYSIS INTO ITS SEWER ASSET MANAGEMENT AND CAPITAL IMPROVEMENT PROGRAM.

Chris Collins and Steve Hansen provided a brief introduction and history of our process for inspecting sewer lines. We are currently on a 5 year cycle for inspections. CUES is a vendor that has a product that we would pursue through an RFP.

Phil Dehais and Edwin Esperanza, CUES, shared a presentation. Discussion included costs, process for sewer vs water, a view of the dashboard with detailed data, and tree root issues & solutions.

Chris and Steve spoke about how this type of technology would be helpful for our system. The plan would be to create an RFP to find a vendor and present to Council for approval. The board concurred.

6. **UNFINISHED BUSINESS**

7. CURRENT PROJECT UPDATES

*Sam Barham and Chris Collins provided a brief update on Cloney Park and Systemic Pedestrian projects.
Steve Hansen has a modernization project on the elevator at the Library.*

8. PUBLIC COMMENT**9. ADJOURNMENT**

August meeting topic - TBD funding options.

The meeting was adjourned at 3:58 pm.

Mint Valley Tennis Center Condensation Issue

Public Works Subcommittee Discussion and Direction

Facility: Mint Valley Tennis Center
4004 Pennsylvania Avenue, Longview

Purpose of Agenda Item

Provide the Public Works Subcommittee with background on the ongoing condensation issue at the Mint Valley Tennis Center, summarize actions taken to date, review the City's responsibility under the facility operating agreement, and receive direction on the preferred next step before staff develops a formal recommendation for City Council.

This item is being presented to the Subcommittee first to better understand Councilmembers' preferred approach before returning to the full City Council with a recommendation and associated funding request.

Background

In 2024, the Longview City Council approved a Capital Improvement Project to remove and replace ceiling insulation above the tennis courts. The project was funded through the Kuntz Fund and was intended to return the ceiling and insulation system to its as-built condition, address failing insulation, and improve the condition, comfort, and safety of the facility.

The United States Tennis Association (USTA) has operated the Mint Valley Tennis Center for approximately 18 months and is responsible for daily programming, operations, and care of the facility.

Over the past eight months, USTA has notified the City of condensation occurring above the tennis courts and expressed concern that continued moisture could damage the facility and create safety and liability concerns.

Photographs documenting the condensation condition are included as Attachment A.

Nature of the Issue

The exact cause of the condensation has not been determined. Potential contributing factors include:

- Roof or ceiling insulation
- Air sealing or air leakage

- Interior and exterior temperature differentials
- Moisture migration through the building envelope
- Vapor movement
- Thermal bridging
- Other building-envelope or structural conditions

The affected portion of the facility does not have an HVAC system.

Staff has discussed the issue with the contractor that installed the replacement insulation and a facility contractor preferred by USTA. Possible corrective measures have been identified; however, no solution has been proposed that can reliably be expected to resolve the issue.

A primary concern is that making an isolated modification without understanding the building as a complete system could simply move the condensation to another location.

City's Responsibility

The City Attorney has reviewed the operating agreement between the City and USTA and concluded that responsibility for addressing the condensation condition rests with the City.

Section 9(a) requires the City, at its sole cost, to maintain the roof, structural elements, building systems, utility systems, and infrastructure serving the premises.

The City Attorney has advised that the condensation appears related to the building envelope and/or structural components and may involve roof insulation, air sealing, structural elements, or a combination of these components.

The Agreement also assigns the City responsibility for remediation of mold and other environmental hazards. Persistent condensation may contribute to mold growth, moisture damage, deterioration of building materials, slip hazards, or other facility concerns.

Based on this interpretation, determining and correcting the underlying condition is a City responsibility. The remaining question is the appropriate scope and method of investigation and repair.

Building Scientist Evaluation

The next technical step would be to retain a qualified building scientist or building-envelope specialist to evaluate the facility as an interconnected system rather than focusing only on where condensation is currently visible.

