

City Council Meeting Agenda May 5, 2025

In accordance with the Open Public Meetings Act (OPMA), the Vancouver City Council meeting will be open to in-person attendance. Options for viewing and/or participating in the meeting remotely will also be accommodated. The City Council will be attending this meeting in person.

All City Council workshops and meetings are broadcast ([live closed captioning available](#)), CVTV cable channels 23 / HD 323, and on the [City's Facebook page](#).

Public testimony will be accepted regarding any matter on the agenda below. Advance registration will be required.

Unless otherwise announced by the Presiding Officer, each speaker may testify once for up to three minutes under each public testimony opportunity below and will be asked to provide their name and city of residence for the record.

Testimony will be accepted in the following manner:

- **Written comments submitted in advance:** [Email comments to the City Council](#) until 12:00 p.m. May 5, 2025. Comments will be compiled and sent to the City Council and entered into the record.
- **In-person or remote testimony during the meeting:** Register in-person at City Hall. In-person registration is open until 6:30 p.m. on May 5, 2025. Instructions will be provided on-site. Register to testify online. Online registration is open until 12:00 p.m. on May 5, 2025.

Visit the [city's website](#) for more information and to register under Public Participation or call the City Manager's Office at (360) 487-8600.

Further instructions for accessing the virtual meeting (for remote testimony) will be provided upon registration.

Upon request, printouts of agenda materials will be provided, including large print.

Workshops: 4:00-6:00 p.m.

Vancouver City Hall - Council Chambers - 415 W 6th Street, Vancouver WA

Economic Development Strategy Budget Discussion

(Approximately 30 minutes)

Chris Harder, Deputy Economic Development Director, chris.harder@cityofvancouver.us

Equity and Inclusion Update

(Approximately 45 minutes, to immediately follow the previous workshop)

Nicole Chen, DEI Business Partner, Lisa Brandl, Deputy City Manager,
Nikki.Chen@cityofvancouver.us, lisa.brandl@cityofvancouver.us

Districting Survey Results

(Approximately 45 minutes, to immediately follow the previous workshop)

Aaron Lande, Program and Policy Development Manager, aaron.lande@cityofvancouver.us

Council Dinner / Executive Session Re: Real Estate Negotiations (30 minutes)

Regular Council Meeting

6:30 PM

Vancouver City Hall - Council Chambers - 415 W 6th Street, Vancouver WA

Pledge of Allegiance

Call to Order and Roll Call

Approval of Minutes

Minutes - April 28, 2025

Proclamations

Small Business Week

Small Business Month

National Day of Awareness for Missing and Murdered Indigenous Women and Persons

Community Communication

This is the place on the agenda where the public is invited to speak to Council regarding any matter on the Agenda not already scheduled for Public Hearing. (Separate instructions are provided for offering testimony on Public Hearing when applicable.) This includes the option to testify about Workshops. Members of the public addressing Council are requested to give their name and city of residence for the audio record. Speakers are to limit their testimony to a total of three minutes for all items combined.

Consent Agenda

The following items will be passed by a single motion to approve all listed actions and resolutions. There will be no discussion on these items unless requested by Council. If discussion is requested, the item will be moved from the Consent Agenda and considered separately – after the motion has been made and passed to approve the remaining items.

1. Release of Sanitary Sewer Easement – Stone’s Throw Planned Unit Development Phase 1

Staff Report: 091-25

Request: On Monday, May 5, 2025, authorize the City Manager, or designee, to sign the attached easement release.

Sheryl Hale, Senior Engineering Supervisor, sheryl.hale@cityofvancouver.us

2. Contract Amendment - On-Call Sanitary Sewer Collections Planning and Design - C-100983 and C-100988

Staff Report: 092-25

Request: On Monday, May 5, 2025, authorize the City Manager, or designee, to finalize and execute amendments to Professional Services Agreements C-100983 with Consor, and C-100988 with Jacobs, to increase the not to exceed value to \$2,000,000 for the 5-year life of each contract.

Sheryl Hale, Senior Engineering Supervisor, sheryl.hale@cityofvancouver.us

3. Contract Amendment - New Public Works Operations Campus - TCF Architecture - C-101028

Staff Report: 093-25

Request: On Monday, May 5, 2025, authorize the City Manager, or designee, to enter into a professional services contract amendment with TCF Architecture of Tacoma, WA for the continuation of design services and addition of construction administration in an amount not to exceed \$11,896,620.

Jason Olson, Capital Projects Project Manager, Jason.Olson@cityofvancouver.us

4. Contract Award - McFarlane's Bark for Yard Debris and Leaves Receiving and Processing Services - C-101949

Staff Report: 094-25

Request: On Monday, May 5, 2025, authorize the City Manager, or designee, to finalize and execute contract (C-101949) with McFarlane's Bark for Yard Debris and Leaves Receiving and Processing Services for as-needed yard debris and leaves receiving and processing services for five years effective June 1, 2025, not to exceed \$1,750,000.

Julie Gilbertson, Solid Waste Supervisor, Elizabeth Erickson, Solid Waste Management Analyst, Joshua Francis, Procurement Specialist, julie.gilbertson@cityofvancouver.us, elizabeth.erickson@cityofvancouver.us, joshua.francis@cityofvancouver.us

5. 2025-2029 Vancouver Commute Trip Reduction Plan

AN ORDINANCE of the City of Vancouver, Washington relating to the City of Vancouver Commute Trip Reduction Plan as identified in Chapter 18.12 Vancouver Municipal Code (VMC) and by the Growth Management Act through RCW 36.70A.110 and by the Washington Clean Air Act through RCW 70A.15.4020, amending VMC 18.12.030 to adopt the 2025 – 2029 Vancouver Commute Trip Reduction Plan; providing for severability and an effective date.

Staff Report: 095-25

Request: On Monday, May 5, 2025, advance the ordinance after first reading and on Monday, May 12, 2025 adopt the ordinance at a public hearing.

Olivia Kahn, Transportation Demand Management Coordinator, Kate Drennan, Transportation Planning Program Manager, olivia.kahn@cityofvancouver.us,

6. Approval of Claim Vouchers

Request: Approve claim vouchers for May 5, 2025.

Communications

- A. From the Council**
- B. From the Mayor**
- C. From the City Manager**

Property Tax Program

Adjournment

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CITY OF
Vancouver
WASHINGTON

5-Year Economic Development Strategy

Preliminary Budget Discussion

Patrick Quinton
Director, EP&H

Chris Harder
Deputy Director, EP&H

Council Workshop: May 5, 2025



Agenda

- Implementation and Funding Approach
- Preliminary Budget Estimates
- Questions and Discussion



The Strategic Planning Process

Phases and Deliverables



Discovery & Analysis

- Data Analysis
- Community Engagement
- Stakeholder Presentations

Deliverable: Situation Assessment / SWOT

May – August 2024

Plan Development

- Steering Committee
- Core Planning Team
- Nat'l Thought Leaders

Deliverable: 5-Year Economic Development Strategy

September 2024 - April 2025

Implementation Planning

- Strategy Sequencing
- Initiative Action Planning & Resource Mapping

Deliverable: Implementation Plan

May - July 2025



Implementation Approach

- Stakeholders and partner organizations involved in the scoping and design of specific actions
- Depending on Action the City will assume one of the following roles:
 - Engaged Partner: enhance and amplify existing partner programs
 - Lead Convener: convene partners, identify resources, and help launch program; not own long-term
 - Initiative Owner: City staff responsibility for implementation



COV Economic Development Funding

Dedicated BLS revenue is core funding for strategy

- EP&H receives percentage of increase in business license surcharge (BLS) fee revenue
- BLS increment generates approximately \$3M/year for economic development
- Most funding is targeted to property acquisitions, infrastructure and open space projects for Heights, Waterfront Gateway and future redevelopment.
- \$250-500k/per year has been carved out to meet the needs of the strategy, depending on timing and scale of new initiatives.
- Goal is to maximize leverage of COV resources with private, State and Federal funding



High-Level Budget Estimates

| Source | Amount |
|----------------------------------|--------------------|
| Non-City Resources | \$1,580,000 |
| City BLS-Ec Dev Resources | \$1,090,000 |
| Total Estimated Resources | \$2,670,000 |

Factors that could impact budget estimates:

- Detailed program design
- Partnership & leverage opportunities
- Availability of Federal and State resources
- Eligible use of COV funds



Goal 1

Establish pathways to accessible quality jobs and reduce barriers to economic opportunity

| Action | Budget Est. | Likely Use of Funds |
|---|-------------|---|
| Promote and advance career opportunities in the trades | \$60,000 | - Sponsor job fairs - Invest in partner promotional campaigns |
| Support growth of emerging construction and trades firms | \$250,000 | Startup costs associated with launching a construction & trades incubator program |
| Develop Investment Toolbox to support recruitment and expansion of businesses | \$0 | NA |
| Incentivize employers to invest in childcare options, particularly for lower-income workers | \$0 | NA |



Goal 2

Create opportunities for generational wealth, especially for historically underserved communities, by strengthening support for small businesses

| Action | Budget Est. | Likely Use of Funds |
|--|-------------|---|
| Enhance product-to-market opportunities for local consumer product entrepreneurs | \$250,000 | Costs associated with launching a coordinated product-to-market program |
| Connect local small businesses to public contracting opportunities | \$60,000 | <ul style="list-style-type: none">- Sponsor and host local procurement events- Run promotional and awareness campaigns- Readiness assessment services |
| Establish a citywide small business revolving loan fund | \$1,000,000 | <ul style="list-style-type: none">-Capitalize revolving loan fund-Capacity building/CDFI certification of Community Partner <p><i>Note: also leveraging \$1m in existing FPFA/CDBG resources</i></p> |



Goal 3

Position Vancouver as an inclusive center of innovation & entrepreneurship

| Action | Budget Est. | Likely Use of Funds |
|---|-------------|--|
| Develop storytelling and marketing campaign to position Vancouver as center of innovation | \$100,000 | Development and implementation of comprehensive storytelling, marketing, and communication campaign(s) |
| Support and host startup networking, pitch, and investor events | \$130,000 | -Sponsor local startup events -Develop and host new programs |
| Launch a local early-stage startup investment fund | \$600,000 | -Stakeholder engagement and partnership development -Capitalize early-stage investment fund |
| Evaluate feasibility and identify partners to launch a target industry innovation center | \$150,000 | -Initiative scoping, stakeholder engagement, partnership dev -Site/property research and analysis -Site visioning and preliminary planning |



Goal 4

Invest in neighborhood commercial districts that result in safe, vibrant, and accessible communities

| Action | Budget Est. | Likely Use of Funds |
|--|-------------|---|
| Establish a Neighborhood Business District Improvement Program | \$70,000 | -Neighborhood and stakeholder engagement -Business Improvement Area financial modeling |
| Leverage City-controlled real estate assets to provide affordable commercial solutions | TBD | TBD |



Questions?





MEMORANDUM

DATE: May 5, 2025

TO: Vancouver City Council

FROM: Lon Pluckhahn, City Manager

RE: **Economic Development Strategy Estimated Budget & Resources**

CC: Patrick Quinton, Chris Harder

Background

On April 21, 2025, Vancouver City Council unanimously voted to pass a resolution to adopt a 5-Year Economic Development Strategy. As a condition to adopting the resolution, City Council asked staff to present a preliminary budget analysis. The following memo and attachments outline preliminary and estimated financial resources needed to successfully implement the Economic Development Strategy over the next five years.

Process to Date

City of Vancouver Economic Prosperity & Housing staff, in collaboration with an Economic Development Core Planning Team, a Community Leaders Steering Committee, and a National Thought Leaders Advisory Group, spent the last year analyzing economic data and engaging with community members and economic development stakeholders to develop a prioritized set of economic development Actions centered around four primary Goals:

1. Establish pathways to accessible quality jobs and reduce barriers to economic opportunity
2. Create opportunities for generational wealth, especially for historically underserved or excluded communities, by strengthening support for small businesses
3. Position Vancouver as an inclusive center of innovation and entrepreneurship
4. Invest in neighborhood commercial districts that result in safe, vibrant, and accessible communities

The thirteen actions in the Strategy collectively seek to promote sustained economic growth and address growing disparities in our community. Significant effort went into identifying a priority set of actions designed to fill local programmatic gaps and enhance Vancouver's existing economic development landscape. Additionally, the actions in the Strategy are not

meant to be an inflexible to-do list but rather serve as priorities that will be reviewed regularly to ensure the work continues to be responsive to evolving community needs.

Implementation Planning and Program Design

The final phase of the Strategy process is focused on implementation planning, where City staff are focused on detailed initiative action planning, resource development, and project management. In the implementation of each action, the City is committed to building partnerships with stakeholders and organizations, engaging community members, and utilizing the most recent data available to co-design initiatives, programs or investment opportunities.

In addition, the role of the City will vary according to the actions. Certain actions reflect existing efforts by stakeholders and position the City to be a more engaged partner, helping to enhance or amplify partner programs. Where new programs or initiatives are proposed, the City will assume one of two roles: 1) initiative owner, or 2) lead convener (lead role in convening, launching, and identifying resources but not necessarily own the initiative in the long term.) In initiating new programs, the City will seek to partner with organizations and service providers that are working closest to the communities and stakeholders we are seeking to serve.

Resource Planning and Budget Development

The attached Economic Development Strategy Budget Worksheet provides a preliminary estimate of the budget resources needed to implement each action, potential funding sources, potential resource recipients, and the likely use of funds. More precise budget figures and funding sources will be identified as detailed initiative action plans are developed and partners are engaged in the design of programs. In addition, all projected City investments either have been or will be subject to City Council review and approval as part of the City's biennial and supplemental budget processes.

Current 5-Year Budget Estimates

| | |
|---|--------------------|
| Estimated Non-City Resources | \$1,580,000 |
| Estimated City BLS-Ec Dev Resources | \$1,090,000 |
| Total Estimated Preliminary Budget | \$2,670,000 |

As highlighted above, a primary source of City funding for the strategy is the portion of Business License Surcharge (BLS) revenue allocated to economic development. While much of this revenue is targeted to expenses associated with the City's priority redevelopment projects, including the Heights, a portion is allocated to supporting the programs and actions identified in the strategy. Because of the availability of this dedicated source of revenue, none of the actions in the strategy rely on anticipated General Fund support.

The above table also highlights that the funding plan for the Strategy attempts to maximize leverage of City resources through State and Federal programs that support the actions in the Strategy. Because of uncertainty in the availability of resources from both the State and Federal programs, the assumptions used in these estimates are speculative at best and will likely change during the life of the Strategy.

Attachments

1. Economic Development Strategy Budget Worksheet
2. Adopted 5-year Economic Development Strategy

| Economic Development Strategy Budget Worksheet | | | | | | | | | | | |
|--|---|------------------|-------------|--|-----------|-----------|-----------|-----------|--|--|--|
| Action | Action Title | City Role | Budget Est. | 2025 | 2026 | 2027 | 2028 | 2029 | Potential Source(s) | Potential Recipient(s) | Likely Use of Funds |
| 1A | Promote and advance career opportunities in the trades | Engaged Partner | \$60,000 | | \$15,000 | \$15,000 | \$15,000 | \$15,000 | City BLS-Ec Dev | -Regional workforce development partners - Local/regional economic development organizations | - Sponsor job fairs - Invest in partner promotional campaigns |
| 1B | Support growth of emerging construction and trades firms | Lead Convener | \$250,000 | | \$125,000 | \$125,000 | | | -City BLS-Ec Dev -Federal (EDA, SBA, CDBG) | Small business support organization(s) | Startup costs associated with launching a construction & trades incubator program |
| 1C | Develop Investment Toolbox to support recruitment and expansion of businesses | Initiative Owner | \$0 | Existing EP&H staff time allocation + coordination with CREDC under annual \$100K contract | | | | | NA | NA | NA |
| 1D | Incentivize employers to invest in childcare options, particularly for lower-income workers | Engaged Partner | \$0 | Existing EP&H staff time allocation + coordination with existing childcare stakeholders outlined in Strategy | | | | | NA | NA | NA |
| 2A | Enhance product-to-market opportunities for local consumer product entrepreneurs | Lead Convener | \$250,000 | \$125,000 | \$125,000 | | | | -City BLS-Ec Dev -Federal (EDA, SBA, CDBG) | -Small business support organization(s) -Product-to-market consultant/specialist | Costs associated with launching a coordinated product-to-market program |
| 2B | Connect local small businesses to public contracting opportunities | Engaged Partner | \$60,000 | | \$15,000 | \$15,000 | \$15,000 | \$15,000 | City BLS-Ec Dev | - City (Procurement and EP&H) - WA Apex Accelerator/CREDC - Interstate Bridge Replacement Program | - Sponsor and host local procurement events - Run promotional and awareness campaigns - Readiness assessment services |
| 2C | Establish a citywide small business revolving loan fund | Lead Convener | \$1,000,000 | | \$500,000 | \$500,000 | | | -Federal CDFI Fund -State SSBCI Fund -Local Financial Institutions | Selected Community Development Finance Institution (CDFI) Partner | -Capitalize revolving loan fund -Capacity building/CDFI certification of Community Partner <i>Note: also leveraging \$1m in existing FPFA/CDBG resources</i> |
| 3A | Develop storytelling and marketing campaign to position Vancouver as center of innovation | Engaged Partner | \$100,000 | | | | \$50,000 | \$50,000 | -City BLS-Ec Dev -State ICA Program | -City (Communications and EP&H) -Communications & marketing consultant -Local/regional economic development orgs | Development and implementation of comprehensive storytelling, marketing, and communication campaign(s) |
| 3B | Support and host startup networking, pitch, and investor events | Lead Convener | \$130,000 | | \$10,000 | \$20,000 | \$50,000 | \$50,000 | -City BLS-Ec Dev -State ICA Program -Federal EDA | -Local/regional startup support organizations -Local/regional economic development orgs | -Sponsor local startup events -Develop and host new programs and signature event |
| 3C | Launch a local early-stage startup investment fund | Lead Convener | \$600,000 | | | | \$300,000 | \$300,000 | -City BLS-Ec Dev -State (SSBCI, WSIB) -Federal (EDA, SBA) | -Existing investment fund -Local and regional startup support organizations | -Stakeholder engagement and partnership development -Capitalize early-stage investment fund |
| 3D | Evaluate feasibility and identify partners to launch a target industry innovation center | Lead Convener | \$150,000 | | | | \$75,000 | \$75,000 | -City BLS-Ec Dev -State ICA Program -Federal EDA | -Specialized industry innovation consultant -Master planning/site development consultant | -Initiative scoping, stakeholder engagement, partnership dev -Site/property research and analysis -Site visioning & design; preliminary master planning |
| 4A | Establish a Neighborhood Business District Improvement Program | Lead Convener | \$70,000 | | | | \$35,000 | \$35,000 | City BLS-Ec Dev | -Specialized business improvement district consultant | -Neighborhood and stakeholder engagement -Business Improvement Area financial modeling |
| 4B | Leverage City-controlled real estate assets to provide affordable commercial solutions | Initiative Owner | TBD | | | | | | City-owned property | TBD | TBD |

| | | | | | | |
|---|--------------------|------------------|------------------|------------------|------------------|------------------|
| Estimated Non-City Resources | \$1,580,000 | \$0 | \$540,000 | \$500,000 | \$270,000 | \$270,000 |
| Estimated City BLS-Ec Dev Resources | \$1,090,000 | \$125,000 | \$250,000 | \$175,000 | \$270,000 | \$270,000 |
| Total Estimated Preliminary Budget | \$2,670,000 | \$125,000 | \$790,000 | \$675,000 | \$540,000 | \$540,000 |

City of Vancouver
Five-Year Economic Development Strategy

INTRODUCTION

The creation of the five-year Economic Development Strategy began nearly four years ago, following the establishment of the Economic Prosperity and Housing Department. At the time, the City of Vancouver was navigating the challenges related to recovering from the COVID-19 pandemic, which highlighted significant opportunities and challenges related to Vancouver's economy. Recognizing the need for a comprehensive approach, City leadership initiated this Strategy to guide proactive investments in economic security and opportunity for all current and future residents.

Currently, Vancouver is experiencing significant change. Once a bedroom community, the city is now considered an economic driver of the bi-state Greater Portland region due to its sustained population and job growth. Vancouver has attracted an increasing number of professional workers while at the same time becoming less concentrated in traditional manufacturing sectors, resulting in a resident population that is more educated and has higher incomes. Several factors have contributed to this, including Washington's lack of state income tax, investments in public infrastructure and large-scale redevelopment projects, and relatively lower costs compared with other communities in the region. While Vancouver is experiencing positive economic activity, its recent population boom has increased the cost of living, resulting in greater displacement pressures and growing economic disparities for historically underserved communities.

Given these dynamics, this Strategy takes an inclusive approach to growth and seeks to sustain the city's economic competitiveness and intentionally address growing disparities.

[Placeholder for Table of Contents]

ACKNOWLEDGMENTS

This strategy could not have been possible without economic development stakeholders' and community leaders' many volunteer hours. We are grateful for the challenging questions raised, the push to develop an ambitious and aspirational economic vision for Vancouver, and guidance in developing bold yet practical actions. Your input was instrumental in shaping this Strategy.

