



**Lewiston City Council
WORK SESSION AGENDA
July 10, 2023 - 3:00 PM
Bell Building – Second Floor Conference Room – 215 D Street
Lewiston, Idaho 83501**

Seating will be available on a first-come, first-served basis. All others who wish to observe this meeting may watch and listen to the livestream on their own device(s) by visiting the City of Lewiston's Facebook page or the City's website at cityoflewiston.org.

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

III. CITIZENS COMMENTS

This is an opportunity for citizens to address the Council on agenda items or other items they wish to bring to the attention of the Council. Citizens are encouraged to discuss operational issues in advance with the Mayor. In consideration of others wishing to speak, please limit your remarks to three minutes.

IV. DISCUSSION ITEMS

Please note that identifying an item as an "Action Item" does not require the City Council to vote on that item.

A. DEFERRED MAINTENANCE OF FACILITIES: - Presentation (Valerie Warren)

B. BRYDEN AVENUE FUNDING OPTIONS: - Presentation (Dustin Johnson)

V. UNFINISHED AND NEW BUSINESS

A. CITY COUNCILOR COMMENTS: Comments shall not be related to an item currently before the City Council or an item that may come before the City Council in the foreseeable future, and shall be limited to comments, not discussion .

B. CITY BOARDS AND COMMISSIONS LIAISON UPDATES

C. MAYOR COMMENTS

D. AGENDA TOPICS: - Action Item

VI. ADJOURNMENT - Action Item

The City of Lewiston is committed to providing access and reasonable accommodation in its services, programs, and activities and encourages qualified persons with disabilities to participate. If you anticipate needing any type of accommodation or have questions about the physical access provided at this meeting, please contact City Clerk Kari Ravencroft at least forty-eight (48) hours in advance of the meeting at 208-746-3671, ext. 6203.



Memo

Prepared For: Lewiston City Council
Dan Johnson, Mayor
Aimee Gordon, Finance Director

Prepared By: Dustin Johnson, PE, Public Works Director

Copy: Luke Antonich, PE, City Engineer
Shannon Grow, LCVMPD Director
Alannah Bailey, PE, Water-Transportation Project Engineer
Wendy LaVoie, Public Works Financial Analyst

Date: June 30, 2023

Subject: TR036 Bryden Avenue Reconstruction – Funding Options

At the June 5, 2023 Work Session, City Council was provided an outline of current transportation capital projects including the Bryden Avenue Reconstruction Project (“Project”). During the presentation it was mentioned that the primary funding source for this project was Surface Transportation Program (STP) funds. Based on staff’s best estimate, to continue to only utilize STP funds for the Project’s Phase I and Phase II would mean the entire corridor from 4th Street to Thain Road would not be completed until after 2050.

During the June 12, 2023 Council Session, Councilor Spicklemire made a motion to direct staff to present possible funding scenarios at the July Work Session.

The scenarios provided in this memo include possible grant funding, increased franchise fees, as well as other funding sources that have been considered in the past. The most likely solution in addressing the Project will utilize a combination of the funding sources referenced herein. Our streets are critical infrastructure and their reconstruction, construction, and maintenance is crucial to the health and well-being of Lewiston residents.

Potential Revenue Sources

- Competitive Grants
 - **Strategic Initiatives** - Beginning July 1, 2023, Local Highway Jurisdictions will be able to apply for grants from the Idaho Transportation Department (ITD) to develop and construct projects.

Available FY24 Funds: Category I: \$50 million for projects within large urban areas that have a population greater than 50,000 (MPO areas including the new Twin Falls urban area); max. \$10 million award per project. No local match required. Eligible project types are safety, capacity, pavement preservation, pavement restoration, expansion, and roadway asset maintenance/replacement/repair.

- STP Funds - no funding until 2030 at the earliest and funneled through the LCVMPPO via the federal government.
- Franchise Fees - Avista increase from 1% to 3% generates approx. additional \$700k/annually which could be dedicated directly to arterial reconstruction projects.
- General Funds dedicated to the Project
- Urban Renewal Agency - The URA has committed to contributing to the project verbally. No agreement is in place currently.
- Public Improvement Bond - requires seeking a vote from the public.

Potential Scenario 1

If \$2 million per year could be allocated to the Project, the City could begin purchasing right-of-way as early as 2026. With the current estimate of the overall project cost of Phase I (4th Street to 7th Street) at \$11 Million, construction of Phase I could potentially start in the year 2029-2030.

This would have the added benefit of not using as much of the STP allotment so those funds could then be utilized to construct other projects earlier (e.g. Phase II of Project). If the \$2 million allocation per year was sustained, Phase II could conceivably be constructed in 2039. Again, this would also free up STP funding to be utilized earlier for this project or for other projects.

Potential Scenario 2

If \$1 million per year could be allocated to the Project, the City could move up the timeline of purchasing right-of-way. With the current estimate of the overall project cost of Phase I (4th Street to 7th Street) at \$11 Million, construction of Phase I could potentially start in the year 2034.

This would still have the benefit of not using as much of the STP allotment so those funds could be utilized to construct other projects earlier (e.g. Phase II of Project). If the \$1 million allocation per year was sustained, Phase II could conceivably be constructed sooner than 2050. Again, this would also free up STP funding to be utilized earlier for this project or for other projects.

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Potential Scenario 3

If the Franchise Fee was instituted, those funds could be put directly into a reconstruction fund. That fund could be utilized to accelerate project construction dates as well, either in conjunction with STP funds (as above), grants, or as City funded projects. The revenue generated by the franchise fee could be bonded against in order to fast track the Project. However, the voters of Lewiston would have to approve taking on this debt.

Potential Scenario 4

The City may consider alterations to the current design of the Project. The current design is a five lane section that requires significant right-of-way to be acquired. Preliminary designs did not include right-of-way acquisition, a significant cost to the project which has been further impacted by escalating property values and inflation since this project was originally considered.

Staff could work with the contract design engineer (David Evans & Associates, Inc.) to see if there were any significant cost savings by modifying the design without hindering the overall functionality of the future improvements. Funding would still need to be found even at a reduced project cost.