The evaluation could include:

- Roof and ceiling construction
- Insulation performance and placement

- Air leakage and air-sealing conditions
- Interior and exterior temperature and humidity
- Vapor movement and dew-point conditions
- Thermal bridging
- Moisture accumulation in concealed areas
- Potential long-term impacts on building materials

The objective would be to identify the root cause and recommend appropriate corrective measures.

The anticipated cost of this investigation is approximately **\$25,000**.

What Is Not Yet Known

Staff does not currently have enough information to provide a reliable estimate for the ultimate repair.

Costs could vary significantly depending on whether the correction involves air sealing, insulation modifications, roof or ceiling work, structural modifications, ventilation improvements, or a combination of measures.

A reliable repair budget cannot be developed until the underlying cause is identified.

Decision Point

The immediate decision is whether the City should invest approximately \$25,000 in a comprehensive building-science evaluation before proceeding with additional corrective work.

The evaluation would provide the technical information necessary to determine:

1. The cause of the condensation.
2. Whether the condition can be reliably corrected.
3. The recommended scope of work.
4. The estimated cost of the ultimate repair.
5. Whether interim measures should be implemented.

Preliminary Staff Approach

Following completion of the assessment, staff would return to City Council with the consultant's findings, repair alternatives, estimated costs, funding options, and a formal staff recommendation.

Direction Requested from Public Works Subcommittee

Staff is requesting direction regarding whether the Subcommittee supports advancing the building-science evaluation as the City's next step.

Attachment A





Transportation Benefit District



LONGVIEW WA

1

Why Are We Here?

- Preserve and improve Longview's transportation system
- Address increasing maintenance costs
- Improve grant competitiveness
- Reduce deferred maintenance
- Build a sustainable funding source for future transportation needs

2

Current Transportation Funding

Existing TBD Revenue:

- \$40 Vehicle License Fee
- Annual Revenue: \$1.2 Million

Use	Annually
Street Maintenance Staff, Materials, and Debt Service.	\$600,000
Local Match for Grants or Cash Fund Projects	\$600,000

3

This funding has allowed the City to:

01

Maintain
dedicated street
maintenance
staff

02

Match millions in
state and federal
grants

03

Complete
pavement
preservation
projects

04

Leverage outside
funding rather
than relying solely
on local taxes

4

Challenges



CONSTRUCTION
INFLATION



AGING
INFRASTRUCTURE



INCREASING
GRANT MATCH
REQUIREMENTS



HIGHER
MAINTENANCE
COSTS



LARGER BACKLOG
OF PRESERVATION
PROJECTS

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Fund Balances (7/23/2026)

2025 Ending Fund Balance	642,785.00
2026 Revenue as of 07/23/2026 (less grant)	587,230.06
2026 TIB Grant Revenue	104,533.58
2026 Revenue with Grant as of 07/23/2026	691,763.64
2026 Expenditures as of 07/23/2026	268,926.06
Current Estimated Fund Balance	1,065,622.58

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Why Additional Funding?



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Transportation Benefit District Authority

Washington law allows Transportation Benefit Districts to generate transportation revenue through several mechanisms, including:

- Councilmanic vehicle license fees up to \$50
- Voter-approved vehicle license fees up to \$100
- Councilmanic 0.1% sales tax (when statutory conditions are met)
- Voter-approved sales tax up to 0.3%
- Bonds and other transportation funding tools

Revenue must be used for transportation improvements authorized under the Transportation Benefit District statutes.

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Funding Scenarios

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Option A

Increase Vehicle License Fee

Current:
\$40

Proposed:
\$50

Additional Annual Revenue
+\$300,000

Annual Total Revenue
\$1,500,000

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Option B

Add 0.1% Sales Tax

Estimated Revenue
+\$1,300,000 annually

Annual Total Revenue
\$2,500,000

11

Option C

Add 0.1% Sales Tax and an additional \$10 Car License Fee

Estimated Revenue
+\$1,600,000 annually

Annual Total Revenue
\$2,800,000

12

Option D

Add 0.1% Sales Tax and Repeal \$20 Car License Fee

Estimated Revenue
+\$700,000 annually

Annual Total Revenue
\$1,900,000

13

Option E

Add 0.1% Sales Tax and Repeal all Car License Fees

Estimated Revenue
+\$100,000 annually

Annual Total Revenue
\$1,300,000

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Voter-Approved Initiatives

- Vehicle License Fees up to \$100
(\$3,000,000)
- Sales and use tax up to 0.3%
(\$3,900,000)

In recent years, voters have approved the vast majority of all proposed TBD sales and use taxes.