Community Leaders Steering Committee

- Patrick Adigweme, Chair, City of Vancouver Planning Commission
- Ron Arp, President, Identity Clark County
- Jen Baker, President/CEO, Columbia River Economic Development Council
- Jordan Boldt, Executive Director, Vancouver Farmer's Market
- Mike Bomar, Chief Economic Strategy Officer, Port of Vancouver
- Paul Burgess, Executive Director, Fourth Plain Forward
- Nicole Davison León, Executive Director, Hispanic Metropolitan Chamber
- Karin Edwards, President, Clark College
- Marc Esrig, Principal/Co-Founder, New Blueprint Ventures
- Tracey Fernandez, CFO Columbia Network, PeaceHealth
- Miriam Halliday, Executive Director, Workforce Southwest Washington
- Julie Harrelson, Partner, Cascade Seed Fund
- Alan Hwang, Vice President, Later
- Cameron Hyzer, CFO, Former CFO, ZoomInfo
- Lance Killian, Chief Visionary Officer, Killian Pacific
- John McDonagh, President/CEO, Greater Vancouver Chamber of Commerce
- Matt Morton, President, Community Foundation for Southwest Washington
- Mel Netzhammer, Chancellor, Washington State University-Vancouver
- Calen Ouellette, CEO, Clark College Foundation
- Allie Persitz, Chairwomen of the Board, Dynamic Events, Inc.
- Jason Presser, Director of Government Affairs, East Vancouver Business Assoc.
- Jay Schmidt, Chair, Hi-Tech Council of Southwest Washington
- Charles Swatzell, CEO, Formos
- Michael Walker, Executive Director, Vancouver's Downtown Association

National Thought Leaders

- Cathy Chen-Arriaga, Executive Director, Tech Frontier
- Charisse Conanan Johnson, CEO, Next Street
- Molly Howey, Sr. VP of Economic Development, Greater Topeka Partnership
- Sarah Lawrence, Senior Director, RTI International
- Yasmina McCarty, President/CEO, New Growth Innovation Network

- Ilana Preuss, Founder/CEO, Recast City
- David Warm, Executive Director, Mid-America Regional Council
- Bob Weissbourd, President, RW Ventures

Core Planning Team

- Julie Arenz, Small Business Project Manager, City of Vancouver
- Jen Baker, President/CEO, Columbia River Economic Development Council
- Dave Barcos, Founder, North Bank Innovations
- Nikki Chen, DEI Business Partner, City of Vancouver
- Chris Harder, Deputy Economic Development Director, City of Vancouver
- Chim Chune Ko, Real Estate Project Manager, City of Vancouver
- Jason Nortz, Development Review Manager, City of Vancouver
- Paul Porter, Long Range Planner, City of Vancouver
- Patrick Quinton, Economic Development Director, City of Vancouver
- Kimberly Quiroz, Senior Business Developer, Hispanic Metropolitan Chamber
- Victor Saldanha, Entrepreneurship Project Manager, City of Vancouver
- Greg Tuner, Land Use Manager, City of Vancouver

ABOUT THIS STRATEGY

This Strategy's Competition Position Statement and Long-Term Vision provide direction for the City as it seeks to invest in economic development, with implementation organized around four Goals:

1. Establish pathways to accessible quality jobs and reduce barriers to economic opportunity
2. Create opportunities for generational wealth, especially for underserved and excluded communities, by strengthening support for small businesses
3. Position Vancouver as an inclusive center of innovation and entrepreneurship
4. Invest in neighborhood commercial districts that result in safe, vibrant and accessible communities

A consistent theme across the Strategy's four Goals is wealth creation, whether through access to higher-paying jobs, more successful small businesses, or new innovative industries and ventures. If centered on equity and inclusion, Vancouver residents and families will be better positioned to navigate our region's rapidly increased cost of living while laying the groundwork for our community to continue attracting investment long-term.

Each of the Strategy's four Goals is supported by a set of Actions—programs, initiatives, and investments—designed to impact outcomes and Success Metrics to help the City measure progress.

Regional Alignment

Economies don't stop at municipal borders; they are determined by labor sheds and commuting patterns, infrastructure and connectivity, and industry competitive advantages, among other factors. At a regional level, Vancouver's Strategy is aligned with the [Clark County Comprehensive Economic Development Plan](#), led by the [Columbia River Economic Development Council](#) (CREDC), which provides a roadmap for economic growth and competitiveness through business recruitment, retention and expansion activities in Southwest Washington. CREDC's marketing, branding and business development efforts also help position the area's key industry clusters—computers and electronics, software and technology, clean tech, metals and machinery manufacturing, and life sciences—to remain nationally and globally competitive.

Similarly, this Strategy seeks to complement [Workforce Southwest Washington's 2025-2029 Strategic Plan](#), the region's blueprint for defining and promoting livable-wage jobs, creating pathways for workers to access quality employment opportunities, and helping employers identify and attract talent.

Complementary City Priorities

Vancouver's Economic Development Strategy is connected with the City's values and priorities. It aligns with several frameworks and plans to address key opportunities and challenges impacting our economy and community, including:

- [Vancouver's 2023-2029 Strategic Plan](#)
- [2023 Housing Report and Action Plan](#)
- [Climate Action Framework](#)
- [2024 Vancouver Disparity Study](#)
- [Our Vancouver - Comprehensive Plan 2045](#) (in development)

Implementation Approach

Over the next five years, Vancouver City Council and City Staff, led by the Economic Prosperity and Housing Department, will commit resources to support implementation. This Strategy is purposely biased toward action, not an exhaustive list of potential ideas. Significant effort went into identifying a priority set of Actions where the City is positioned to lead within a limited resource environment. Additionally, the Actions in this Strategy are not meant to be an inflexible to-do list, but rather, to serve as priorities that will be reviewed regularly to ensure the work continues to be responsive to evolving community needs.

In the implementation of each Action, the City is committed to building partnerships with stakeholders and organizations, engaging community members, and utilizing the most recent data available to design initiatives, programs or investment opportunities. In addition, the role of the City will vary according to the Actions. Certain initiatives acknowledge efforts by stakeholders and position the City to be a more engaged partner. Where new programs are proposed, the City will take a lead role in convening, launching, and identifying resources but not necessarily own in the long term. Vancouver continues the long-held belief that organizations working closest to the communities we are seeking to serve will result in the best outcomes.

The City is also committed to transparency and accountability. To ensure progress remains visible and measurable, the City will update the community and elected officials. These updates may include public reports or presentations that track key data trends or milestones, highlight successes and identify challenges or shifts in priorities. By maintaining open lines of communication, the City aims to build trust, invite collaboration and ensure that stakeholders are informed and engaged throughout the strategy's implementation.

DISCOVERY & ANALYSIS

The City embarked on developing a five-year economic development strategy to ensure that it is best positioned to meet the needs of residents, workers, businesses and entrepreneurs. [ECONorthwest](#), our consulting partner, supported this work through analysis, community engagement and facilitation.

The first phase of the strategy development process was to conduct a comprehensive assessment of Vancouver's economy. Data analysis and community perspectives were captured through the following efforts:

- Stakeholder & Community Engagement
 - An online community-wide survey yielding more than 420 unique participants
 - Three distinct focus groups, including medium and large traded sector employers, local serving small businesses and high growth startups and investors.
 - One-on-one interviews with elected officials and City administrators
 - Presentations to stakeholder groups and public boards
- Two separate economic trends analyses: [Comprehensive Plan Economic Conditions & Opportunity Analysis](#) and [Economic Development Strategy Situation Assessment](#)
- Four Community Leaders Steering Committee meetings
- Four Core Planning Team work sessions

Collectively, these efforts anchored the Strategy in a comprehensive understanding of current economic conditions and sentiments. They highlighted opportunities and challenges, community priorities, and potential strategic actions. The key findings that emerged from the discovery phase include:

Growth & Competitiveness

- Vancouver and Clark County are driving regional growth (population and jobs) throughout the Greater Portland Metropolitan Statistical Area.
- The city has a favorable business climate, particularly compared to the region, that attracts investment.
- Most of the city's recent job growth and the industries with the highest local concentration are non-traded sectors (construction, healthcare and social assistance, accommodation and food services, retail, etc.).
- A larger share of people who recently moved to Vancouver work in Washington compared to Oregon, 69% in 2022 compared to 57% in 2017, reflecting the job opportunities in Vancouver and Southwest WA.
- Stakeholders, particularly residents, have lukewarm sentiments regarding residential, commercial and industrial growth.

- Vancouver and Clark County are experiencing a significant increase in new business starts compared to before the pandemic, indicating an increase in entrepreneurial activity.
- Growing perception that small businesses and entrepreneurs do not have access to the local resources they need to support long-term growth.
- Limited commercialization and research and development opportunities hinder innovation in the city.

Quality of Life & Affordability

- Residents are more educated with 32% of adults ages 25 and over having a bachelor's degree or higher in 2023 compared to 26% in 2012.
- Median household incomes climbed to \$80,618 in 2023, up from \$59,000 in 2012.
- Significant racial and ethnic disparities exist in income, education and housing access.
- Increasing concern over the affordability of Vancouver, particularly housing costs and commercial lease rates.
- Better access to quality jobs is residents' most important economic outcome.
- Living wage standards are significantly higher than the area median income for families with kids.
- Growing concern about public safety, property vacancies, and homelessness downtown and in neighborhood business districts.
- A shortage of affordable, reliable childcare is negatively impacting workforce stability.

STRATEGIC CLARITY

Competitive Position: Why Vancouver?

The unique and sustainable value Vancouver currently delivers to residents, workers, businesses and entrepreneurs that must be protected going forward.

At the doorstep of some of the most stunning natural beauty and outdoor recreation opportunities in the United States, Vancouver offers access to big city amenities with the convenience of a smaller, more nimble and connected community. For residents, workers, businesses and entrepreneurs, Vancouver offers:

- An expanding economy with growing market opportunities for entrepreneurs, small businesses and startups to scale.
- A diversity of competitive and growing industries, creating pathways to economic opportunity and stability.
- A favorable business climate, growing talent base and a predictable regulatory environment that is attractive to new investment.
- Access to major West Coast and global markets with a world-class international airport, convenient highway network, deep-water port and established rail infrastructure.
- A strong sustainability ethos with climate advantages that position the community to navigate current and future climate change and natural resource challenges.
- A high quality of life with strong K-12 schools, a post-secondary education and workforce system that creates pathways to quality jobs, accessible transportation options and the availability of top-notch healthcare.
- A supportive and collaborative community with a shared interest and strong commitment to uplifting people.

Long-Term Economic Vision

The ideal future state (20+ years) we are trying to create for Vancouver as a community and an economy.

Vancouver is an inclusive community with an equitable, competitive and innovative economy where:

- Growth is sustained, creating ongoing economic opportunities for workers, businesses and entrepreneurs.
- Industry clusters—advanced manufacturing, computer and electronics, clean tech, software and life sciences—continue to innovate and evolve to include

new technologies such as artificial intelligence, advanced materials or renewable energy.

- Persistent economic disparities experienced by historically marginalized communities are closed, and the city's median household income exceeds the regional average.
- Individuals and families have opportunities to create wealth regardless of background or identity.
- Jobs paying livable wages are accessible across a diversity of industries.
- Entrepreneurs, innovators, and risk-takers are celebrated, and small businesses can access the resources needed to scale.
- Neighborhood business districts are safe, vibrant and welcoming.

STRATEGIC FOCUS & ACTION

Goals

High-level outcomes Vancouver must achieve over the five-year strategy horizon.

Success Metrics

Data and economic trends Vancouver will monitor to evaluate impact and success.

(Note: every effort will be given to disaggregate data to ensure success metrics provide insight into which communities and groups are benefitting from the work of this strategy)

Actions

Vancouver will commit to implementing finite-duration, discretionary programs, initiatives, and investments.

Goal 1: Establish pathways to accessible quality jobs and reduce barriers to economic opportunity

Success Metrics

- Median household income compared to the regional average
- Percent of jobs created resulting from City of Vancouver and partner-supported programs paying at or above Vancouver's living wage standards
- Percent of total jobs occupied by Vancouver residents

Action A: Promote and advance career opportunities in the trades

Many trades careers—carpenters, electricians, plumbers, welders, line workers, machinists, pipefitters, etc.—are attainable without a four-year college degree but still pay livable wages.¹ These same occupations are currently experiencing a labor shortage. The City will partner with existing workforce development, K-12 education, post-secondary education and industry stakeholders to help organize and amplify job fairs, develop marketing campaigns to better promote career opportunities, and partner with local construction and trade organizations to support apprentice and internship opportunities. These efforts will focus on traditional trades-dependent construction jobs, but also sectors such as clean tech, power and energy distribution, telecommunications and advanced manufacturing where skilled trades workers are in high demand. Focus will be on connecting historically underserved and excluded communities, helping to ensure more equitable access to careers in trades.

Potential Partners: Clark College, Washington State University-Vancouver, Workforce Southwest WA, Southwest Washington trades unions, National Association of Minority Contractors-Washington Chapter, Southwest Washington Contractors Association, Building Industry Association of Clark County, other local non-profit construction and trade support organizations, and local K-12 school districts

¹ MIT Livable Wage Calculator: <https://livingwage.mit.edu/>

Action B: Support growth of emerging construction and trades firms

Construction- and trades-related businesses are experiencing a shortage of workers due to an aging workforce, limited entry pathways and declining interest among younger generations. Additionally, systemic barriers, including access to training and resources, have prevented business owners from underrepresented communities from participating, broadening the labor gap. The City will work with local small business technical assistance partners to develop shared goals, align resources and programs, and create a more connected ecosystem to incubate and nurture early-stage businesses, particularly those certified by the State of Washington Office of Minority and Women's Business Enterprises (OMWBE)², to increase the number of local construction and trades companies.

Potential Partners: The National Association of Minority Contractors-Washington Chapter, Washington Apex Accelerator, State of Washington Office of Minority and Women's Business Enterprises, Southwest Washington trades unions, local small business technical assistance providers, and local government procurement offices

Action C: Develop an Investment Toolbox to support the recruitment and expansion of businesses offering access to quality jobs

Like many communities, employment growth in Vancouver is increasingly concentrated in high-wage and low-wage industries, resulting in the hollowing out of our traditional middle class. Larger employers are essential to livable-wage jobs and access to benefits, and overtime have a significant impact on a community's median household income. The City will work with economic development and workforce development partners to target traded sector business recruitment, retention, and expansion opportunities that offer access to jobs meeting the region's adopted Quality Jobs Standards.³ This includes intentionally growing key regional industry clusters such as advanced manufacturing, computer and electronics, clean tech, software and life sciences. To better facilitate these outcomes, the City will first evaluate its own systems around planning and permitting and recommend adjustments to support business expansion and recruitment. Then, the City will create an Investment Toolbox for job-focused development

² OMWBE State Certification: [State Certification | Office of Minority and Women's Business Enterprises](#)

³ Quality Jobs Framework: <https://workforcesw.org/wp-content/uploads/cwwc-quality-jobs-framework.pdf>

that includes City master planning, property acquisition, development agreement, permitting, and infrastructure investment policies, services, and resources.

Potential Partners: The Columbia River Economic Development Council, Port of Vancouver, Columbia-Willamette Workforce Collaborative and the Center City Redevelopment Authority

Action D: Incentivize employers to invest in childcare options, particularly for lower-income workers

The lack of affordable childcare in Vancouver is a barrier for employers to attract and retain talent and for entrepreneurs seeking to launch a small business. Investing in childcare also aligns with broader community priorities such as reducing poverty, improving public health outcomes and improving education outcomes. It is critical that local employers are part of the solution by offering onsite childcare or investing in community childcare options. The City will research and identify federal and state resources, explore the feasibility of local policy, permitting and code updates, tax breaks, and real estate/redevelopment community benefit agreements to encourage public-private childcare solutions.

Potential Partners: Columbia River Economic Development Council, Greater Vancouver Chamber of Commerce, Workforce Southwest WA, local foundations, local employers, local community-based organizations, and state and local childcare advocacy organizations

Goal 2: Create opportunities for generational wealth, especially for historically underserved and excluded communities, by strengthening support for small businesses

Success Metrics

- Number of new business starts
- Number of new businesses starts in operation past the first two years
- Annual sales/revenues of small businesses supported by City and partner programs

Action A: Enhance product-to-market opportunities for local consumer product entrepreneurs

Product placement with established brick-and-mortar and online retailers can help boost sales and brand reputation. Robust product-to-market programs provide critical support such as market research, packaging design, distribution strategies and access to retail partnerships, helping local consumer product entrepreneurs navigate the complexities of bringing products to market. The City will partner with local small business support organizations to launch new, or expand existing product-to-market programs, evaluate the availability of co-packing facilities and work with larger retailers to facilitate retail partnerships.

Potential Partners: U.S. Small Business Development Center, Washington State University-Vancouver Culinary Institute, Vancouver Farmer's Market, Fourth Plain Commissary Kitchen, Clark College Culinary Institute, Oregon State University – Food Innovation Center (Portland), Portland Community College – Recipe to Market Program, local small business technical assistance providers and established local retailers (brick and mortar, online)

Action B: Connect local small businesses to public contracting opportunities

The City of Vancouver seeks to ensure equitable opportunities for State of Washington OMWBE-certified small businesses⁴ competing for construction, professional services, goods and other services contracts. While the City spends most of its procurement dollars with businesses in the region, about 9% of City contract dollars go to certified companies. This action will seek to align the City's existing small business development efforts with opportunities for federal, state, and local government procurement opportunities through public contracting events, awareness campaigns and “readiness” assessment services.

Potential Partners: State of Washington Office of Minority and Women's Business Enterprises, Washington Apex Accelerator, local small business technical assistance providers and public-sector procurement offices

⁴ OMWBE State Certification: [State Certification | Office of Minority and Women's Business Enterprises](#)

Action C: Establish a citywide small business revolving loan fund

Access to capital remains a significant challenge to most small businesses. Small businesses are vital to the health of Vancouver's economy, ranging from main street retail establishments to local restaurants, construction businesses, small manufacturers, and software firms. These small businesses provide income for families and create jobs for residents. For many small business owners, particularly those from marginalized populations, their service or product is marketable, but operating capital is out of reach. This issue is even more acute for early-stage businesses that have difficulty qualifying for traditional loans from banks or credit unions. The City will help capitalize and launch a small business revolving loan fund to help improve access to capital for early-stage businesses that don't currently qualify for traditional loans, ensuring that they remain a critical component of Vancouver's economy.

Potential Partners: Washington Department of Commerce, local and regional community development finance institutions, local small business technical assistance providers, local small businesses

Goal 3: Position Vancouver as an inclusive center of innovation and entrepreneurship

Success Metrics

- Employment in the region's innovation-centered industry clusters (computers and electronics, software, clean tech, technology-enhanced manufacturing, life sciences)
- Number and amount of local startup investment deals (angel, seed, venture capital)
- Number and amount of successful startup exits (IPO, M&A)

Action A: Develop a storytelling and marketing campaign to position Vancouver as a center of innovation

The economic success of Vancouver as an entrepreneurship hub is not fully known within the region or nationally. An opportunity exists to help Vancouver transition from a "best-kept secret" status to an acknowledged driver of innovation. Vancouver is home to a blossoming startup community and several nationally competitive innovation-

based industry clusters, such as advanced manufacturing, computer & electronics, software, clean tech and life sciences. A targeted storytelling and marketing campaign will highlight Vancouver's business-friendly policies, quality of life, entrepreneurship ecosystem and innovation-based sectors. By highlighting success stories, showcasing industry and entrepreneurial leaders, and emphasizing its strategic location in the Pacific Northwest, Vancouver can elevate its reputation, spur economic growth, and establish itself as a dynamic and forward-thinking city for businesses, entrepreneurs, investors, and talent.

Potential Partners: Washington Department of Commerce, Columbia River Economic Development Council, Washington State University-Vancouver, local and regional startup support organizations, industry cluster leaders, local entrepreneurs, experienced marketing and communications stakeholders

Action B: Support and host startup networking, pitch, and investment events

An important step in positioning Vancouver as an innovation hub is cultivating a vibrant ecosystem and connecting local entrepreneurs with critical resources. This City will lead in bringing startup pitch, networking, and investment events to Vancouver to provide a platform for startups to showcase their ideas, gain valuable feedback and attract funding from investors. These events will also be positioned to foster collaboration, mentorship, and knowledge-sharing among entrepreneurs, industry leaders and community stakeholders. An important focus of this Action will be to design events to attract a diversity of participants, including startup founders from historically marginalized communities.

Potential Partners: Local/regional startup support organizations, industry cluster leaders, local entrepreneurs and startup investors

Action C: Launch a local early-stage startup investment fund

Access to capital for high-growth startups is critical to building a competitive entrepreneurial ecosystem. Unfortunately, early-stage investors mostly invest in major startup hubs like San Francisco, Seattle, Austin, and New York City, making it difficult for entrepreneurs in smaller markets to attract the investment capital they need to grow.

