



# *City of Stevenson*

## Public Works Department

(509)427-5970

7121 E Loop Road, PO Box 371  
Stevenson, Washington 98648

**TO:** City Council

**FROM:** Carolyn Sourek, Public Works Director and Leana Kinley, City Administrator

**DATE:** 6/15/23

**SUBJECT:** 6-Year Transportation Improvement Program (TIP)

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### **Executive Summary:**

This is the annual review of all street improvement projects planned in the city limits. Projects represent those already in progress through grants and those identified through an evaluation process. The list is used to meet requirements for grant funding applications. There are two public hearings held and the final list is required to be adopted by July 1<sup>st</sup> of each year. This is the second public hearing for the 2024-2029 Transportation Improvement Program. The first was held at the May 18<sup>th</sup> City Council meeting.

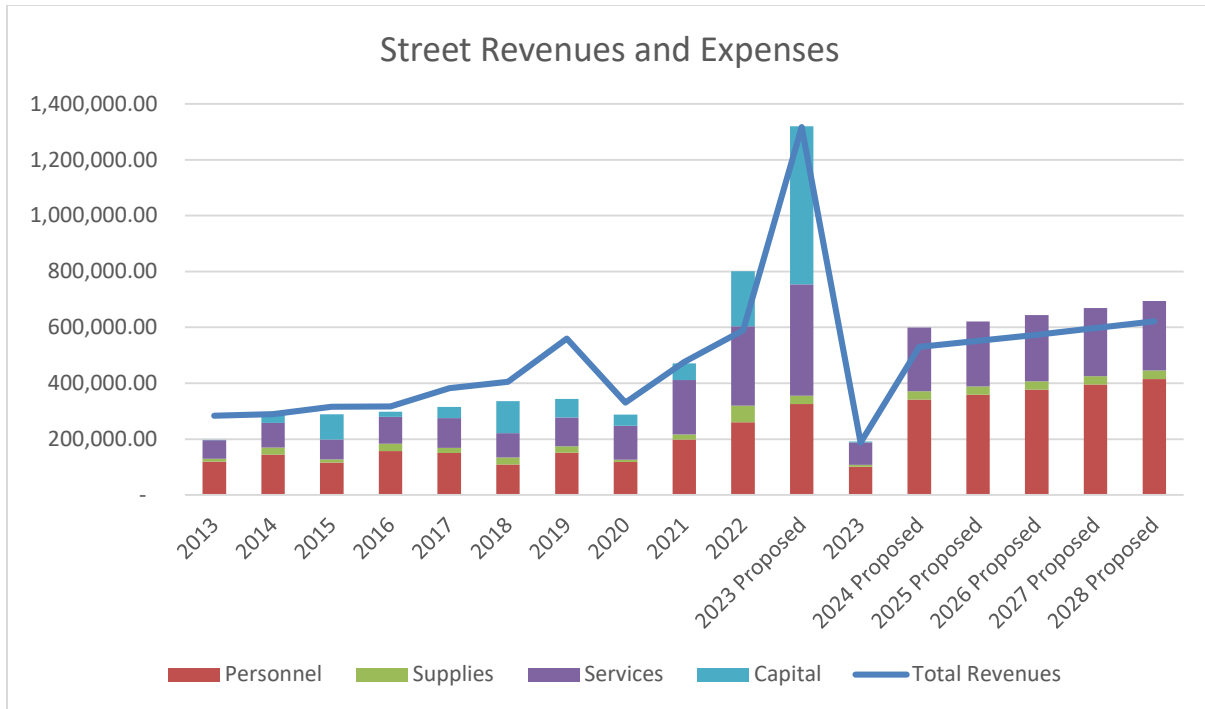
### **Overview:**

All Cities, Towns, and Counties are required to adopt a 6-year Transportation Improvement Program. Elements of the program should contain fiscally constrained projects for the first four years, and projects of regional significance shall be submitted to the Regional Transportation Planning Organization (RTPO) for inclusion in their respective TIP's, where applicable. The RTPO then submits their regional TIP to Washington State Department of Transportation (WSDOT) for inclusion into the Statewide Transportation Improvement Program (STIP).

The transportation projects that are listed in the TIP go through a process in which the City of Stevenson uses a prioritization system to determine which road systems will be upgraded/rebuilt and in what order. Road projects may not always take place in order of prioritization due to funding eligibility and grant program criteria. The City Council has the ultimate say in which projects are approved and the order in which these projects will be completed. The projects reflected are a continuation of those in process, recommendations from the transportation study and others identified through an evaluation process based on citizen input and infrastructure condition.

At the May 18<sup>th</sup> meeting the council was presented with two lists, one rolling over all projects from the prior year and another including only projects eligible for grants as the Street Fund cannot support all projects listed on the TIP. The direction of the council was to move forward with all projects rolling over from the prior year and provide more information on the budget constraints for further discussion.

In reviewing the Street Fund budget for the next 5 years, the budget is short about \$70,000 annually to perform normal operations and maintenance work. Through recent years. More staff time has been spent in Streets, mostly in the downtown corridor. The graph of historic costs and revenues and future projections is on the next page.



The two recent stormwater projects, Rock Creek and Loop Road, used up \$250,000 in capital reserves between 2021-2023. The 2023 projects are for the McEvoy Overlay and the Loop Road Sidewalk and Rebuild, which has been put on hold due to a recalculation of the estimate and increased costs. Larger capital projects, such as Quiet Zone Gates (2015) Kanaka Creek Road (2017), Cascade Avenue (2015) and Russell Avenue (2019-20), were tracked in separate funds and not within the Street Fund.

As mentioned in the previous memo, to bring roads to city standards, more resources (revenues-taxes/fees) need to be put towards the effort. Options include:

- Creating a Transportation Benefit District and implement either:
  - a vehicle licensing fee up to \$20 (low est. of \$28,000) and/or
  - implement a sales tax up to .1% (est. \$88,000 using 2022 revenues)
- Implement an internal utility tax on the water and sewer utilities (3.5% on base and flow charges using 2022 revenues est. \$72,000)
- Establish a stormwater utility fund (est. \$30,000)

Further discussion on this can take place during the development of the 2024 budget.

**Action Needed:**

Review lists presented, provide feedback, ask questions, add what is missing, and approve the resolution 2023-411, with any changes desired, adopting the 2024-2029 TIP.