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TBD Priority Project List

Priority #	Street:	From:	To:	Estimated Cost:
1	Columbia Heights	Fishers Lane	Cascade Drive	\$ 1,200,000
2	Glenwood Drive/ Virginia Way	Pacific Way	Columbia Heights	\$ 2,625,000
3	Oregon Way	Beech Street	Industrial Way	\$ 1,500,000
4	38th Ave	Memorial Park	Industrial Way	\$ 1,125,000
5	Mt. Solo Road	Reg Smith Drive	Industrial Way	\$ 1,400,000
6	Oak St	30th Ave.	38th Ave	\$ 1,375,000
8	Olympia Way	32nd Ave.	36th Ave	\$ 625,000
9	7th Ave	Washington St.	Hemlock Ave.	\$ 1,375,000
10	Hudson St.	7th Ave.	3rd Ave.	\$ 500,000
11	7th Ave	Douglas	Tennant Way	\$ 500,000
12	Commerce Ave.	Tennant Way	Florida St.	\$ 1,000,000
13	Alabama St	Beech Street	Oregon Way	\$ 1,500,000
14	32nd Ave.	Washington Way	Beech Street	\$ 600,000
15	20th Ave.	Kessler Blvd.	Washington Way	\$ 660,000
16	15th Ave.	Delaware St.	Douglas St.	\$ 700,000
17	38th Ave	Oak St.	North City Limits	\$ 1,080,000

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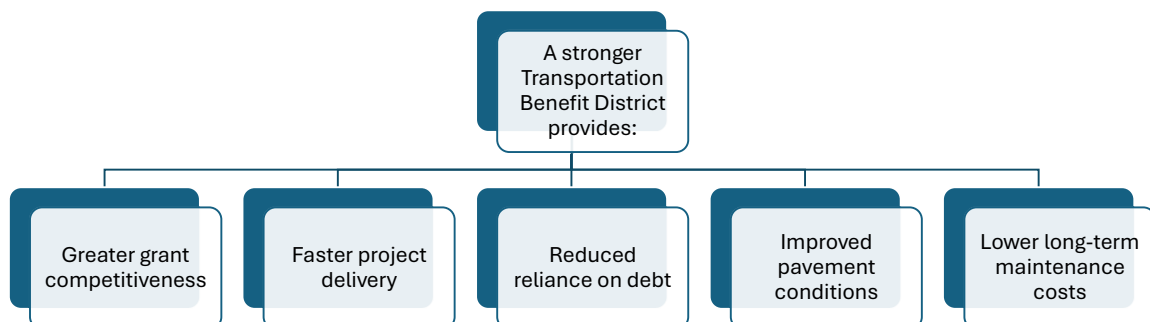
What Could This Accomplish?

- More annual paving
- Neighborhood street preservation
- Sidewalk construction
- ADA improvements
- Traffic signal modernization
- Bridge preservation
- Grant matching
- Emergency transportation repairs
- Safety projects
- Tax reduction for Longview Residents.

Every additional local dollar also improves the City's ability to compete for state and federal grants by providing the required local match.

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Leveraging Outside Funding



Historically, Longview has successfully leveraged local transportation dollars into substantially larger state and federal grants.

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Long-Term Benefits

Better streets

Safer
transportation
system

Lower life-cycle
costs

More predictable
annual paving

Increased grant
success

Sustainable
transportation
funding

Protection of
existing
infrastructure
investments

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Thank You

LONGVIEW WA

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