The City will seek opportunities to help capitalize the fund as well as explore successful models focused on access to early-stage capital (angel and seed), as well as services and resources such as affordable space, founder mentoring and coaching, business development and market analysis, business planning, and networking and peer support opportunities to ensure Vancouver-based startups have access to the full suite of resources they need to grow. The primary purpose of this action is to better position Vancouver to attract and retain talented entrepreneurs, foster local economic development, and leverage the our strategic location near major technology and innovation markets in the Pacific Northwest.

Potential Partners: Local and regional startup support organizations, local entrepreneurs and startup investors

Action D: Evaluate feasibility and identify partners to launch a target industry innovation center

Industry innovation is essential for the long-term economic competitiveness of a region. Specialized innovation centers have the potential to attract public and private investment, including federal and state research grants, venture capital, and corporate partnerships. Such a center would facilitate enhanced research and development through access to advanced product testing equipment and prototyping labs, incubators or accelerators to help new businesses scale, and specialized workforce training programs. Focusing the Innovation Center on one of the region's industry clusters—advanced manufacturing, computer and electronics, clean tech, software and life sciences—could position Vancouver as a regional or national leader in that sector, further attracting businesses, entrepreneurs, investors and skilled talent to the city. While the development of an Innovation Center is a long-term project, initial steps the City can take will include evaluating development feasibility, selecting a target industry, and identifying private and institutional partners.

Potential Partners: Washington Department of Commerce, Columbia River Economic Development Council, Washington State University-Vancouver, Clark College, local/regional startup support organizations, industry cluster businesses and leaders, local entrepreneurs and startup investors

Goal 4: Invest in neighborhood commercial districts that result in safe, vibrant and accessible communities

Success Metrics

- Number of vacant or underutilized commercial properties in priority neighborhood commercial districts
- Number of jobs in priority neighborhood commercial districts
- Access to essential neighborhood services (food, housing, transportation, childcare, medical, etc.) near priority neighborhood commercial districts

Action A: Establish a Neighborhood Business District Improvement Program

Neighborhood business districts serve as hubs for essential goods and services, create local jobs, and foster a sense of place and community for residents. These districts support small businesses, which often reflect the unique character and culture of the community, enhancing the area's identity and vibrancy. However, some existing neighborhood commercial areas struggle with property vacancy or underutilization, have minimal access to essential goods and services, provide few entertainment options or are challenged by persistent blight and public safety issues. The City will seek to create a formal Neighborhood Business District Improvement Program, including identifying priority districts and corridors, and neighborhood-level funding options, such as Business Improvement Areas, to resource services such as security improvements, public realm and district beautification investments, art installations, shop local campaigns, or public events and entertainment activities.

Potential Partners: Neighborhood associations, business district organizations, chambers of commerce, small businesses and property owners

Action B: Leverage City-controlled real estate assets or redevelopment projects to provide affordable commercial solutions

For many entrepreneurs and small businesses, current market-rate commercial leases are too expensive, creating a barrier to business growth, limiting economic diversity, and often leading to an increase in underutilized properties. The City will evaluate opportunities to leverage existing City-owned real estate assets or redevelopment projects to offer affordable commercial opportunities for qualified businesses, including culturally centered small businesses and high-growth startups. A key component of this effort would also include researching best practices related to community ownership, co-op, or adaptive reuse models.

Potential Partners: Center City Redevelopment Authority, partner real estate developers, small business technical assistance providers and local small businesses



Office of Equity & Inclusion Update

Introduction by Lisa Brandl, Deputy
City Manager

Nikki Chen
OEI Business Partner
Office of Equity & Inclusion

Jen Dugger Spalding
ADA Coordinator
Office of Equity & Inclusion



Agenda Title

- Introductions
- Disability and Accessibility Updates
- Equity and Inclusion Updates
- Conclusion



Self-Evaluation of Programs and Spaces

- The Self-Evaluation identifies barriers to all programs and services that people with disabilities may encounter
- All programs at the City will be evaluated for:
 - **Non-Discrimination** - September 2025
 - **Effective Communication** – November 2025
 - **Digital Accessibility** – April 2026
- **Parking Lots:** 10
- **Facilities:** 32
- **Parks:** 74 + 4 Community Gardens
- **Rights of Way:** Pedestrian travel routes will *not* be assessed this year



The ADA Transition Plan

- Documents the results of the City-wide self-evaluation alongside the implementation measures that the City plans to take to eliminate the barriers found.
- Our Transition Plan will include:
 - Barriers identified through the self-evaluation process (2025-2026) as well as data collected on the Public Rights of Way (2017-2026)
 - Financial resources needed for barrier removal and remediation
 - Departments responsible for remediating the identified access barriers
 - Timeframe for completing barrier removal and remediation



Project Timeline



Resources:

Accessibility Barrier Reporting Portal

- For use by community members and employees
- Use the form to report accessibility barriers
- We will:
 - confirm receipt of your report,
 - route the information provided to the appropriate dept
 - explore the issue and determine how to address
 - send all follow-up communication to the email address you provide.



Digital Accessibility

Complying with DOJ rule to ensure gov websites/apps are accessible

| | |
|--------------------------------------|---|
| <p>Discovery Phase Feb-June</p> | <ul style="list-style-type: none">• Website/app audit• Software audit• Explore training options |
| <p>Project Plan Summer</p> | <ul style="list-style-type: none">• Develop remediation strategy• Determine allowable exceptions to rule• Establish required training for staff |
| <p>Execute Summer-April 2026</p> | <ul style="list-style-type: none">• Rethink, remediate, rebuild• Train staff |
| <p>Sustaining 2026- ongoing</p> | <ul style="list-style-type: none">• Platforms stay in compliance• Train staff |



City-Wide Accessibility Goals for 2025

- **Community Engagement** – increasing accessibility and inclusion in neighborhoods program
- **General Services** – developing strategy for consistent accessibility reviews of new designs and structures
- **PRCS** – inclusive parks and playgrounds planned (Oakbrook, Fruit Valley) and the City's first ADA Anniversary celebration event
- **EP&H** – providing more information to landlords and renters re: disability rights and responsibilities
- **FMS** – providing guidance and support in making 2026 budget requests related to the transition plan
- **Communications, IT, VPD, CDD, PRCS, CAO, VFD** - increasing digital accessibility



Equity & Inclusion Professional Development 2025

City of Vancouver Employee Requirement



EP&H DEI Team

Recognition to the Economic Prosperity and Housing Department

2023- Created their own department led DEI Team

2024- April 2024, the EPH DEI team, in partnership with the OEI team, conducted an anonymous survey of EPH staff to get a sense of how the department felt about DEI within the department. In September 2024, the EPH DEI Team hosted a 4-hour training session based on survey feedback.

2025- EP&H Leadership along with the DEI Team are studying an Anti-Racism Handbook



Chuukese Community

- Community Conversations
- Restorative Justice - Fishbowl
- Cowlitz County Learning & Resource Fair

Goals for 2025

- Clark County Proclamation for all Chuukese Community Members May 2025
- Language Recognition in Clark County and eventually the State of Washington



What is Safe Zone?

The Safe Zone program is a program in which community partners and the Vancouver Police Department collaborate to create safe zones within the City of Vancouver. These zones of safety are created so those who experience a bias/hate crime can have a safe location to remove themselves from the crime as well as receive help in reporting the incident to VPD. Community members and partner organizations will be trained to assist VPD in capturing as much information as possible to help accurately document these incidents.

The Safe Zone program sends a clear message that all individuals are valued and have equal rights.



Safe Zone Impact



Hate Crimes are significantly underreported.
Anywhere from 40-70% go unreported.

One of the many reasons hate crimes go unreported is due to the fear of how the victim will be treated by Law Enforcement.

2025 Quarter one had a 200% increase in hate crime reports compared to 2024.

Safe Zone being an OEI and VPD partnership we hope helps to remove those fears and reassure our city that our officers are here to support.

Our goal is to create an impact of intolerance for these crimes and a safe city for all.



OEI & Community

What's to come in 2025 & beyond



- Connecting Across Cultures Wellness Fair 2025
- Fall 2025 Civic Minds with Latino Leadership Northwest
- Youth recruitment initiative with PALS 2026
- Black Civic Leaders with NAACP 2026



Thank You!



Contact us: OEI@cityofvancouver.us

In-Person: City Hall, 2nd Floor

Currents: <https://cityofvancouverus.sharepoint.com/sites/EI>





City Council Meeting Minutes

Vancouver City Hall | Council Chambers | 415 W. 6th St.
PO Box 1995 | Vancouver, WA 98668-1995
cityofvancouver.us

Anne McEnergy-Ogle, Mayor • Bart Hansen • Ty Stober • Erik Paulsen • Sarah J. Fox • Diana H. Perez • Kim D. Harless

April 28, 2025

Workshops: 4:15-6:00 p.m.

Vancouver City Hall - Council Chambers - 415 W 6th Street, Vancouver WA

The City Council Meeting was held on 4/28/2025 at 4:15 PM in the Vancouver City Hall, Council Chambers 415 West 6th Street, Vancouver, WA 98660.

Workshops were conducted in person in the Council Chambers of City Hall. Members of the public were invited to view the meeting in person, via the live broadcast on www.cvtv.org and CVTV cable channels 23 or HD 323, or on the City's Facebook page, or www.facebook.com/VancouverUS.

View the CVTV video recording, including presentations and discussion, for workshops at: <https://www.cvtv.org/vid/link/37863?startStreamAt=0&stopStreamAt=6715>

Vancouver Downtown Design Guidelines Update

(Approximately 45 minutes)

Jason Nortz, Development Review Manager, jason.nortz@cityofvancouver.us

Staff led Council through a discussion of the Vancouver Downtown Design Guidelines Update.

***Councilmember Perez was absent from the workshop.
Councilmember Hansen joined the workshop remotely.***

Districting Survey Results

(Approximately 1 hour, to immediately follow the previous workshop)

Aaron Lande, Program and Policy Development Manager,
aaron.lande@cityofvancouver.us

Staff led Council through a discussion of the Districting Survey Results.

***Councilmember Perez was late to the workshop.
Councilmembers Hansen and Perez joined the workshop remotely.***

Council Dinner / Administrative Updates (6:00 - 6:30 PM)

Regular Council Meeting

6:30 PM

Vancouver City Hall - Council Chambers - 415 W 6th Street, Vancouver WA

This meeting was conducted as a hybrid meeting with in person and remote viewing and participation over video conference utilizing a GoToMeeting platform. Members of the public were invited to view the meeting in person, via the live broadcast on www.cvtv.org and CVTV cable channels 23 or HD 323, or on the City's Facebook page, www.facebook.com/VancouverUS. Public access and testimony on Consent Agenda items and under the Community Forum were also facilitated in person and via the GoToMeeting conference call.

Vancouver City Council meeting minutes are a record of the action taken by Council. To view the CVTV video recording, including presentations, testimony and discussion, for this meeting please visit:

[https://www.cvtv.org/vid link/37865?startStreamAt=0&stopStreamAt=5154](https://www.cvtv.org/vid_link/37865?startStreamAt=0&stopStreamAt=5154)

Electronic audio recording of City Council meetings are kept on file in the office of the City Clerk for a period of six years.

Pledge of Allegiance

Call to Order and Roll Call

The regular meeting of the Vancouver City Council was called to order at 6:30 p.m. by Mayor McEnery-Ogle. This meeting was conducted as a hybrid meeting, including both in person and remotely over video conference.

Present: *Councilmember Harless, Councilmember Perez, Councilmember Fox, Councilmember Paulsen, Councilmember Stober, Councilmember Hansen, Mayor McEnery-Ogle*

Absent: *None*

Councilmembers Hansen and Perez joined the meeting remotely.

Approval of Minutes

Minutes - April 14, 2025

Motion by Councilmember Fox, seconded by Councilmember Stober, and Yes: 6, No: 0, Abstaining: 1, to approve the April 14, 2025, meeting minutes. Councilmember Paulsen abstained.

Minutes - April 21, 2025

Motion by Councilmember Fox, seconded by Councilmember Stober, and Yes: 5, No: 0, Abstaining: 2, to approve the April 21, 2025, meeting minutes. Councilmembers Stober and Paulsen abstained.

Proclamations

National Community Development Week

Mayor McEnery-Ogle read and presented a proclamation to Ian Alger, Associate Housing Program Coordinator at City of Vancouver, proclaiming April 21-25, 2025, as National Community Development Week.

Community Communication

This is the place on the agenda where the public is invited to speak to Council regarding any matter on the Agenda not already scheduled for Public Hearing. (Separate instructions are provided for offering testimony on Public Hearing when applicable.) This includes the option to testify about Workshops. Members of the public addressing Council are requested to give their name and city of residence for the audio record. Speakers are to limit their testimony to a total of three minutes for all items combined.

Mayor McEnery-Ogle opened Community Communication and received testimony from the following community members regarding any matter on the agenda not scheduled for a Public Hearing:

- *Carmen DeLeon, Vancouver*
- *Kimberlee Goheen Elbon, La Center, WA*

There being no further testimony, Mayor McEnery-Ogle closed Community Communication.

Consent Agenda

The following items will be passed by a single motion to approve all listed actions and resolutions. There will be no discussion on these items unless requested by Council. If discussion is requested, the item will be moved from the Consent Agenda and considered separately – after the motion has been made and passed to approve the remaining items.

Council pulled item 1 for discussion.

Motion by Councilmember Stober, seconded by Councilmember Fox, and Yes: 7, No: 0, Abstaining: 0, to approve Items 2-3 on the Consent agenda.

Motion by Councilmember Fox, seconded by Councilmember Paulsen, and Yes: 7, No: 0, Abstaining: 0, to approve Item 1 on the Consent agenda.

1. Bid Award - Westside Wastewater Treatment Facility Centrifuge Replacement - ITB 25-14

Staff Report: 088-25

Request: On Monday, April 28, 2025, award a contract and authorize the City Manager, or designee, to award and execute a construction contract and any required amendments with Stellar J Corporation, of Woodland, WA for the centrifuge and solids storing mixing equipment replacement at the Westside WWTF at their bid price of \$3,403,895.28, which includes Washington State sales tax and apprenticeship utilization.

Frank Dick, Wastewater Treatment Program Manager,
frank.dick@cityofvancouver.us

Motion approved the request.

2. Purchase and Sale Agreement - 2607 NE Andresen

Staff Report: 089-25

Request: On Monday, April 28, 2025, approve the City's acquisition of the Parcel at 2607 NE Andresen Rd, Vancouver, WA 98661 pursuant to the Purchase and Sale Agreement ("PSA"), and authorize the City Manager, or designee, to finalize, issue, and execute the PSA in substantially the form attached and execute all other documents and related agreements necessary to implement the Purchase and Sale Agreement.

Chim Chune Ko, Principal Project Manager,
ChimChune.Ko@cityofvancouver.us

Motion approved the request.

3. Approval of Claim Vouchers

Request: Approve claim vouchers for April 28, 2025.

Motion approved claim vouchers in the amount of \$3,492,792.14.

Public Hearings

The following item(s) are scheduled for public hearing. Members of the public addressing Council are requested to give their name and city of residence for the audio record. Unless otherwise announced by the Presiding Officer, speakers are to limit their testimony to three minutes for each public hearing.

4. Right-of-Way Vacation - NE 65th Street

AN ORDINANCE vacating the right-of-way associated with NE 65th Street, located on the west side of NE 124th Avenue, north of NE Fourth Plain Boulevard, located within the Southeast Quarter of Section 10, Township 2 North, Range 2 East, Willamette Meridian, City of Vancouver, Clark County, Washington, described more particularly in Exhibit A; and providing for an effective date.

Staff Report: 065-25

Request: On Monday, April 28, 2025, upon second reading and a public hearing, adopt an ordinance to vacate a portion of public right-of-way associated with NE 65th Street, located within the Southeast Quarter of Section 10, Township 2 North, Range 2 East, Willamette Meridian.

Ryan Lopossa, Streets and Transportation Manager, Eric Hahn, Senior Civil Engineer, ryan.lopossa@cityofvancouver.us, eric.hahn@cityofvancouver.us

Ryan Lopossa, Streets and Transportation Manager, Eric Hahn, Senior Civil Engineer, provided an overview of the Right-of-Way Vacation - NE 65th Street.

Council discussed the item briefly with staff.

Mayor McEnerny-Ogle opened the public hearing and received testimony from the following community members:

- *Kimberlee Goheen Elbon, La Center, WA*

There being no further testimony, Mayor McEnerny-Ogle closed the public hearing.

Motion by Councilmember Paulsen, seconded by Councilmember Fox, and Yes: 0, No: 0, Abstaining: 0, to approve Ordinance M-4500.

5. HP Inc. East Master Plan

A RESOLUTION rendering findings and issuing a decision on a proposed Master Plan for the HP East Inc. ("HP") Master Plan development located within the Section 30 Subarea and providing for an effective date.

Staff Report: 090-25

Request: On Monday, April 28, 2025, approve the resolution approving the HP Section 30 East Master Plan as conditioned in the March 11, 2025, Vancouver Planning Commission Staff Report.

Mark Person, Senior Planner, mark.person@cityofvancouver.us

Mark Person, Senior Planner, provided an overview of the HP Inc. East Master Plan.

Council discussed the item briefly with staff.

Mayor McEnery-Ogle opened the public hearing and received testimony from the following community members:

- *Carmen DeLeon, Vancouver*
- *Kimberlee Goheen Elbon, La Center, WA*
- *Bruce Barnes, Vancouver, WA*

There being no further testimony, Mayor McEnery-Ogle closed the public hearing.

Motion by Councilmember Stober, seconded by Councilmember Harless, and Yes: 7, No: 0, Abstaining: 0, to approve Resolution M-4335.

Communications

A. From the Council

B. From the Mayor

C. From the City Manager

New Public Works Operations Campus Project Update Memorandum

Jason Olson, Capital Projects Project Manager, discussed the New Public Works Operations Campus Project Update Memorandum.

Community Forum

This is the place on the agenda where the public is invited to speak to Council regarding any matter. Members of the public addressing Council are requested to give their name and city of residence for the record. Speakers are to limit their testimony to a total of three minutes. Up to 90 minutes will be allotted for the Community Forum.

Mayor McEnery-Ogle opened the Community Forum and received testimony from the following community members regarding any matter:

- *Wynn Grcich, Vancouver*
- *Carmen DeLeon, Vancouver*
- *Bruce Barnes, Vancouver*
- *Eric Cox, Vancouver*

- Bill Kingsley, Vancouver
- Israel Lopez, Vancouver
- Kimberlee Goheen Elbon, La Center, WA
- Sarah Stroh, Vancouver
- Deken Letnich , Vancouver
- J.P. Laplayne, Vancouver
- Chad Capwell, Vancouver
- Minh Nguyen , Vancouver

There being no further testimony, Mayor McEnery-Ogle closed Community Forum.

Adjournment

8:34 p.m.

Anne McEnery-Ogle, Mayor

Attest:

Natasha Ramras, City Clerk

The written comments below are those of the submitter alone and are not representative of the views of CVTV or the City of Vancouver, its elected or appointed officials, or its employees.

From: [James Wu](#)
To: [City Council](#)
Subject: Comment for city council meeting 4/28
Date: Monday, April 28, 2025 8:10:05 AM

You don't often get email from [REDACTED]. [Learn why this is important](#)

CAUTION: This email originated from outside of the City of Vancouver. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I would like to express support of changing our voting systems. A first past the post system gives 2 parties an outsized amount of power in elections. There are several voting systems that have proven better and foster more open communication among the populace, such as ranked choice voting or single transferable vote systems. Increased dialogue among the populace between people who may not agree upon issues will cause greater understanding and a more representative government. Please consider making this an agenda item in the near future.

Thank you for your time and consideration

James Wu
Resident of Hazel Dell.

--

[James Wu, IT Consultant](#)

[REDACTED]

[linkedin.com/in/jameswu83](https://www.linkedin.com/in/jameswu83)

From: [Person, Mark](#)
To: [Dollar, Sarah](#)
Subject: FW: HP East MP - Applicant Presentation
Date: Friday, April 25, 2025 1:06:40 PM
Attachments: [HP East MP CC Hearing 2025.04.28 Applicant Presentation.pdf](#)

Sarah,

Please find the applicant's presentation to Council for HP East MP attached.

Thank you,

Mark

From: Anderson, Soo <[REDACTED]>
Sent: Friday, April 25, 2025 12:14 PM
To: Person, Mark <mark.person@cityofvancouver.us>
Subject: HP East MP - Applicant Presentation

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Hi Mark,

The applicant's presentation for Monday's Public Hearing is attached.

Thank you,

Soo Anderson

VP

JLL Project & Development Services

1120 NW Couch Street, Suite 500

Portland, OR 97209

M + [REDACTED]
[REDACTED]

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intended recipient and you do not wish to receive similar electronic messages from us in the future then please respond to the sender to this effect.

An aerial architectural rendering of a city plan, overlaid with a semi-transparent teal color. The rendering shows a network of streets, buildings, and green spaces. A central area is highlighted with a yellow glow, suggesting a focal point or development site. The overall style is clean and modern, typical of urban planning presentations.

HP EAST MASTER PLAN

VANCOUVER, WASHINGTON

CITY COUNCIL PUBLIC HEARING

APRIL 28, 2025

A COMMUNITY PARTNER

- HP has a deep community connection developed over its 40 years in Vancouver.
- Example of HP's commitment to community service: In 2024, HP Vancouver sent over 300 volunteers on a single day to various service projects in the community, completing over 800 volunteer hours in one morning.

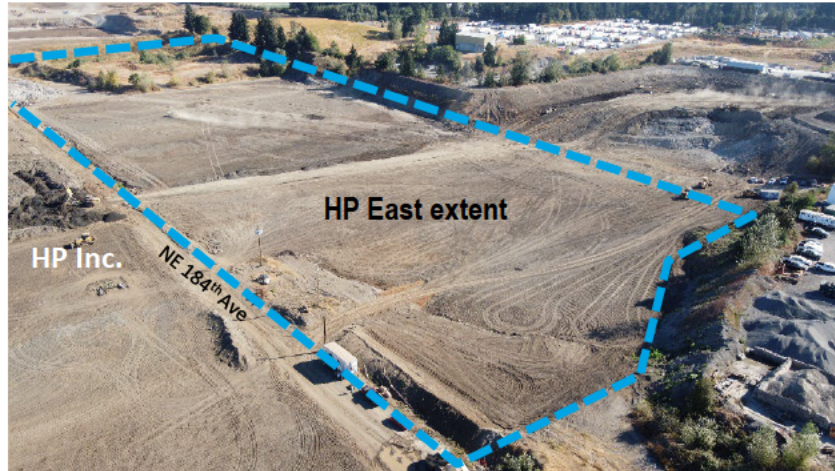


MASTER PLAN EXTENT

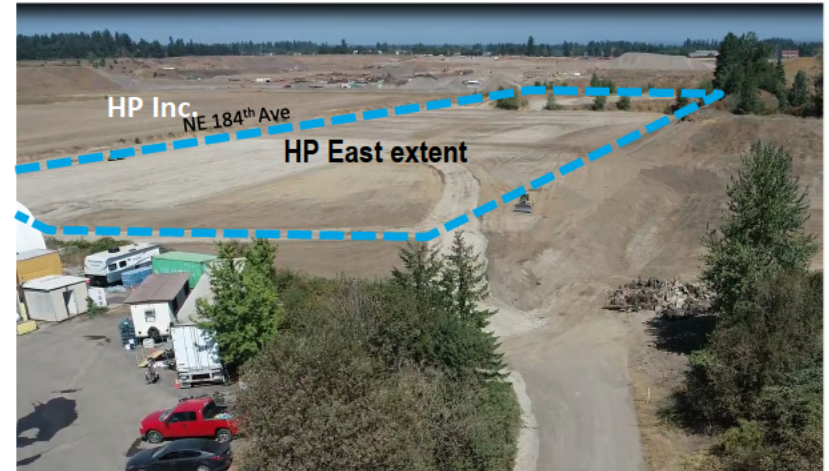
- The City's master plan process embodies the plan for full site development.
- Infrastructure improvements include creation of a new street network, pedestrian connections, water service, sanitary sewer facilities and stormwater treatment.
- Transformation of a former mine site into an office, research and development, and other uses consistent with the ECX zoning and the HP-City of Vancouver Development Agreement.



INITIAL CONDITIONS



FROM THE SOUTHWEST CORNER OF PROPERTY LOOKING NORTHEAST



FROM SOUTHEAST CORNER OF PROPERTY LOOKING NORTHWEST

Note: Photographs taken during 2022-2023 grading activity

CURRENT CONDITIONS



HP East extent outlined in blue

AERIAL VIEW LOOKING FROM SOUTH TO NORTH

Note: Photograph taken Summer 2024

FULL SITE UTILIZATION PLAN (FSUP)










- FSUP provides an overall impression of how the development plan can flexibly respond to changing circumstances over the life of the Master Plan.
- FSUP indicates the potential placement of buildings and integral open space contemplated within each block.

| LEGEND | |
|---|-------------------------------|
|  | HP 68 ACRES PROPERTY LINE |
|  | FUTURE ROW LINE |
|  | POTENTIAL BUILDING |
|  | POTENTIAL BUILDING OR PARKING |
|  | PARKING AREA |
|  | SERVICE YARD |
|  | OPEN SPACE |
|  | STORMWATER TREATMENT AREA |
|  | PLAZA |
|  | EXISTING TREE |
|  | PROPOSED FUTURE TREE |



CONCEPTUAL MASTER PLAN LAYOUT FOR HP PROPERTY

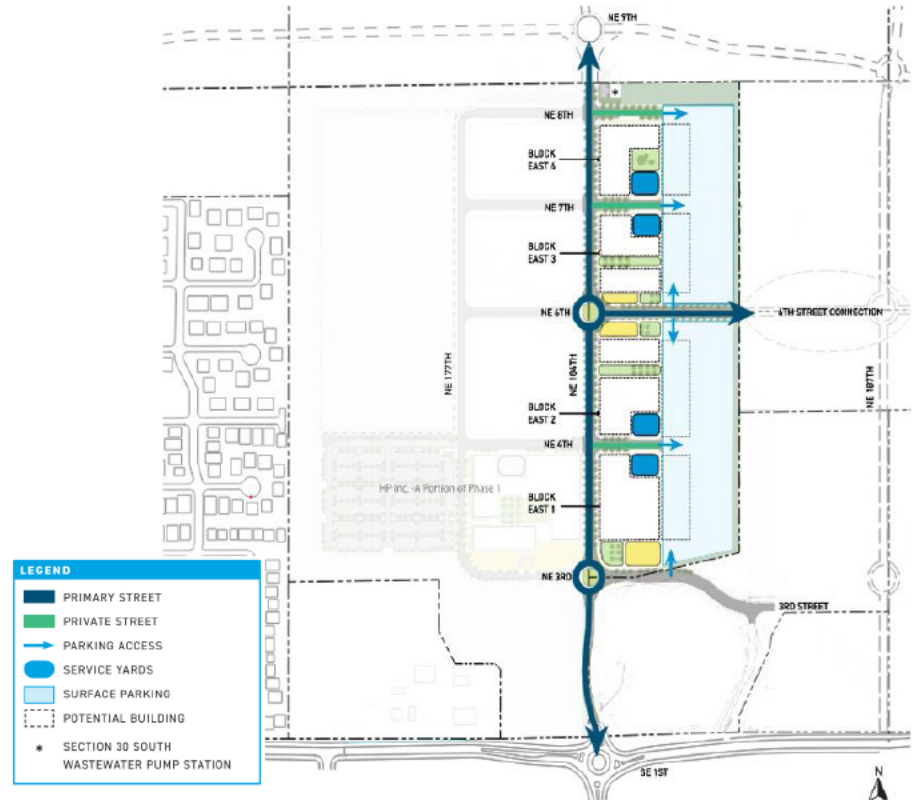
- Conceptual image of a possible configuration of building, parking, and open spaces in each block of development.
- If any buildings need to be sited in the eastern or western parking lots, they will comply with the agreed upon setbacks in the Development Agreement.
- The size and configuration of each building will be determined before each phase is submitted to the City for building permits. Until then, the building footprints shown illustrate the mix of potential buildings.

| LEGEND | |
|---|-------------------------------|
|  | HP 68 ACRES PROPERTY LINE |
|  | FUTURE ROW LINE |
|  | POTENTIAL BUILDING |
|  | POTENTIAL BUILDING OR PARKING |
|  | PARKING AREA |
|  | SERVICE YARD |
|  | OPEN SPACE |
|  | STORMWATER TREATMENT AREA |
|  | PLAZA |
|  | EXISTING TREE |
|  | PROPOSED FUTURE TREE |



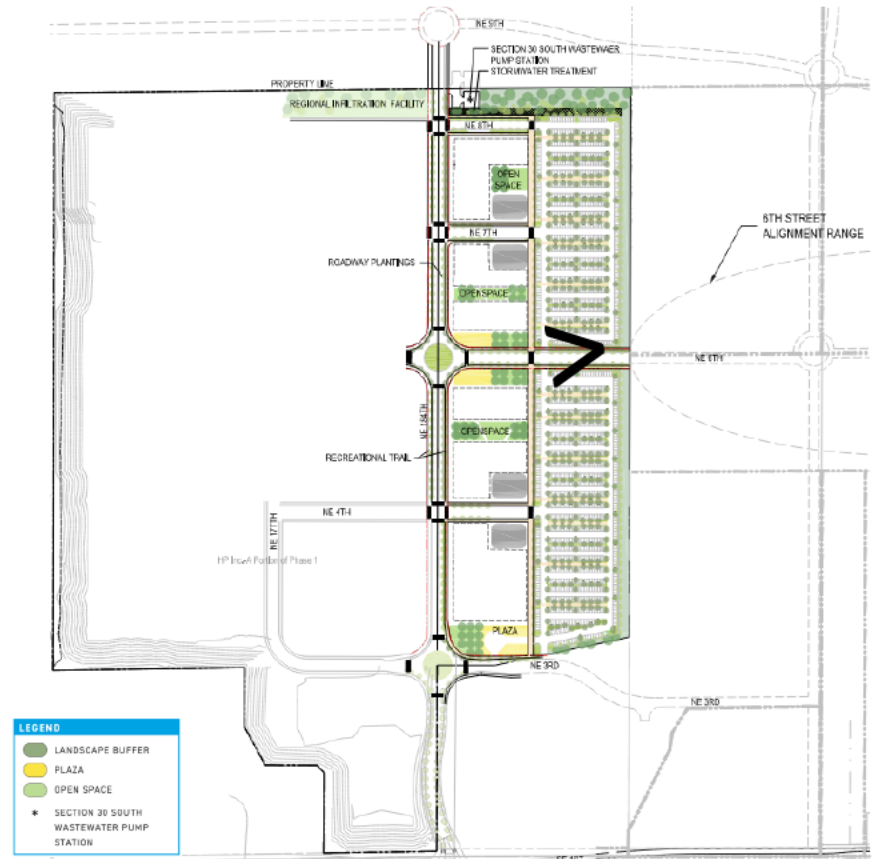
VEHICULAR NETWORK

- Block lengths along NE 184th are generally 600', with an exception to allow a maximum at 700', consistent with the HP Development Agreement.
- NE 3rd and NE 6th Streets will be public east-west streets.
- Right-in/right-out private streets will connect to 184th Avenue at NE 4th, NE 7th and NE 8th Streets.



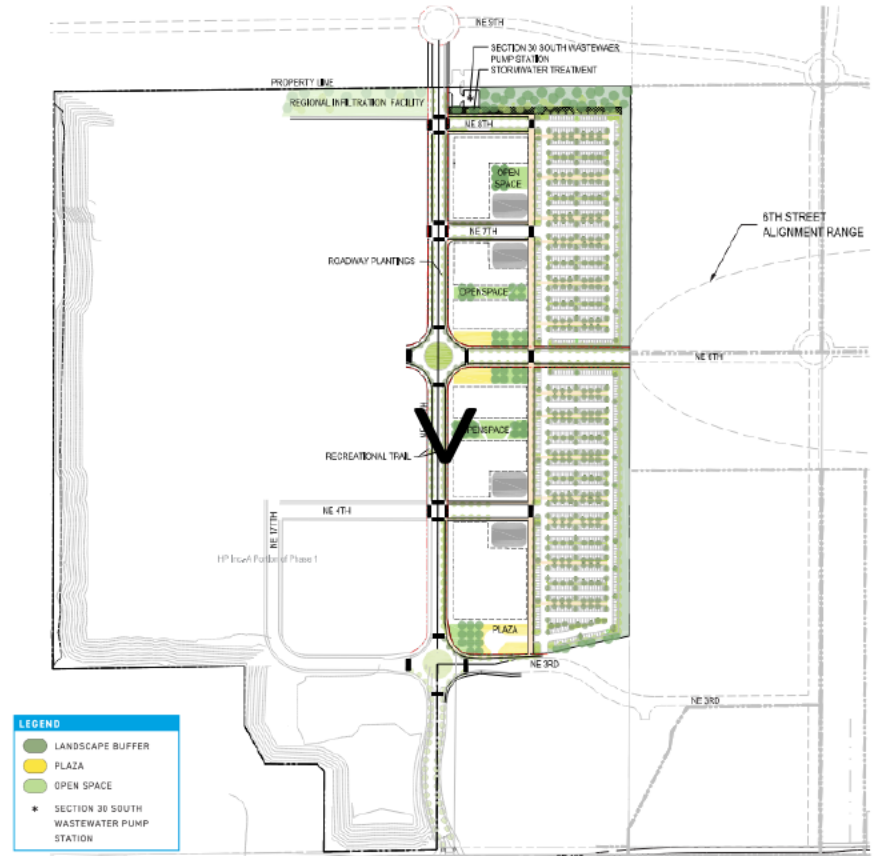
A VISION FOR THE HP EAST PROPERTY

- Materials and design details will differ between buildings, although a "family resemblance" will present a unified appearance.
- Future phased development consistent with the Development Agreement will occur across the HP property.



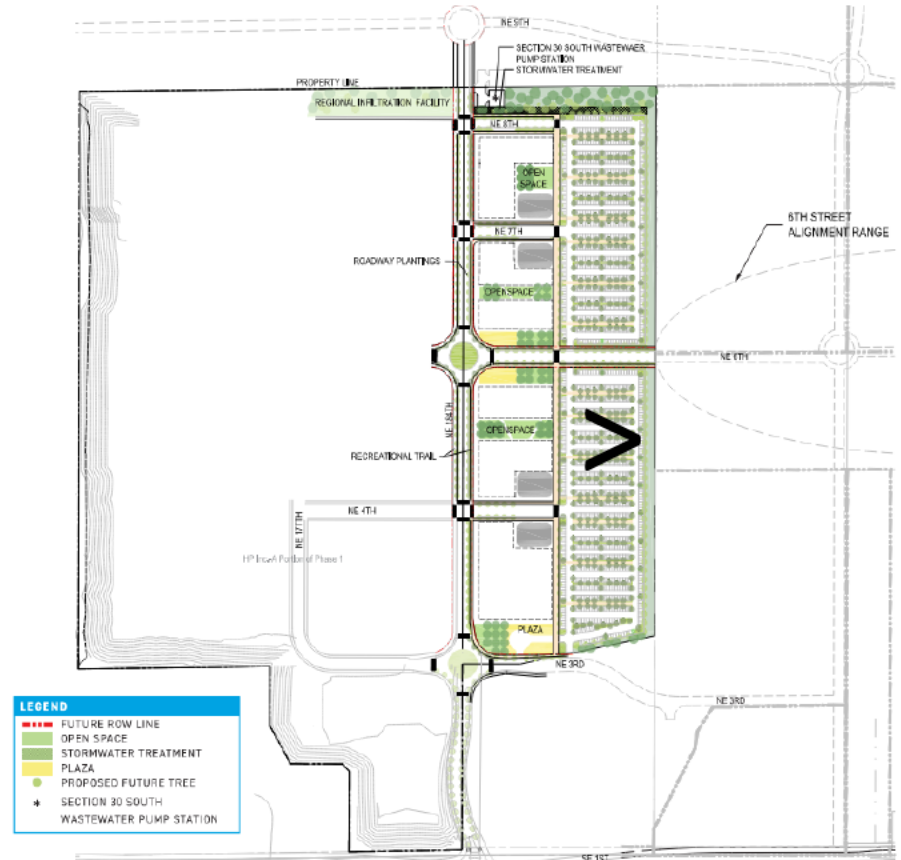
OPEN SPACE AND PLAZAS

- Buildings will be interspersed with open space and plazas providing occupants with various outdoor opportunities.
- A public recreational trail will connect the HP development to the neighborhood and other features planned for Section 30.
- Private streets and plaza areas provide pedestrian access to parking and provide visual relief to blocks.



LANDSCAPE DESIGN

- Landscape design will favor drought-tolerant native plant materials and will create an environment that encourages walking.
- Generous use of trees on streets and in parking lots will provide shade and define distinct outdoor spaces.

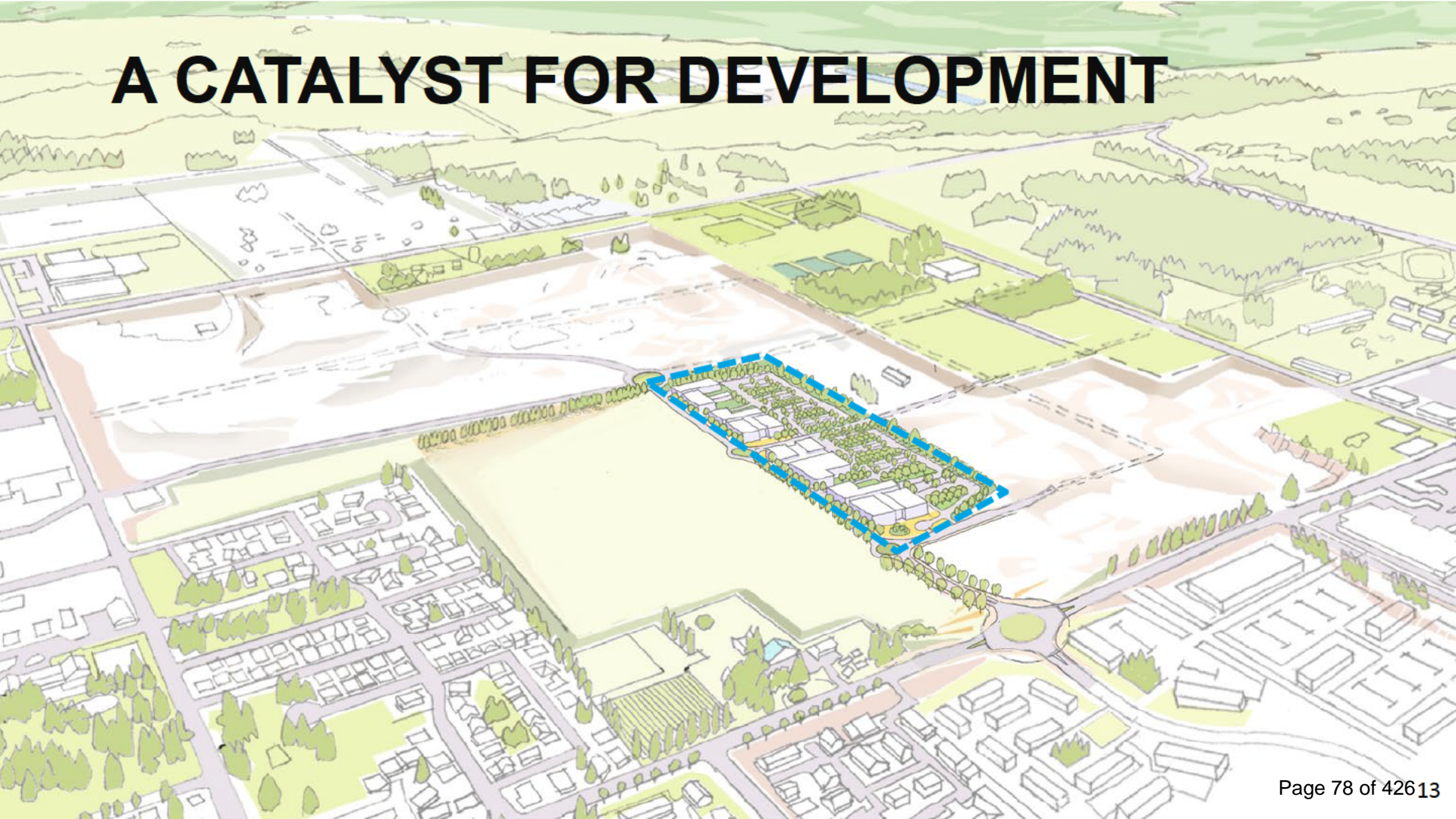


STORMWATER FACILITIES

- Each property owner in Section 30 is to manage stormwater quality on its own property prior to releasing it to a public stormwater collection facility.
- Native gravels provide the best infiltration sites, and the City will prioritize preservation of areas that still have native gravel for stormwater infiltration especially near NE 9th Street.
- The public stormwater facility on the west side of NE 184th Avenue at the northern end of the HP property will extend west as needed to accept public stormwater and may include stormwater runoff from the HP East Master Plan area.



A CATALYST FOR DEVELOPMENT



HP EAST MASTER PLAN

An aerial architectural rendering of a city plan. The drawing shows a mix of urban development, including residential blocks with small houses, larger commercial or industrial buildings, and green spaces with trees. A central road network is visible, with some areas highlighted in light green and others in light brown. The overall style is a clean, illustrative line drawing with flat colors.

HP respectfully requests that the City Council approve the HP East Master Plan.

Justin Chi, HP Inc.
HP East Master Plan Team Consultants

From: [Wynn Grcich](#)
To: [Rebecca Messinger](#); [City Council](#)
Subject: Watch "Don't damage your mind. Get the 4biddenknowledge TV app on your app store by Billy Carson" on YouTube
Date: Sunday, April 27, 2025 11:07:32 PM

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<https://youtube.com/shorts/EtaXQU2lbsU?si=TA0lCaZmt5of9WrJ> .Please send to council members and Melnick. Put on public record and confirm that you did. Thanks from Wynn



Wynn Grcich, Vancouver



Sunday, April 18, 2021

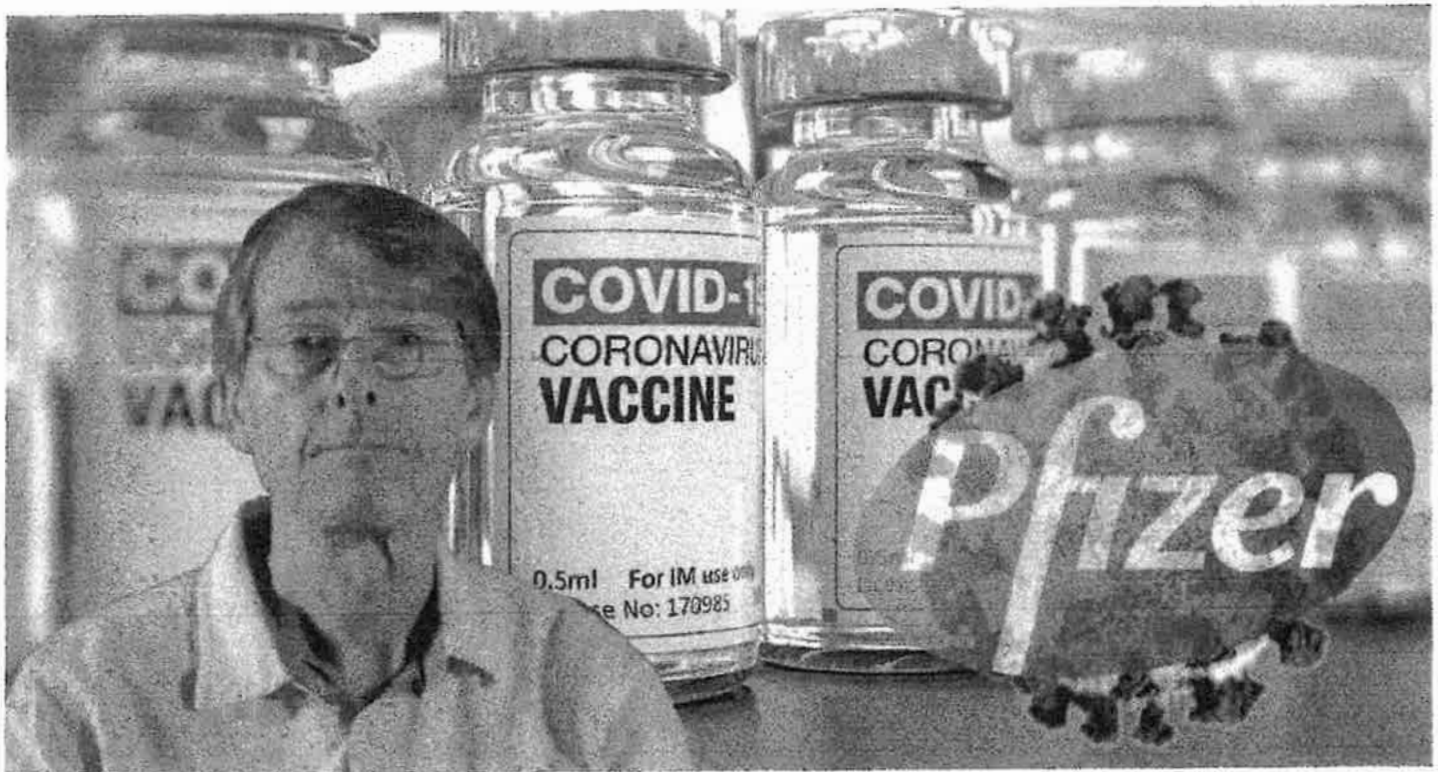
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The Blaylock Wellness Report

Living a Long Healthy Life

Edited by Russell L. Blaylock, M.D.

September 2004

The Blaylock Wellness Report

Vol. 1, No. 4

Quick Facts

- **Studies confirm brain damage**
- **Aluminum and fluoride**
- **Water safety**
- **Increased risk for ADD, ADHD, dyslexia**
- **Fluoride's links to Alzheimer's disease, Lou Gehrig's disease**
- **Sleep problems**
- **Fluoridated drinking water and cancer**
- **Fluoride and bone cancer in young men**
- **Crippling bone disease**
- **Thyroid function**
- **Links to male infertility and impotence**
- **Myth: Teeth and fluoride toothpaste**
- **Action to take**
- **California wines**
- **Magnesium malate: Prevents aluminum absorption**

Why Fluoride Is Toxic

The primary reason fluoride began being added into drinking water years ago was to reduce cavities; the general public may not know that fluoride also can injure the nervous system and even cause cancer.

Degenerative brain diseases such as Alzheimer's are possibly linked to drinking fluoridated water. Cancer, behavioral problems, thyroid suppression, male infertility and impotence are also some examples of what may happen to the body when too much fluoride is present. And the combination of fluoride and aluminum is toxic enough that scientists warn about its connection to Parkinson's and Lou Gehrig's diseases.

Fluoride will not kill you outright or cause dementia over a short period of time. But at certain levels it will accumulate in your brain and can lead to a form of degeneration.

I lectured at the Fluoride Action Network conference on the subject of the toxic effects of water fluoridation and urged everyone to stop the government from using drinking water to medicate the public.

Fluoride and the Brain

A number of fairly recent studies have shown significant damage to many parts of the brain caused by fluoride. One study showed that rats given fluoride while still in the womb became hyperactive, much like what we see in childhood ADHD. Newborn and adult rats given fluoride reacted much differently; they became "couch potatoes."

The difference lies in how the brain develops at different ages. In humans, for example, the most rapid brain growth and development occur in the last three months of pregnancy and the first two years after birth. This means the brain is especially susceptible during that time to damage by toxins such as fluoride. Of course, results are determined by when the toxin was first given and for how long, and the dose.

Even more frightening is what one world-renowned scientist discovered: Fluoride can accumulate in the brain. With every drink of water,



the fluoride levels in the brain increase — and so does the danger to you.

The Truth About Studying Fluoride

Dr. Phyllis Mullenix, a leading neurotoxicologist, developed a sophisticated method to study behavioral patterns using a computer. She would photograph interactions of test rats given fluoride and feed the results into a computer program.

Much to her surprise, she discovered that the fluoride was causing significant behavioral problems, not only when rats were exposed in the mother's womb, but also soon after birth and even as adults. Upon examining seven areas of the animals' brains she found that the longer an animal drank fluoridated water, the higher the brain level of fluoride. She also found that a high accumulation of toxins over time reaches levels that always cause brain injury.

Critics charged Dr. Mullenix with using doses of fluoride much higher than people are commonly exposed to. But researchers should know that rats have difficulty absorbing fluoride. In comparing rats to people, the only thing that should be looked at is the blood level; the amount of fluoride in the blood determines the amount of fluoride reaching the brain.

The blood levels in Dr. Mullenix's rats equaled that seen in humans exposed to fluoride levels approved by the Environmental Protection Agency (EPA) as safe. Approved levels of fluoride in drinking water are up to 4 parts per million, or 4 ppm.

After presenting her findings to the EPA and National Institute of Dental Health, Dr. Mullenix faced great opposition from colleagues. Fellow scientists who once clamored to use her computerized system now eschewed any communication with her.

Her very expensive computerized behavioral analysis equipment was destroyed by a contrived "accident". In addition, all of her lab animals were killed and their bodies incinerated.

More Studies Confirm Brain Damage

The number of studies showing significant damage to various parts of the brain continues to grow,

most of the studies coming from Mexico, China, Japan, Spain, Italy, Ireland, Sweden, Canada and England. Very few studies come from labs in the United States, but those that do find fluoride to be very toxic to the brain.

Entities such as National Institutes of Health and National Institute of Dental Health are to blame for fewer U.S. studies as they refuse to fund fluoride safety research.

What we do know is that in China, children who drink fluoridated water have lower IQs than those who don't. Many villages and cities in China have natural fluoride levels that are high, and Chinese scientists have found a drop of 10 points in IQ in fluoridated cities.

But some challengers say these scientists didn't account for possible lead exposure, so tests were redone. The Chinese scientists made careful measurements of all factors including lead and fluoride. The end result? They found the same lowering of IQ caused by fluoride in the drinking water.

Mexican studies fared no better. An article in the journal *Epidemiology* showed that children drinking water with EPA-approved fluoride levels had problems with reading and writing.

Again, care was taken to control for factors that might adversely affect the results. In fact, urine fluoride levels were measured to prove that the greater the fluoride exposure the worse the tests results. Note that most cities set fluoride levels in drinking water well below EPA-approved levels.

The Alzheimer's Connection

What is the connection between Alzheimer's disease and fluoride? Studies show plenty. While drinking fluoridated water is not the cause of Alzheimer's, there is a link.

One study found that fluoride in the drinking water of rats caused significant reduction of a brain receptor critical for learning and memory, which are the same receptors reduced very early in Alzheimer's disease.

Scientists including Dr. Phyllis Mullenix and Dr. Albert Burgstahler, an organic chemist and editor of *Fluoride*, indicated to me yet another study showing

water were within the "safety guidelines" established by the EPA. No other causes for this damage were found.

Individuals who counter these results say there was up to 4.5 ppm of fluoride in the water, and guidelines call for only 1 ppm. I object to their finger-pointing and say it doesn't take a brain surgeon to see that this does not leave much of a margin of safety, especially when the EPA usually uses a 100-times margin of safety for such toxins.

And we have seen that fluoride accumulates in the brain, reaching levels equal to these studies. Yet most important is the fact that even their estimates found that the average person is taking in 3 ppm per day through foods, drinks and pesticide exposure. More accurate estimates found an average daily consumption of fluoride of 4 to 8 ppm.

Here's a great example of how fluoride can sneak up on you. In the South, most people drink iced tea with their meals. All teas contain very high levels of fluoride as well as aluminum. Because the summers are so hot, a large number of people are drinking large volumes of this fluoride-laden tea.

Many foods and drinks also are high in fluoride, such as de-boned meats, gelatin and American wines, especially California wines.

Pesticides, too, are a problem, because they contain cryolite, a compound containing aluminum and fluoride in high concentrations. Interestingly, workers in cryolite industrial plants have been found to have a high incidence of thinking disorders as well as genetic damage.

Fluoride and Cancer

In 1975, Dr. Dean Burk, the former chief chemist of the National Cancer Institute, and Dr. John Yiamouyiannis conducted a study comparing cancer death rates in the 10 largest fluoridated cities matched with the 10 largest non-fluoridated cities. These cities were matched for equal cancer death rates before the fluoridation experiment was begun.

They found that once cities began including fluoride in their drinking water, cancer death rates began to climb. After 13 to 17 years of fluoridation of their drinking water, these cities experienced a 10

percent increase in cancer death rates compared with the non-fluoridated cities.

The incidence of cancer would be even higher than the cancer death rates, since many people with cancer will not die of the disease during the years studied.

The Centers for Disease Control and Prevention (CDC) repeated the study using a larger number of cities and found similar results. Interestingly, both scientists proved their case in court against representatives from the National Cancer Institute.

Several other doctors found even more frightening associations between fluoridation of drinking water and cancer incidences. Dr. Donald Austin of the California Tumor Registry discovered the cancer death rates in California were 40 percent higher in fluoridated communities and Dr. Victor Ceilioni showed the cancer death rates in Canadian cities were 15 percent to 25 percent higher in fluoridated Canadian cities compared with non-fluoridated cities.

Although a heavy proponent of fluoridation, the U.S. Public Health Service discovered similar results as Drs. Austin and Ceilioni after following up its initial fluoridation program.

In the first of the fluoridated cities in the U.S. — Grand Rapids, Michigan — the Public Health Service found a 22 percent increase in cancer death rates compared with the non-fluoridated control city of Muskegon, Michigan.

We can now show a strong connection between fluoridated drinking water and cancer death rates. And the evidence gets even stronger. As a result of these studies and the fact that the U.S. Public Health Service could not defend fluoride safety, Congress ordered a study of the problem to be conducted by the Battelle Memorial Institute in Columbus, Ohio.

The Battelle Institute announced its findings and released proof of the connection between fluoride and cancer of the mouth in February of 1989.

The study showed:

→ At 45 ppm, there was a 12 percent increased incidence of oral cancers, such as cancers of the tongue and gums. Subsequent studies did indeed

that fluoride added to water in the presence of even small amounts of aluminum caused severe destruction of brain cells in the part of the brain controlling learning and memory, the hippocampus.

Clearly, these studies demonstrate that fluoride could cause an early onset of the disease and make it progress more rapidly. In fact, when combined with other toxins we all are exposed to, it can make matters worse.

Alzheimer's patients also have dramatic increases in gut absorption of aluminum, as do children with Down syndrome. In one study, fluoride increased by seven times absorption of aluminum from the gut and significantly increased the entry of aluminum into the brain.

The Toxic Effect of Fluoride and Aluminum

All of us are exposed to numerous sources of aluminum – in foods, canned drinks, aluminum cans and cookware, deodorants, vaccinations, medications and pesticides. And, as we all may know, there is further compelling evidence that aluminum plays a major role in Alzheimer's disease and possibly Parkinson's and Lou Gehrig's diseases.

The combination of fluoride and aluminum is so toxic that even in concentrations half those added to drinking water will cause severe destruction of critical brain cells. You will have a hard time thinking, remembering and performing normal brain functions with this toxic duo.

The same can be true for your children. Combining aluminum and fluoride may very well increase the risk of ADD, ADHD, dyslexia and other developmental brain disorders of children, especially when combined with other toxins from the environment. These studies are compelling and frightening.

The Pineal Gland: Another Area of Concern

A recent study by Dr. Jennifer Luke at the School of Biological Sciences at the University of Surrey in England found that fluoride accumulates in the pineal gland in the brain. Of the pineal

glands she obtained from six elderly people dying of unrelated causes, she found fluoride levels 2,500% higher than other areas of the brain. The fluoride was accumulating in enormous amounts in the calcium deposits normally found in the pineal of older people.

So, why is this important? The pineal gland is the source of the very important hormone melatonin, the same hormone sold in health food stores to aid in sleep. Melatonin regulates the onset of puberty in boys and girls, it regulates the onset of sleep and it protects the brain against damage by free radicals and what is known as lipid peroxidation, the main destructive reactions seen in all degenerative brain diseases.

In fact, individuals with Alzheimer's disease commonly have lower melatonin levels than do individuals of similar age.

But it is the latest findings that are so startling:

→ Young girls who live in cities with fluoride in the water have been known to begin menstruating five months sooner than their counterparts in non-fluoridated towns.

→ Newborns with the lowest melatonin levels had the most problems with behavioral development.

→ Brain protection in adults is being altered.

Fluoride and Baby's Brain Development

Since baby animals exposed to fluoride develop high levels of free radicals in their brains, it makes one wonder what happens to human babies. Unfortunately, it is the same damage.

Researchers examined the brains of aborted babies five to eight months into a pregnancy who were from areas having naturally high fluoride levels in the drinking water.

What researchers found was alarming: The brain cells of the babies were grossly abnormal and nerve fibers were not even compatible with typical human nerve fibers. The brain cells in the babies were grossly abnormal and the nerve fibers were misplaced and swollen. These brains were miswired. Keep in mind the fluoride levels in the drinking

show that the incidence of oral cancers in fluoridated vs non-fluoridated cities was 33 percent to 50 percent greater.

- Toothpaste can contain between 1,000 and 1,500 ppm fluoride.
- Fluoride gels used in dental offices contain up to 15,000 ppm.
- New fluoride varnishes release a high concentration of fluoride continuously in the mouth.

Fluoride, Bone Cancer and Young Men

The bones accumulate more fluoride than any other tissue with the exception of the pineal gland. The Battelle study found that the longer one lives in a fluoridated community, the higher one's bone fluoride levels are.

In fact, animals exposed to 45 ppm of fluoridated drinking water showed an increase in a rare form of bone cancer called osteosarcoma -- in human studies the fluoride concentrations in bones found levels greater than 2,000 ppm.

Osteosarcoma is a tumor most commonly seen in young men in their late teens and twenties. If the Battelle study was accurate, one would expect to see a rise in osteosarcoma in young men in fluoridated communities.

All one has to do is look to the reports by the National Cancer Institute and a 1992 study by the New Jersey Department of Health that show heavy increases, some as high as 50 percent, of the occurrence in osteosarcoma in young men. A New Jersey study found a 3 to 7X higher incidence of this cancer in young men in fluoridated communities vs. non-fluoridated.

Even more shocking is the fact that the Proctor & Gamble Company's own scientists found a link between fluoride ingestion and bone cancer risk before they began adding fluoride to Crest toothpaste. This information was not released voluntarily but required a Freedom of Information lawsuit to pry it loose.

Another P&G study shows that scientists also found genetic damage to cells exposed to just 1 ppm of fluoride, the same dose added to drinking water. This relation to genetic damage has been confirmed

by several independent researchers.

Other types of cancers associated with fluoride exposure include:

- Industrial exposure to airborne fluoride shows a 35 percent increase in lung cancer.
- There is also a 129 percent higher incidence in laryngeal cancer.
- Significant data show an 84 percent increase in bladder cancer.

In fact, in the Battelle study fluoride caused a rare liver tumor that can be produced in experimental animals by only one other toxin -- uranium.

Does Fluoride Cause Crippling?

Skeletal fluorosis is a rarely used term in the United States but often discussed in medical journals overseas. Not that it doesn't occur in the U.S., it's just shrouded in secrecy. Few American doctors have even the slightest understanding of the condition.

As you have learned, the bones accumulate fluoride in very high concentrations and continue to do so the longer you drink fluoridated water. Dr. Hardy Limeback, a professor of dentistry at the University of Toronto who also conducted studies on fluoride levels in the bones of people living in fluoridated communities versus non-fluoridated communities, found that the former had fluoride bone levels two times higher than the latter.

In 1993 the National Academy of Sciences admitted that when bone fluoride levels reached 7,500 to 8,000 ppm, stage 2 and 3 skeletal fluorosis was likely to occur.

So, what is skeletal fluorosis? When fluoride accumulates in bones it stimulates the bone-generating cells, known as osteoblasts, to over-produce bone calcium in what are commonly known as bony overgrowths or bone spurs. These can appear over the joints, within ligaments and especially within the spinal bones. With extensive overgrowth (stage 2 and 3) a person becomes crippled.

Of particular concern is the bone overgrowth on the spinal bones, because they can compress spinal nerves and even the spinal cord. We call this condition spinal stenosis.

Spinal stenosis is a very common disease that can affect the young as well as the elderly. It is much more common after age 50. I have operated on hundreds of people with this condition. Compression of the spinal cord in the neck can result in quadriplegia -- permanent paralysis from the neck down.

I have examined the spines of people from India with this condition proven to be caused by fluoride excess in the drinking water, and it is exactly the same as we are seeing in this country. Incredibly, no one has conducted studies in this country measuring fluoride bone levels in this crippling condition. It is not even mentioned in our medical textbooks.

Bone Fractures and Fluoride

One of the worst things that can happen to an elderly person is to fracture a hip. With mortality rates of up to 50 percent of those who do fracture their hips, many who survive never walk again. Any type of bone fracture is very painful and unfortunately quite common among the elderly.

When fluoride is present in the bones it is shown to weaken the cortical bone, that part that gives the bone strength -- bad news for fracture sufferers. One study among Utah's Mormon community found that fluoridation of the drinking water increased the incidence of hip fractures by 27 percent in women and 41 percent in men.

Fluoride and the Thyroid

In the past, medical doctors used fluoride tablets to reduce the activity of overactive thyroid glands (hyperthyroidism). Subsequent studies have found that fluoride also suppresses the activity of the normal thyroid as well, inducing a condition called hypothyroidism or goiter.

A study done in China found that thyroid enlargement was almost 10 times greater in areas with high fluoride levels in the drinking water. Since the thyroid accumulates more fluoride than any other gland, studies were done and confirmed on animals that fluoride in drinking water inhibits the thyroid gland. It gets worse when iodine levels are very low or very high.

Pregnant women with low thyroid function are at

a greater risk for their babies having severe mental retardation, thereby impacting the fetuses' brain development, according to an article published last year in *The Journal of Clinical Investigation*.

The article indicates that a child's mental development was directly related to the mother's thyroid function during the 12th week of pregnancy. With fluoride's ability to suppress thyroid function, even mild depression of the thyroid can cause a significant increase in the incidence of mental retardation in children in fluoridated communities. This may explain the finding of significant increases in Down syndrome in fluoridated communities.

Fluoride, Male Infertility and Impotence

Reduced sperm counts and infertility in men who work in cryolite (50% fluoride) and aluminum factories have been reported. Supporting evidence shows that fluoride added to the drinking water of experimental animals causes significant reductions in sperm counts, lower testosterone levels and a dramatic increase in abnormal, mutated sperm. This has been shown in many animal species as well as in humans.

Male fertility has been hampered by free-radical generation in the areas of the testes that produces sperm. This could explain not only infertility in many men living in fluoridated areas but also genetic defects in their offspring should they be able to conceive, especially those with higher intakes of fluoride.

What About the Teeth?

Let us not lose sight of the reason for fluoridating drinking water in the first place: preventing cavities. After all, didn't the American Dental Association promote the idea that fluoridating drinking water could reduce cavities by as much as 50 percent? In fact, subsequent examination of these studies found no reduction in cavities.

One dentist commissioned by the U.S. Public Health Service found that people in high-fluoride areas had fewer cavities but they also suffered from a condition called dental fluorosis, which leaves the teeth brown and mottled.

I would recommend avoiding the use of spray cans, such as hair spray, and getting rid of aluminum cans, such as those containing diet colas.

Health food stores offer toothpaste without fluoride. One type is Tom's of Maine Natural Fluoride-Free Toothpaste.

The best way to remove pesticide and herbicide residues from vegetables is simply to wash them. California wines also should be passed up, since they contain high amounts of fluoride.

Soy products, which are high in fluoride, aluminum, glutamate and manganese, are all known neurotoxins and should be avoided.

It is critical that mothers avoid all soy-based infant formulas, especially if they are reconstituted by water in a fluoridated water system. Soy-based formula has very high levels of these brain toxins, and a baby's brain is the most vulnerable until the age of two years.

What You Can Do to Protect Yourself

Certain supplements protect against the harmful effects of fluoride and aluminum. These include (adult levels):

→ Magnesium malate. Take 1,000 mg. with each meal to prevent aluminum absorption.

→ Calcium citrate. Take only between meals to prevent increasing aluminum absorption. Calcium citrate protects against aluminum toxicity and helps remove aluminum from body tissues. Calcium also protects against fluoride toxicity by binding to the

fluoride. Another form of calcium you can use is calcium pyruvate. The calcium neutralizes the fluoride and the pyruvate binds the aluminum, preventing absorption.

→ Vitamin E succinate or natural from vitamin E (mixed tocopherols), 400 IU. Take one or two a day. Discard the gelatin capsules as they contain fluoride and glutamate as well as cow protein.

→ Vitamin C as magnesium or calcium ascorbate. Take 1,000 mg twice a day. Reduces fluoride toxicity.

→ Vitamin D. Take 2,000 IU a day. Protects against fluoride toxicity, especially in pregnant women. To be safe, if pregnant take 1,000 IU a day.

→ Selenium. Take 200 ug a day. Selenium has been shown to protect against fluoride toxicity. Higher doses add to fluoride toxicity.

→ Multivitamin/mineral. This should be as a powder in a capsule. It should not contain iron.

→ Curcumin. 500mg dissolved in 2 tablespoons of extra virgin olive oil. Take twice a day with meals. It is a powerful antioxidant and shown to protect the brain against many neurotoxins.

Additionally, to get the most protection against free radicals you should eat at least three to five servings of fruits and vegetables a day. They should be fresh and eaten mostly raw.

It is also wise take 200 mg. of DHA twice a day. Simply remove the gelatin capsule as you do with vitamin E. You also can get high levels of Omega-3 fatty acids by eating Christopher eggs daily and

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Publisher Christopher Ruddy

Editor Russell L. Blaylock, M.D.

Executive Editor Ken Williams

Art Director Elizabeth Dole

To contact *The Blaylock Wellness Report* send email to: blaylock@newsmax.com.

Subscription/Customer Service contact 1-800-485-4350 or wellnessreport@newsmax.com

Send email address changes to wellnessreport@newsmax.com

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Recent studies have shown an incidence of dental fluorosis from 30 percent to 60 percent in fluoridated communities. With so many generations having been exposed to high fluoride levels over a lifetime, the problem can only get worse.

In essence, does fluoridation of drinking water prevent cavities? The largest study ever done in this country, involving 39,000 schoolchildren, found no overall reduction in cavities in communities with fluoride in their water.

Additionally, the largest worldwide study shows that children who live in areas with no fluoride in the water had lower cavity rates.

In fact, cavity rates dramatically fell even before fluoride was added to toothpaste. It is also important to note that virtually all European countries have banned water fluoridation. The most heavily fluoridated country by government policy in the world is the United States.

Another study, by Dartmouth University, shows that children living in fluoridated communities

have blood lead levels twice that of non-fluoridated communities. That could mean more incidences of poor learning ability, increased violence, higher suicide rates and greater drug use among children.

What Products Should You Avoid?

Simply put, stop using fluoride in its many forms. This includes avoiding:

- Teas high in fluoride
- Fluoridated water
- Toothpaste with fluoride
- Vaccinations, since they contain fluoride and aluminum
- Pesticides or herbicides near or in your home
- Medications containing fluoride

Also, do not use lemon in your tea, since it will increase aluminum absorption enormously.

Do not cook in aluminum or Teflon-coated cookware, and avoid using Teflon products. →

look up the rest of this article

John Holdren, Obama's Science Czar, says: Forced abortions and mass sterilization needed to save the planet

Book he authored in 1977 advocates for extreme totalitarian measures to control the population



Forced abortions. Mass sterilization. A "Planetary Regime" with the power of life and death over American citizens.

The tyrannical fantasies of a madman? Or merely the opinions of the person now in control of science policy in the United States? *Or both?*

These ideas (among many other equally horrifying

recommendations) were put forth by John Holdren, whom Barack Obama has recently appointed Director of the White House Office of

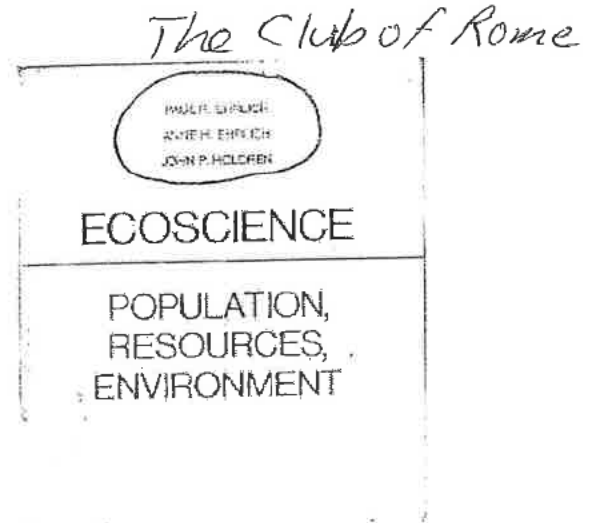
Science and Technology Policy, Assistant to the President for Science and Technology, and Co-Chair of the President's Council of Advisors on Science and Technology -- informally known as the United States' Science Czar. In a book Holdren co-authored in 1977, the man now firmly in control of science policy in this country wrote that:

- Women could be forced to abort their pregnancies, whether they wanted to or not;
- The population at large could be sterilized by infertility drugs intentionally put into the nation's drinking water or in food;
- Single mothers and teen mothers should have their babies seized from them against their will and given away to other couples to raise;
- People who "contribute to social deterioration" (i.e. undesirables) "can be required by law to exercise reproductive responsibility" -- in other words, be compelled to have abortions or be sterilized.
- A transnational "Planetary Regime" should assume control of the global economy and also dictate the most intimate details of Americans' lives -- using an armed international police force.

Impossible, you say? That must be an exaggeration or a hoax. No one in their right mind would say such things.

Well, I hate to break the news to you, but it is no hoax, no exaggeration. John Holdren really did say those things, and this report contains the proof. Below you will find photographs, scans, and transcriptions of pages in the book Ecoscience, co-authored in 1977 by John Holdren and his close colleagues Paul Ehrlich and Anne Ehrlich. The scans and photos are provided to supply conclusive evidence that the words attributed to Holdren are unaltered and accurately transcribed.

[UPDATE: Make sure to read the new statements issued by the White House and by John Holdren's office in response to the controversy raised by this essay -- you can see them below following the



DO YOU KNOW WHAT'S IN A VACCINE?

NONE OF THESE SHOULD BE INJECTED INTO YOUR BODY



Aluminum

Known to cause brain damage at all doses, linked to ALZHEIMER'S DISEASE, dementia, seizures, autoimmune issues, SIDs and cancer. This toxin accumulates in the brain and causes more damage with each dose.

Beta-Propiolactone

Known to cause CANCER. Suspected gastrointestinal, liver, nerve and respiratory, skin and sense organ POISON.

Gentamicin Sulphate & Polymyxin B [antibiotics]

ALLERGIC reactions can range from mild to life-threatening.

Genetically Modified Yeast, Animal, Bacterial and Viral DNA

Can be incorporated into the recipient's DNA and cause unknown GENETIC MUTATIONS.

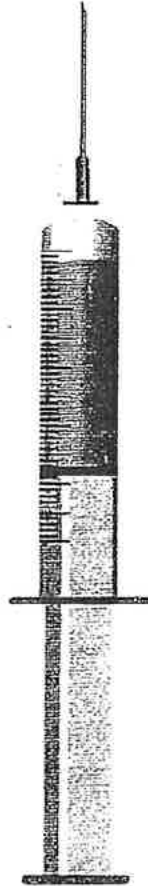
Glutaraldehyde

Poisonous if ingested. Causes BIRTH DEFECTS in animals.



Formaldehyde [formalin]

Known to cause CANCER in humans. Probable gastrointestinal, liver, respiratory, immune, nerve and reproductive system POISON. Banned from injectables in most European countries.



Human and Animal Cells

Human DNA from aborted BABIES. Pig blood, horse blood, rabbit brains, dog kidneys, cow hearts, monkey kidneys, chick embryos, calf serum, sheep blood & more. Linked to childhood leukemia and diabetes.

Mercury [thimerosal]

One of the most toxic substances known. Even if a thermometer breaks, the building is cleared and HAZMAT is called. Tiny doses cause damage to the brain, gut, liver, bone marrow, nervous system and/or kidneys. Linked to autoimmune disorders, and neurological disorders like AUTISM.

Monosodium Glutamate [MSG]

A toxic chemical that is linked to birth defects, developmental delays and infertility. Banned in Europe.

Neomycin Sulphate [antibiotic]

Interferes with vitamin B6 absorption which can lead to epilepsy and brain damage. Allergic reactions can range from mild to life-threatening.

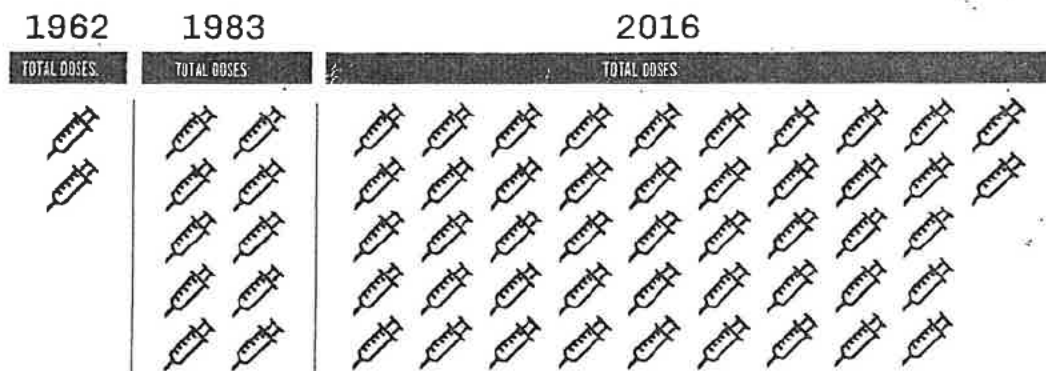
Phenol/Phenoxyethanol [2-PE]

Used as anti-freeze. TOXIC to all cells and capable of destroying the immune system.

Polysorbate 80 & 20

Known to cause CANCER in animals and linked to numerous autoimmune issues and infertility.

VACCINES DOSES for U.S. CHILDREN



The US gives 2-3x more vaccines than most developed countries, yet we have the sickest population -- with skyrocketing rates of health issues like asthma, childhood diabetes, food allergies, leukemia, developmental delays, ADHD, autism, lupus, arthritis, eczema, epilepsy, brain tumors, Alzheimer's and more. **It's NOT a coincidence.**

In 1986, Pharmaceutical manufacturers producing vaccines were freed from ALL liability resulting from vaccine injury or death by the Childhood Vaccine Injury Act. With this, vaccines became HIGHLY profitable. There are 271 vaccines in development and mandatory vaccine laws for children — and ADULTS — being pushed in most states.

Recommended Websites and Actions

www.StopTheCrime.net

SOURCE DOCS

- Watch *Iron Mountain: Blueprint for Tyranny - Documentary*
- Read *Silent Weapons for Quiet Wars*
- Read *NWO Plans Exposed by Insider in 1969*
- ALERT *NASA WAR PLANS* - on CONUS (pg.93 "Capture/Torture Americans in living color on prime time")
- Watch *Resonance - Beings of Frequency*
Artificial magnetic fields damaging all living things

www.SmartMetersMurder.com

- Watch - *Radiation: The Silent War Against You*
- **Barrie Trower/Scientist** - Frequency Dangers - 1,000's of Studies - New Cold War Using Frequencies
- Utilities have teamed up with ICLEI -*International Council for Local Environmental Initiatives* - ICLEI = U.N. Agenda 21 plans to take "all" individual rights and property rights away & reduce the population
- Watch Conferences and Listen to Interview with Alex Jones

Print out flyer- What is SENOMYX?
They Add it to many Beverages and Foods...Let's Not Consume This...

www.ToxicDrinkingWater.org

Fluoride is a poison... Let's not drink it!

www.RefuseSmartMeters.com

- Watch the "Technocracy" - Video by Patrick Wood
- Read *Ft. Meade Army Documents*- The Grid Is Weaponized - Electronic Warfare (Electro Magnetic Pulsed Weapons)

www.ToxicSky.org

- Listen to Dr. Bill Deagle's Interview
The most concise explanation about what IS being done to us...
- Watch What In the World are They Spraying
- Watch Genocide from the Sky

• TAKE ACTION •

- Copy flyers from each of the sites and distribute to all your neighbors and friends, even out of state!
- Attend and **speak out** at local meetings!
- Post Signs, Bumper Stickers & Banners To Get The Word Out
- **EDUCATE YOURSELF AND OTHERS...**

Contact Deborah NoSmartMeters@gmail.com

"To Believe The Unimaginable, Move Into a New Reality, Manage the Unthinkable When So Many Others Are Unaware, Is the Challenge of Our Time" D.T.

Dennis Bushnell, Chief Scientist - NASA Langley Research Center

WARFARE STRATEGY DOCUMENT - THE FUTURE IS NOW!

U.S. Air Force/DARPA/CIA/FBI/ Southern Command/Atlantic Command/Australian DOD and more

<http://www.stopthecrime.net/nasaframe.html>



Page 4

The presentation is based in all cases upon existing data/trends/analyses/technologies (No PIXIE DUST) Robots - Cyborgs and Humans

Page 93

CONUS-Continental United States Exploit "CNN" Syndrome
-- Sink Carrier(s) via "swarm attacks"
-- Capture/torture Americans in living color on prime time
-- "Terror" attacks within CONUS (binary bio, critical Infrastructure "takedown," IO/IW, EMP, RF against Brain, etc.)
-- Serious "Psywar" (collateral damage exploitation,

Page 9

Humans Have "Taken Over" and Vastly Shortened "Evolution" -- "Directed Evolution"

Page 14

KEY "FUTURE TECHNOLOGIES"
-- Automatic/robotic "everything"
-- Genetic engineering before birth

Page 66

Increasingly Critical Human Limitations/ Downsides
-- Large
-- Heavy
-- Tender
-- Slow (physically, mentally)
-- Require Huge Logistic Train(s) i.e., Humans have rapidly decreasing-to-negative "Value Added"

Page 67

ROBOTICS "IN THE LARGE"
(saves lives, enhances affordability, redefines risk/threat environment, enhances effectiveness)

Page 35

Examples: Confluence of IT/Bio/Nano
-- Brain of a sea lamprey inserted/connected to body of a robotic fish (an initial cyborg)
-- "Chew-Chew" -- a flesh/plant eating robot that hunts/bio-digests "natural foods" to "live off the land"
(Chew-Chew robot inventor: Stuart Wilkinson expresses concern about the dangers of the robots eating humans)

Page 43

Micro Dust Weaponry -- A Mechanical Analog to Bio, Micron sized mechanized "dust" which is distributed as an aerosol and inhaled into the lungs. Dust mechanically bores into lung tissue and executes various "Pathological Missions."
-- A Wholly "New" class of Weaponry which is legal.

Page 45

Beam Weapons Increasingly Prevalent

Page 50

EFFECTS OF LOW POWER MICROWAVES (U.S. ARMY, SRI, WALTER REED)
-- Behavioral performance decrements
-- Seizures
-- Gross alteration in brain function
-- 30% to 100% increases in brain blood flow
-- Lethality
-- Interactions between low power (microwatts per sq. cm./4 to 3 GHz) MW and brain function

Page 55

What Is Apparently "Legal"
-- Microwave/RF Anti-Functional and Anti-Personnel Weaponry
-- Chemical Anti-Functional Weaponry
-- Chemical "Psychological Effects" via Sensory Organs Weaponry (e.g. smell)
-- Chemical Personnel Incapacitation Weaponry ["Non-Warfare" (e.g. Hostage Terrorism) only]
-- PSYWAR
-- Acoustic Weaponry
-- Mechanical Micro Dust

THESE ARE JUST A FEW EXAMPLES OF WHAT IS IN THE N.A.S.A. DOCUMENT THAT ARE HAPPENING NOW!

www.StopTheCrime.net/nasaframe.html

also infected vaxxed Capitol Hill staffers, as it did Representative Vern Buchanan, a GOP congressman from Florida.

Apropos of Berenson's work, the *Times of Israel* has reported that 56 percent of new cases in the country are among the vaxxed. In a second story, the newspaper reported that the vaccine apparently loses effectiveness after about six months, given that breakthrough cases have occurred mostly in those vaccinated in January 2021.

At least 47 percent of new virus cases in England as of mid-July were among the partially or fully vaccinated, the *Daily Mail* reported, and more than 100 sailors aboard a British aircraft carrier contracted the virus after two jabs, as did the country's health minister.

"This is worrying me quite a bit," mRNA vaccine inventor Robert W. Malone tweeted about breakthrough data from Europe. No wonder "scientists have backed proposals for Covid boosters in the autumn after blood tests on hundreds of people revealed that protective antibodies can wane substantially within weeks of second vaccine shots being given." As Britain's leftist *Guardian* reported:

Falls in antibodies after vaccination are expected and do not necessarily mean people are more vulnerable to disease, but the researchers are concerned that if the declines persist the effectiveness of the vaccines may diminish...

"We know levels of antibodies start high and drop substantially," said Prof Rob Aldridge, an infectious disease epidemiologist at University College London. "We're concerned that if they carry on dropping at the rate we've seen, the protective effects of the vaccines will start to drop too, and the big question is, when is that going to happen?"...

Prof Matthew Snape, a vaccinologist at Oxford University, said: "Studies such as this do not in themselves provide evidence of waning protection from vaccines but are really important to help us understand what's going on if population-based studies showed any drop-off in protection with increasing time since immunisation.

"A decline in antibodies in the blood following immunisation is to

be expected, and does not necessarily correspond to an increased risk of disease. Protection against infection could well be down to whether or not there are antibodies.... However, it's clear that ongoing protection from vaccines for months to years after immunisation can't be assumed, hence the importance of ongoing vigilance for any increase in breakthrough infections."

None of this means the vaccines "don't work." Even if they don't provide complete protection against all SARS-Cov-2 variants, they lessen the severity of infections. The question is for how long. They might not be as effective long-term as fully-tested vaccines for other diseases.

As well, the vaccines are *experimental*. Aside from not knowing how long they provide protection, we don't know what the side effects might be a year from now, one reason some Americans don't want to risk the inoculation.

The point is, a claim from Governor Ivey, which others blithely repeat — "the new cases of Covid are because of unvaccinated folks" — is risibly false.

Vaccine Adverse Events

Data about the vaccines show not only large numbers of breakthrough cases but also an inordinate number of adverse events compared to other vaccines.

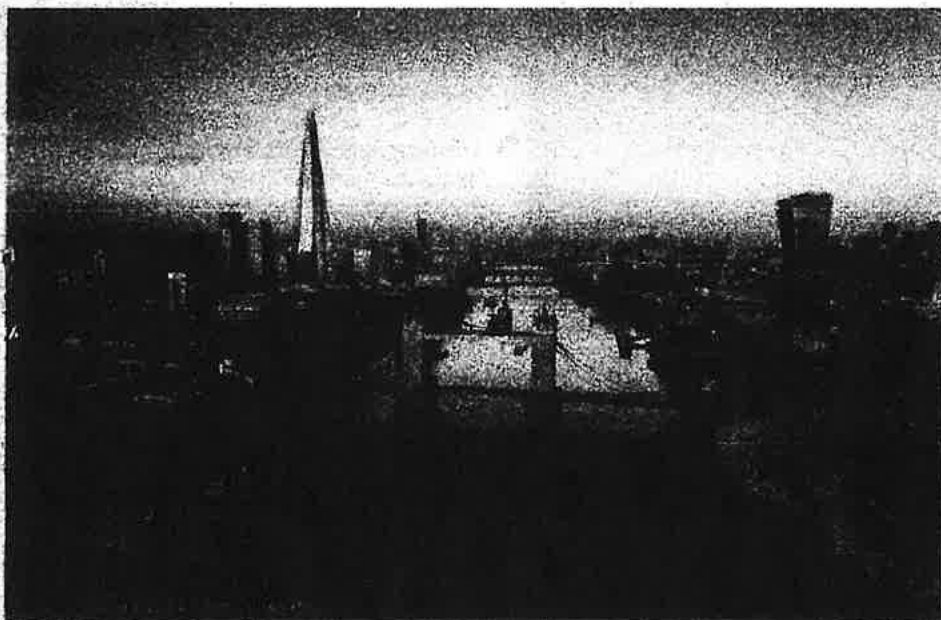
Using an "all-locations" search parameter, as of July 31, CDC's Vaccine Adverse Event Reporting System records nearly 500,000 adverse events after the COVID vaccine, including:

- 11,940 deaths;
- 11,198 life-threatening events; and
- 40,991 hospitalizations.

More than 65,000 people have landed in the emergency room.

Using a search parameter for the "United States/Territories/Unknown" returns 481,594 events, including 5,612 deaths, 7,279 life threatening events, and 25,297 hospitalizations.

The events include the potentially fatal conditions myocarditis and pericarditis, inflammation of the heart muscle and lining of the heart. As of July 26, the CDC had received 1,194 reports of the two conditions and had confirmed 699, particularly in teenage boys.



Trouble across the pond: Though England boasts a high COVID-19 vaccination rate, nearly half of the new COVID cases are among vaccinated individuals. This worries some scientists.

vaccines since at least 1990, when CDC began the reporting system.

CDC insists that the vaccines, two of which monkey with RNA, are "safe and effective" despite those data. "The known and potential benefits of COVID-19 vaccination outweigh the known and potential risks." Malone isn't so sure, at least when it comes to young people. "I don't think the benefits outweigh the risks in that cohort," Malone told Fox talker Tucker Carlson of 18- to 22-year-olds. "The risk-benefit analysis is not being done."

Continued Malone, "My concern is I know there are risks but we don't have access to the data. And so, I am of the opinion that people have the right to decide whether to accept vaccines or not, especially since these are experimental vaccines."

Perhaps more worrisome is that governments at all levels, along with big business, seem ready to mandate the jab by forcing Americans to carry "vaccine

your daily routine, you'll have to prove you're vaxxed. New York city now requires proof of vaccination for all workers and customers of gyms, restaurants, and entertainment venues.

Banks, groceries, and other businesses display signs that "require" customers to wear a mask if they aren't jabbed, yet customers needn't prove it in most places. How long that will hold true is unknown. A good guess though, is not long at all. Businesses in California have already begun requiring customers to prove they're vaxxed.

Pro-vaxxers are even ready for mandates and penalties for refuseniks. Consider the aforementioned Shea, who cited Psalm 32:8-11, and then Proverbs 26:3: "A whip for the horse, a bridle for the donkey, and a rod for the back of fools."

"About half the country, some due to ignorance and poor education, some due to pig-headed selfish spite, some due to paranoid fear, some due to boneheaded

willfully evading or absolutely refusing to be vaccinated," Shea began his jeremiad. "The epicenter of this is the MAGA 'prolife' Murder/Suicide Cult."

Thus has Shea planted the idea that the unvaxxed are murderers.

He continued:

I have no trouble at all with the state and corporate America richly rewarding the vaccinated and punishing the stupidly unvaccinated. Vaccine passes, barring the unvaccinated from businesses, restaurants, theatres, sporting events. Punishing places like [the restaurant that banned the vaxxed] with closure for health code violations, vaccine requirements for school and work and travel are all great ideas. Employers can and should imitate Biden, who recently made vaccination compulsory if you want to work for the Feds.

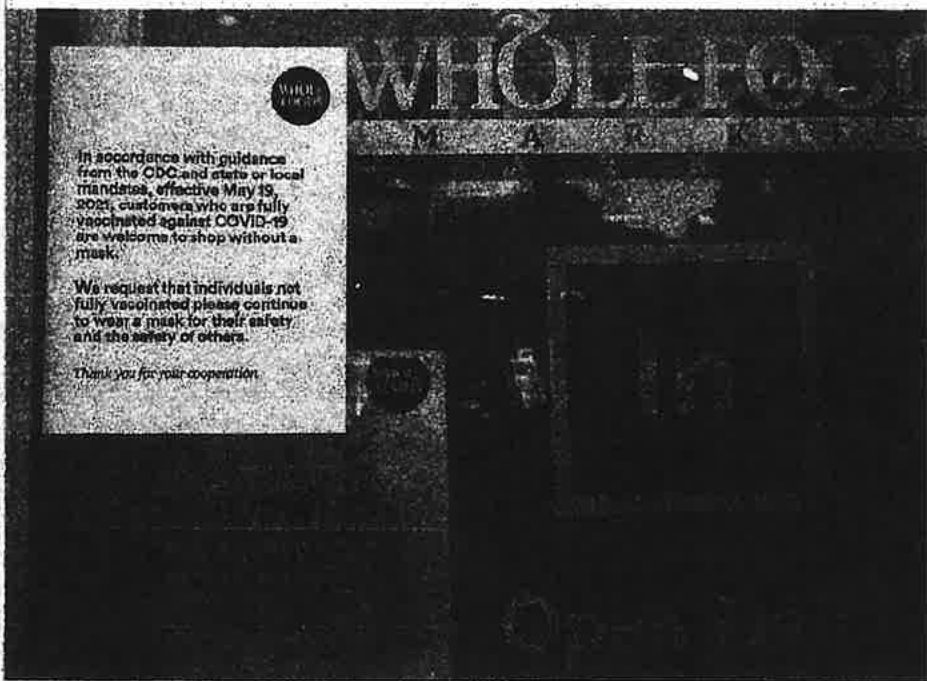
There should also be tax breaks for the vaccinated and penalties for the unvaccinated. Lower insurance for the vaxxed, higher premiums for the unvaxxed. Also, as the City of New York recently required, there should be weekly testing for the unvaxxed...

Also, people should face fines and penalties for deliberately spreading disinformation and lies about vaccines and public health, particularly if they work in media.

Shea helpfully included a World War II wanted-for-murder poster that was part of the "loose lips sink ships" propaganda campaign.

Thus are the unvaxxed not just to be hectorated, bullied, and vilified — and dehumanized. If Shea and his ilk get their way, the "murder/suicide cult" will hear the hob-nailed boot of a Jab KGB kicking in the door, or feel the thudding lash of a blackjack to the back of the skull at a police station in the middle of the night.

For those tempted to agree with this proposal for fear of the virus, a caution: If the government-industrial complex can mandate compliance on this vaccine, other intrusive mandates will follow. So will punishment for those who refuse to obey. ■



No shot, no mask, no service: Businesses around the country are beginning to require unvaccinated customers to wear masks. How much longer until unvaccinated individuals no longer have access to essential services?

Safety Data Sheet

according to 29CFR1910/1200 and GHS Rev. 3

Effective date : 10.24.2014

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Sodium Fluoride, Lab Grade

SECTION 1 : Identification of the substance/mixture and of the supplier

Product name : Sodium Fluoride, Lab Grade

Manufacturer/Supplier Trade name:

Manufacturer/Supplier Article number: S25547

Recommended uses of the product and uses restrictions on use:

Manufacturer Details:

AquaPhoenix Scientific
9 Barnhart Drive, Hanover, PA 17331

Supplier Details:

Fisher Science Education
15 Jet View Drive, Rochester, NY 14624

Emergency telephone number:

Fisher Science Education Emergency Telephone No.: 800-535-5053

SECTION 2 : Hazards identification

Classification of the substance or mixture:



Irritant

Skin irritation, category 2
Eye irritation, category 2A



Toxic

Acute toxicity (oral, dermal, inhalation), category 3

Hazards Not Otherwise Classified - Combustible Dust

Acute toxicity - Oral - Acute Tox. 3

Skin corrosion/irritation - Skin Irrit. 2

Serious Eye Damage/Eye Irritation - Eye Irrit. 2

HNOC: Contact with acids liberates very toxic gas

Signal word : Danger

Hazard statements:

Causes skin irritation

Causes serious eye irritation

Toxic if swallowed

Precautionary statements:

If medical advice is needed, have product container or label at hand

Keep out of reach of children

Read label before use

Do not eat, drink or smoke when using this product

Wash skin thoroughly after handling

Wear protective gloves/protective clothing/eye protection/face protection

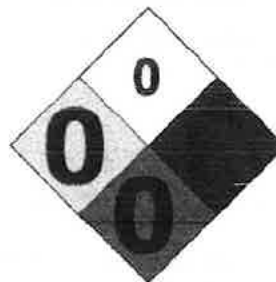
Specific treatment (see supplemental first aid instructions on this label)

Rinse mouth

Sodium Fluoride, Lab Grade

IF SWALLOWED: Immediately call a POISON CENTER or doctor/physician
IF IN EYES: Rinse cautiously with water for several minutes. Remove contact lenses if present and easy to do.
Continue rinsing
IF eye irritation persists get medical advice/attention
Take off contaminated clothing and wash before reuse
IF ON SKIN: Wash with soap and water
IF skin irritation occurs: Get medical advice/attention
Store locked up
Dispose of contents and container as instructed in Section 13
Combustible Dust Hazard: May form combustible dust concentrations in air (during processing).
Other Non-GHS Classification:

WHMIS
NFPA/HMIS



| | |
|---------------------|---|
| Health | 3 |
| Flammability | 0 |
| Physical Hazard | 0 |
| Personal Protection | X |

HMIS RATINGS (0-4)

SECTION 3 : Composition/Information on ingredients

| | |
|---------------------------------|-----------------|
| Ingredients: | |
| CAS 7681-49-4 | Sodium Fluoride |
| Percentages are by weight >97 % | |

SECTION 4 : First aid measures

Description of first aid measures

After inhalation: Loosen clothing as necessary and position individual in a comfortable position. Move exposed to fresh air. Give artificial respiration if necessary. If breathing is difficult give oxygen. Get medical assistance if cough or other symptoms appear.
After skin contact: Rinse/flush exposed skin gently using soap and water for 15-20 minutes. Seek medical advice if discomfort or irritation persists.
After eye contact: Protect unexposed eye. Rinse/flush exposed eye(s) gently using water for 15-20 minutes. Remove contact lens(es) if able to do so during rinsing. Seek medical attention if irritation persists or if concerned. Do NOT allow victim to rub eyes or keep eyes closed.
After swallowing: Rinse mouth thoroughly. Do not induce vomiting. Have exposed individual drink sips of water. Seek medical attention if irritation, discomfort or vomiting persists. Never give anything by mouth to an unconscious person. DO NOT use mouth-to-mouth resuscitation without a barrier device to prevent responder from receiving burns.

Most important symptoms and effects, both acute and delayed:

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Sodium Fluoride, Lab Grade

May cause burning, salivation, vomiting, abdominal pain, nausea, fever, cardiac arrest, respiratory paralysis, labored breathing; systematic toxic effects on the heart, kidneys, and liver; calcium depletion leading to hypocalcemia and death. May cause burns, pulmonary edema, perforation of the nasal septum. Nausea, Headache, Shortness of breath. Irritation/burns, all routes of exposure. chemical conjunctivitis. burns, skin rash, cold and clammy hands with pale color or cyanosis; May cause weight loss, anemia, stiff joints, weakness, brittle bones and lung damage. Chronic inhalation and ingestion may cause chronic fluoride poisoning characterized by weight loss, anemia, stiff joints, weakness, and brittle bones. Chronic exposure may cause lung damage. Laboratory experiments have resulted in mutagenic effects. Chronic exposure to fluoride compounds may cause systemic toxicity. Skeletal effects may include bone brittleness, teeth discoloration, osteosclerosis, joint stiffness, tendon calcification. Animal studies have reported the development of tumors

Indication of any immediate medical attention and special treatment needed:

If seeking medical attention, provide SDS document to physician. Physician should treat symptomatically. Individuals who suffer from diabetes insipidus or some form of renal impairment may be at increased risk from the effects of fluoride. Due to delayed and persistent symptoms, observe patient closely for 48 hours. Treat symptomatically

SECTION 5 : Firefighting measures

Extinguishing media

Suitable extinguishing agents: Use appropriate fire suppression agents for adjacent combustible materials or sources of ignition. Do NOT get water inside containers

For safety reasons unsuitable extinguishing agents:

Special hazards arising from the substance or mixture:

Combustion products may include carbon oxides or other toxic vapors. Thermal decomposition can lead to release of irritating gases and vapors.

Advice for firefighters:

Protective equipment: Use NIOSH-approved respiratory protection/breathing apparatus.

Additional information (precautions): Move product containers away from fire or keep cool with water spray as a protective measure, where feasible. Use spark-proof tools and explosion-proof equipment. Avoid generating dust; fine dust dispersed in air in sufficient concentrations, and in the presence of an ignition source is a potential dust explosion hazard. Avoid inhaling gases, fumes, dust, mist, vapor, and aerosols. Avoid contact with skin, eyes, and clothing. Not considered to be a fire or explosion hazard

SECTION 6 : Accidental release measures

Personal precautions, protective equipment and emergency procedures:

Wear protective equipment. Use spark-proof tools and explosion-proof equipment. Ensure that air-handling systems are operational. Ensure adequate ventilation.

Environmental precautions:

Prevent from reaching drains, sewer or waterway. Collect contaminated soil for characterization per Section 13. Should not be released into environment.

Methods and material for containment and cleaning up:

Keep in suitable closed containers for disposal. Wear protective eyewear, gloves, and clothing. Refer to Section 8. Always obey local regulations. Dust deposits should not be allowed to accumulate on surfaces, as these may form an explosive mixture if they are released into the atmosphere in sufficient concentration. Avoid dispersal of dust in the air (i.e., clearing dust surfaces with compressed air). Collect solids in powder form using vacuum with (HEPA filter). Evacuate personnel to safe areas.

Reference to other sections:

SECTION 7 : Handling and storage

Safety Data Sheet

According to 29CFR1910/1200 and GHS Rev. 3

Effective date : 10.24.2014

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Sodium Fluoride, Lab Grade

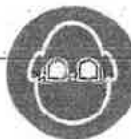
Precautions for safe handling:

Minimize dust generation and accumulation. Follow good hygiene procedures when handling chemical materials. Refer to Section 8. Use under fume hood. Do not eat, drink, smoke, or use personal products when handling chemical substances. Avoid contact with eyes, skin, and clothing.

Conditions for safe storage, including any incompatibilities:

Store away from incompatible materials. Protect from freezing and physical damage. Keep away from food and beverages. Provide ventilation for containers. Avoid storage near extreme heat, ignition sources or open flame. Store in cool, dry conditions in well sealed containers. Store with like hazards

SECTION 8 : Exposure controls/personal protection



Control Parameters:

OSHA PEL TWA (Total Dust) 15 mg/m³ (50 mppcf*)
 , , ACGIH TLV TWA (inhalable particles) 10 mg/m³

Appropriate Engineering controls:

Emergency eye wash fountains and safety showers should be available in the immediate vicinity of use/handling. Provide exhaust ventilation or other engineering controls to keep the airborne concentrations of vapor or dusts (total/respirable) below the applicable workplace exposure limits (Occupational Exposure Limits-OELs) indicated above. It is recommended that all dust control equipment such as local exhaust ventilation and material transport systems involved in handling of this product contain explosion relief vents or an explosion suppression system or an oxygen deficient environment. Ensure that dust-handling systems (such as exhaust ducts, dust collectors, vessels, and processing equipment) are designed in a manner to prevent the escape of dust into the work area (i.e., there is no leakage from the equipment). Use under a fume hood. Not required under normal conditions of use. Where risk assessment shows air-purifying respirators are appropriate use a full-face particle respirator type N100 (US) or type P3 (EN 143) respirator cartridges as a backup to engineering controls. When necessary use NIOSH approved breathing equipment.

Respiratory protection:

Protection of skin:

Select glove material impermeable and resistant to the substance. Select glove material based on rates of diffusion and degradation. Dispose of contaminated gloves after use in accordance with applicable laws and good laboratory practices. Use proper glove removal technique without touching outer surface. Avoid skin contact with used gloves. Wear protective clothing.

Eye protection:

Wear equipment for eye protection tested and approved under appropriate government standards such as NIOSH (US) or EN 166(EU). Safety glasses or goggles are appropriate eye protection. Perform routine housekeeping. Wash hands before breaks and at the end of work. Avoid contact with skin, eyes, and clothing. Before wearing wash contaminated clothing.

General hygienic measures:

SECTION 9 : Physical and chemical properties

| | | | |
|------------------------------------|----------------|------------------------|----------------|
| Appearance (physical state,color): | Solid | Explosion limit lower: | Not determined |
| Explosion limit upper: | Not determined | | |

Safety Data Sheet

according to 29CFR1910/1200 and GHS Rev. 3

Effective date : 10.24.2014

Page 5 of 7

Sodium Fluoride, Lab Grade

| | | | |
|---|----------------|---|---|
| Odor: | Not Determined | Vapor pressure: | 1 mm Hg @ 1077 C |
| Odor threshold: | Not determined | Vapor density: | 1.45 |
| pH-value: | Not Determined | Relative density: | Not determined |
| Melting/Freezing point: | Not determined | Solubilities: | Soluble |
| Boiling point/Boiling range: | 1704°C | Partition coefficient (n-octanol/water): | Not determined |
| Flash point (closed cup): | Not determined | Auto/Self-ignition temperature: | Not determined |
| Evaporation rate: | Not determined | Decomposition temperature: | Not determined |
| Flammability (solid,gaseous): | Not determined | Viscosity: | a. Kinematic:Not determined b. Dynamic: Not determined |
| Density: Not determined Specific Gravity: 2.78 | | | |

SECTION 10 : Stability and reactivity

Reactivity:Nonreactive under normal conditions.

Chemical stability:Stable under normal conditions.Moisture sensitive

Possible hazardous reactions:Contact with acids liberates very toxic gas (HF)

Conditions to avoid:Incompatible Materials.Excess heat, dust formation, incompatible products, exposure to moist air or water

incompatible materials:Acids, oxidizing agents, moisture, alkalis, glass

Hazardous decomposition products:Sodium oxides, hydrogen fluoride gas, moisture

SECTION 11 : Toxicological information

| | |
|---|---|
| Acute Toxicity: | |
| Oral: | 7681-49-4 LD50 oral-rat: 31mg/kg |
| Chronic Toxicity: No additional information. | |
| Corrosion Irritation: No additional information. | |
| Sensitization: | No additional information. |
| Single Target Organ (STOT): | No additional information. |
| Numerical Measures: | No additional information. |
| Carcinogenicity: | No additional information. |
| Mutagenicity: | Mutagenic effects have occurred in experimental animals |
| Reproductive Toxicity: | No additional information. |

SECTION 12 : Ecological information

Safety Data Sheet

according to 29CFR1910/1200 and GHS Rev. 3

Effective date : 10.24.2014

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Sodium Fluoride, Lab Grade

Ecotoxicity

7681-49-4: Do not release to environment. Dangerous to aquatic life in high concentrations.

Persistence and degradability:

Bioaccumulative potential:

Mobility in soil:

Other adverse effects:

SECTION 13 : Disposal considerations

Waste disposal recommendations:

Contact a licensed professional waste disposal service to dispose of this material. Dispose of empty containers as unused product. Product or containers must not be disposed with household garbage. It is the responsibility of the waste generator to properly characterize all waste materials according to applicable regulatory entities (US 40CFR262.11). Chemical waste generators must determine whether a discarded chemical is classified as a hazardous waste. Chemical waste generators must also consult local, regional, and national hazardous waste regulations. Ensure complete and accurate classification.

SECTION 14 : Transport information

UN-Number

1690

UN proper shipping name

Sodium Fluoride

Transport hazard class(es)

Class:

6.1 Toxic substances



Packing group: III

Environmental hazard:

Transport in bulk:

Special precautions for user:

SECTION 15 : Regulatory information

United States (USA)

SARA Section 311/312 (Specific toxic chemical listings):

Acute, Chronic

SARA Section 313 (Specific toxic chemical listings):

None of the ingredients is listed

RCA (hazardous waste code):

None of the ingredients is listed

TSCA (Toxic Substances Control Act):

All ingredients are listed.

CERCLA (Comprehensive Environmental Response, Compensation, and Liability Act):

7681-49-4 Sodium Fluoride 1000 lb

Proposition 65 (California):

Chemicals known to cause cancer:

Safety Data Sheet

according to 29CFR1910/1200 and GHS Rev. 3

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Sodium Fluoride, Lab Grade

None of the ingredients is listed

Chemicals known to cause reproductive toxicity for females:

None of the ingredients is listed

Chemicals known to cause reproductive toxicity for males:

None of the ingredients is listed

Chemicals known to cause developmental toxicity:

None of the ingredients is listed

Canada

Canadian Domestic Substances List (DSL):

All ingredients are listed.

Canadian NPRI Ingredient Disclosure list (limit 0.1%):

None of the ingredients is listed

Canadian NPRI Ingredient Disclosure list (limit 1%):

7681-49-4 Sodium Fluoride

SECTION 16 : Other information

This product has been classified in accordance with hazard criteria of the Controlled Products Regulations and the SDS contains all the information required by the Controlled Products Regulations. Note: The responsibility to provide a safe workplace remains with the user. The user should consider the health hazards and safety information contained herein as a guide and should take those precautions required in an individual operation to instruct employees and develop work practice procedures for a safe work environment. The information contained herein is, to the best of our knowledge and belief, accurate. However, since the conditions of handling and use are beyond our control, we make no guarantee of results, and assume no liability for damages incurred by the use of this material. It is the responsibility of the user to comply with all applicable laws and regulations applicable to this material.

GHS Full Text Phrases:

Abbreviations and acronyms:

IMDG: International Maritime Code for Dangerous Goods

IATA: International Air Transport Association

GHS: Globally Harmonized System of Classification and Labelling of Chemicals

ACGIH: American Conference of Governmental Industrial Hygienists

CAS: Chemical Abstracts Service (division of the American Chemical Society)

NFPA: National Fire Protection Association (USA)

HMIS: Hazardous Materials Identification System (USA)

WHMIS: Workplace Hazardous Materials Information System (Canada)

DNEL: Derived No-Effect Level (REACH)

PNEC: Predicted No-Effect Concentration (REACH)

CFR: Code of Federal Regulations (USA)

SARA: Superfund Amendments and Reauthorization Act (USA)

RCRA: Resource Conservation and Recovery Act (USA)

TSCA: Toxic Substances Control Act (USA)

NPRI: National Pollutant Release Inventory (Canada)

DOT: US Department of Transportation

Effective date : 10.24.2014

Last updated : 03.19.2015

BIDEN'S DOOR-TO-DOOR VACCINE PUSH — AND BEYOND

The push to get every person vaccinated is intensifying. Are mandated vaccines — if not *de jure*, then *de facto* — coming? If you don't want the shot, what can you do?

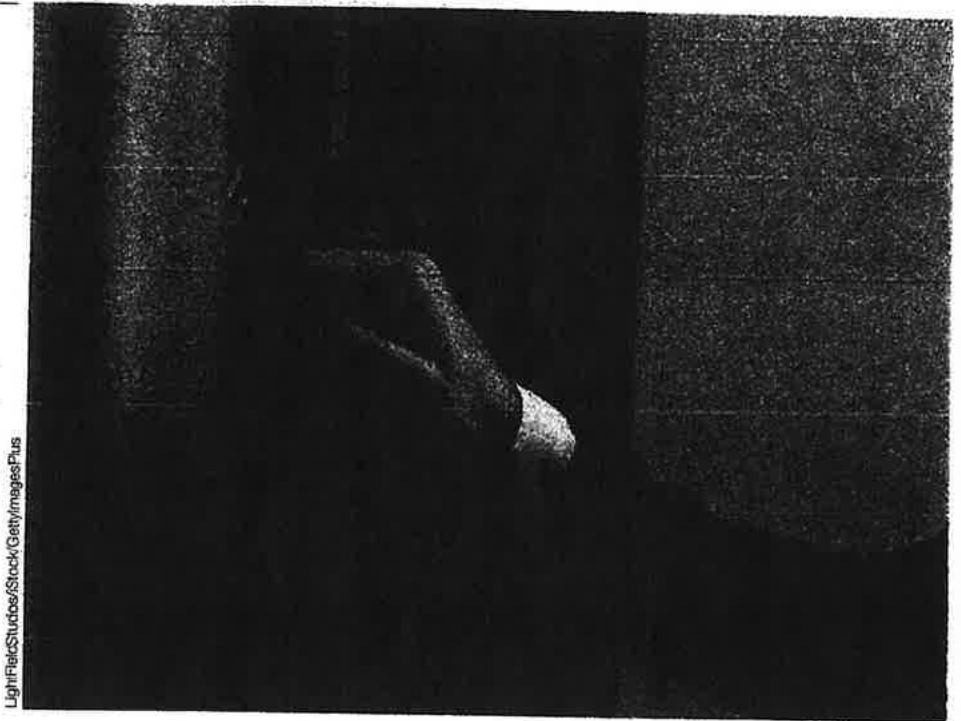
by C. Mitchell Shaw

On July 6, the Biden administration announced that the federal government will start a door-to-door campaign to boost the number of Americans who have been vaccinated against COVID-19. In a White House press conference, the current resident of 1600 Pennsylvania Avenue addressed Americans who have not received the experimental vaccines, saying, "Do it now."

Biden said that people will be "knocking on doors" to get "help to the remaining people" who have not been vaccinated. He also said, "We're intensifying efforts to meet people out where they are" and that the teams sent out by the White House will be made up of officials from the CDC, the Federal Emergency Management Agency (FEMA), and other federal health agencies.

Despite the federal arm-twisting, many Americans will refuse to get vaccinated. But don't expect the Nanny State to be content with a "no." The government is determined to get every American vaccinated, one way or another — "voluntarily" or otherwise.

C. Mitchell Shaw, a freelance writer, is a strong advocate of both the free market and privacy. He addresses a wide range of issues related to the U.S. Constitution and liberty.



"Every Single Person"

The Biden administration's implementation of a door-to-door plan is at least partially due to the fact that the White House missed its self-imposed deadline to have 70 percent of American adults at least partially vaccinated by July 4. Granted, it did not miss that goal by much: According to CDC data, more than 67 percent of American adults have received at least one shot. But Biden's administration will press on to that goal and beyond. White House Press Secretary Jen Psaki said, "You don't just give up just because you haven't reached every single person."

The implication is clear: The full weight of the Biden administration will be used to pressure and cajole people into getting the shots. That he made his announcement the day after the long Independence Day weekend is an example of both cruel irony

and this administration's absolute disconnect from logic, reason, and the founding principles of America. It reads more than a little like, "Now that you have had your July 4 celebration, fall back in line, do what you're told, and get the shot." As Biden said, "Do it now." And just to put the Red, White, and Blue wrapping on it, he added, "It's the patriotic thing to do."

This writer will perhaps be forgiven if he declines to take advice on patriotism from the likes of Joe Biden.

Though the White House has been conspicuously scant with details, Psaki said the plan would include "door-to-door outreach to get remaining Americans vaccinated" and that the "outreach" would be "targeted by community." The "targeted" part of that comes in where Psaki said that the administration will first focus on communities with lower vaccination rates.

Call 1-800-727-TRUE to subscribe today!

Lists and Mandates?

This, of course, raises at least two important points. First, it indicates that — far from only having general data on numbers of people who have been vaccinated — the government has *specific* information including demographics and location information. This smacks of a list of who has (and conversely, who has not) been vaccinated.

And while it may seem (and would, in fact, be) extreme for the federal government to maintain a database of the vaccination status of Americans, keep in mind that this is the same government that *already* illegally harvests the browsing histories, phone calls, texts, maps, calendars, and more on every American who does not take technological steps to prevent that data-harvesting. This latest violation would not even cause them to stop and think.

Furthermore, Health and Human Services (HHS) Secretary Xavier Becerra made it clear during a July 8 appearance on CNN that the federal government does not care about your privacy where this is concerned. He told CNN's *New Day*, "The federal government has spent trillions of

dollars to keep Americans alive during this pandemic. So it is absolutely the government's business [to know who is vaccinated.] It is taxpayers' business if we have to continue to spend money."

The second important point is that such a list could easily be used for making COVID vaccinations mandatory. How else could the Biden regime hope to get this vaccine into the bloodstream of "every single person" in the United States?

And, to put in the for-what-it's-worth column, the push for mandating vaccinations would not necessarily have to come directly from Washington. Mandates may not even require that the experimental vaccines receive full FDA approval.

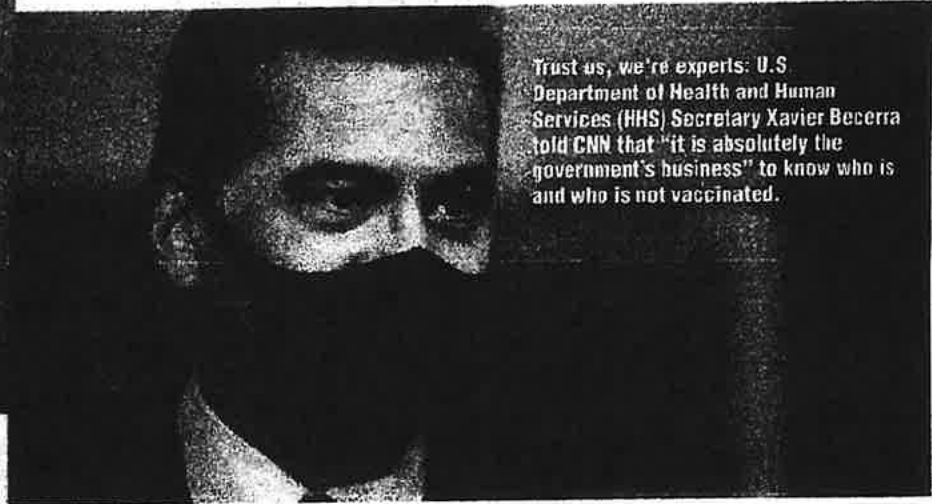
On July 11, Dr. Anthony Fauci — whose title is director of the National Institute of Allergy and Infectious Diseases, but whose role is essentially High Priest of the Religion of Bogus Science — appeared on CNN. In that appearance, Fauci said he believes that "at the local level" "there should be more mandates." He went on to say, "There really should be. We're talking about [a] life and death situation." Fauci said he believes the "hesitancy"

among states, counties, and cities for putting vaccine mandates in place is caused by the fact that "the vaccines have not been *officially, fully* approved." [Emphasis in original.] But, says Fauci, that is a small matter that should be overlooked. Invoking the power of his office as High Priest of the Religion of Bogus Science, Fauci said, "People need to understand that the amount of data right now that shows a high degree of effectiveness and a high degree of safety is more than we've ever seen with emergency-use authorization."

So, Fauci would have vaccines mandated by law and would have people accept — as an article of faith — that *even without FDA approval*, the vaccines are both safe and effective. This is a tactic used in sales and negotiations of all types: Ask for something completely ridiculous and when rebuffed, back down to something only mildly ridiculous by comparison. Here the tactic appears to be for the Biden regime to push for local mandates before FDA approval of the vaccines and when the people (and some states) push back, have the FDA approve the shots. Then the Biden regime can mandate them at the federal level.

The Pentagon has already indicated that this is the direction the military will take. Though soldiers, sailors, airmen, and marines have been cajoled into getting the shots "voluntarily," with the result being that all military branches boast high numbers of vaccinated members compared to the public at large, the powers-that-be want more. The Pentagon has now announced that it is taking steps to mandate vaccines for all military personnel, without waiting for FDA approval.

The implication is clear: The full weight of the Biden administration will be used to pressure and cajole people into getting the shots.



Trust us, we're experts: U.S. Department of Health and Human Services (HHS) Secretary Xavier Becerra told CNN that "it is absolutely the government's business" to know who is and who is not vaccinated.

Moving Toward Mandates

So, while Fauci pushes for local mandates even without FDA approval, the Pentagon is mandating the shots for military personnel. Pause and let that sink in: Military personnel will be required to get an experimental vaccine that has not been approved by the FDA and Fauci plans the same for the rest of us. The reality for average Americans — as it plays out — will likely be a little of both: Some states (mostly blue) may move toward an "emergency power" to require vaccines for people to shop, dine, go to work, or otherwise live their lives, likely even requiring "vaccine passport" as proof of compliance.

AP Images

control for years have died within weeks of a stage IV cancer following vaccination.

Molecular biologists examined several vials of the COVID-19 “vaccine” and found thousands of fragments of foreign DNA — most likely from the cells used to grow the virus. This was reported at the time, and the study has been repeated, with new researchers finding the exact same thing: thousands of bits of foreign DNA in each vaccine vial.

They also found a promoter/enhancer gene for the SV40 cancer virus in each of the vials.

Research has demonstrated that DNA fragments from vaccines can be incorporated into a person’s DNA and be transmitted to their offspring.

Even the mRNA producing the spike protein (the toxic part of the virus) has been shown to be incorporated into an injected person’s DNA, thus producing the deadly spike protein, possibly for a lifetime. That would also enable it to be transmitted to the person’s offspring.

In another comprehensive study based on 325 autopsy studies reported in the medical literature, Dr. James Lyons-Weiler (a friend of mine) along with nine other experts representing many scientific fields looked for a possible connection to the COVID vaccine as a cause of death. They found most of the deaths occurred within one week after getting the injection. The most common cause of death was cardiovascular (49 percent).

The other common causes of death included:

- Hematological (17 percent)
- Respiratory (11 percent)
- Multiple organ system failure (7 percent)

Some 73.9 percent of the deaths (240) were deemed to be secondary to the injection. Three or more organ systems were involved in 21 cases.

The average time between the injection and death was 14.3 days.

Why wasn’t the “vaccine” pulled at that point as being too dangerous? In the past, a vaccine — especially if it was a new design — was withdrawn even after a few deaths were reported.

Why did the Centers for Disease Control and Prevention (CDC) do everything in its power to

prevent any autopsies from being performed on the deceased? The pathologists were literally screaming to do them.

Autopsies are the best way to discern the various aspects of a new disease or infection.

The refusal to perform autopsies was not caused by a fear that the pathologists would get infected, as none were shown to be linked to autopsying these cases.

In my opinion, there were two reasons for the

CDC’s decision. First, with the actual infection, they didn’t want proof that most of the deaths were caused by the CDC protocol all hospitals were told to follow — not the virus itself. Second, they didn’t want anyone having proof that many died as a result of neglect by the hospitals.

With the vaccines the motivation was different. They didn’t want proof that these “vaccines” were killing people, though that is exactly what the autopsies showed.

Now we have proof, and we have proof that the authorities and the mainstream media hid the truth about

virtually every aspect of this sordid episode.

‘Studies have shown that by the third injection with a COVID vaccine, a person’s immune system is virtually destroyed.’

COQ10 Improves Heart Function

Coenzyme Q10 is a naturally occurring substance found in every cell in the body. Without it, we would all die. Objective studies of cardiac output, stroke volume, ejection fraction, and cardiac index showed improvement with CoQ10 treatment.

Most studies have focused on patients with mild to moderate congestive heart failure, but one found that giving 100 mg of CoQ10 a day to advanced heart failure patients improved symptoms in 82 percent of the patients.

Another finding was equally impressive: Two years after CoQ10 therapy, the survival rate was 62 percent — compared to 25 percent for patients receiving conventional medical treatment.

There is no question that using higher doses — such as 350 mg to 600 mg three times a day — would produce even better results. The best thing about CoQ10 is that there are no side effects; it is completely safe in any amount. ■

soaked in arsenic to protect the wood from insects. Unfortunately, the lumber is often still wet when the arsenic is applied, and workers handling it can become seriously contaminated.

Arsenic is a serious poison that can cause cancer. Safer lumber is soaked in boric acid (borate) instead of arsenic.

The same can be said for termite protection. If the soil making up the foundation is mixed with boric acid, it will kill the termites and protect the house.

Eating organically grown food has been shown to dramatically lower these pesticide residues in children. All vegetable and fruits should be thoroughly washed with a vegetable wash before consuming.

Curing *H. Pylori* With Natural Compounds

Infection with *Helicobacter pylori* bacteria, which is common around the world, is a common cause for both malignancy of the stomach and ulcers of the duodenum.

It is also considered to be the most common association with gastric lymphoma and adenocarcinoma of the stomach, a fatal disease.

In developing countries, it has been estimated that most children are infected with *H. pylori* by the age of 10. The rate varies in developed countries, but it has been estimated to affect 30 percent of the U.S. population.

The relationship between *H. pylori* and several diseases — including encephalopathy and heart disease — remains controversial. Some people feel that the strain of *H. pylori* is important. Others think the age of infection is what matters.

Most people are infected before age 10, and carry the organism without any effects.

The infection has been shown to be associated with gastric and duodenal ulcers, as well as adenocarcinomas and lymphomas of the stomach. There is a weaker association with:

- Heart disease
- Atherosclerosis
- Diarrhea
- Encephalopathy

Inflammation caused by *H. pylori* accounts for most of its symptoms, especially cases of cancer.

Treatment by a gastroenterologist generally involves prescription of several antibiotics and repeated tests to see if the infection has been eliminated. It can be quite difficult to get rid of an *H. pylori* infection.

In addition to the major problems caused by *H. pylori*, the infection can also lead to iron-deficiency and anemia. That's because the bacteria cause a slow gastric bleeding and utilize iron from the diet and blood.

In addition, *H. pylori* bacteria are encased in a biofilm that protects it against many commonly prescribed antibiotics. Some flavonoids, such as nano-bacopa, work to destroy this biofilm.

Other plant extracts shown to be effective against *H. pylori* include:

- Baicalein
- Nano-Triphala (from One Planet Nutrition)
- Liposomal apigenin
- Nano-berberine
- Liposomal luteolin

Oregano oil also kills the organism and can be mixed with the other plant extracts. It is taken as two capsules with meals.

Meanwhile, nano-curcumin has been found to exercise a twofold effect on *H. pylori* infections, reducing the stomach inflammation caused by the infection, and directly inhibiting the bacteria.

In addition, butyrate promotes healing of the stomach and duodenum.

Update on the COVID 'Vaccines'

Studies have shown that by the third injection with a COVID vaccine, a person's immune system is virtually destroyed. This occurs because a factor called IgG4 is drastically increased by these injections, and IgG4 suppresses immunity.

This explains why so many people who have been "vaccinated" have suffered from multiple bouts with COVID-19 and other infections, including bacterial pneumonia.

It also explains, in part, the emergence of what are called "turbo" cancers — the appearance of fatal, stage IV cancers within weeks or even days of injection. Pathologists all over the world have stated that they've never seen cancers grow this fast (hence the turbo label).

In addition, people who have had their cancer under

**"Fluoridated water prevents tooth decay."
THIS IS A DEADLY,
DISGRACEFUL LIE...**

First of all, the reverse is true. One of the last cities in Europe to permit fluoridation was Basel, Switzerland, and they just stopped. Why? Because after they started fluoridating, kids' cavity rates increased. By contrast, rates in the rest of fluoride-free Europe declined. So why, you may ask, did anyone fluoridate in the first place?

**FOLLOW THE
MONEY. Fluoride
is a byproduct of
aluminum
production...**

And aluminum producers must dispose of it. But this was a very expensive proposition prior to fluoridation. Back then, the only approved uses for fluoride were as an INSECTICIDE or a RAT POISON.

So what did they do? I don't exactly have a smoking gun (yet), but one of the first studies "proving" the anti-cavity power of fluoridated water was funded by the aluminum industry.

ingenious, huh? If you can't dispose of a toxin, just delude health authorities that it's healthy, and presto....

**Now we pay them to
pour rat poison into
our water supply...**

And what's the result? Fluoridated water doesn't prevent cavities, but it definitely

Fluoride/Sodium Fluoride: Found in toothpastes and most city water supplies. Interestingly enough, the American Dental Association's own papers show that fluoride is helpful only to little children with developing teeth. It is a carcinogen and has been shown to cause behavioral changes, the most prominent change being lassitude. For the real poop on fluoride, you should examine Adolph Hitler's own archives: the Third Reich added fluoride to the general water supply primarily to control the population, keeping them apathetic and listless. Recent studies have shown that fluoride can combine with aluminum and aid the aluminum in crossing the brain blood barrier...an Alzheimer's aid, in effect. The union of federal scientists who work with the EPA (Environmental Protection Agency) has called an end to the practice of fluoridation. Don't look to the pharmaceutical industry for any help: because fluoride crosses the blood brain barrier, it is used to boost the impact of neuro-psychic drugs such as Prozac. According to Wm C Douglas, MD, this chemical was once classified as a toxic waste and the only approved uses were as an insecticide and rat poison. He further points out that, "In one of the biggest studies ever undertaken on the subject (using data from 39,000 school children in 84 metropolitan areas around the U.S.), there was no statistically significant difference in rates of tooth decay between fluoridated and non-fluoridated water supplies."

can prevent a long, healthy life. I could show you evidence linking it to cancer, osteoporosis...

**Plus, if you want
to slash your
Alzheimer's
risk overnight...**

Starting tomorrow, drink no fluoridated water.

Why? Because fluoride makes your body absorb extra aluminum. And where does the aluminum go? Your brain. And what metal shows up alarmingly in the brains of Alzheimer's victims?

You guessed it.

In your FREE BONUS GIFTS, I'll explain the cheapest and easiest way to filter out all this toxic junk, along with several even easier ways to cut your Alzheimer's risk.

Then we'll put to rest all your needless fears about cancer...
(Continued on page 6)

Get full details about today's
real health miracles in your
5 FREE BONUS GIFTS
Mail the certificate on page 23 today!

The Fluoride Deception by Christopher Bryson Page 108 of 426

Verdict®



APRIL 2025
VOLUME 31 / ISSUE 4
WWW.JUDICIALWATCH.ORG

A News Publication from Judicial Watch

JUDICIAL WATCH VICTORY

Judicial Watch Lawsuit Causes San Francisco to Shut Down Woke Racist Program

The City of San Francisco, in a 7-3 vote by the Board of Supervisors of the City and County of San Francisco, authorized a settlement agreement in a taxpayer lawsuit brought by Judicial Watch against the City, agreeing to discontinue its discriminatory guaranteed-income program funded by taxpayer money in favor of transgender individuals with a PREFERENCE for biological Black and Latino men who identify as women. The agreement commits the city to pay \$3,250 in attorney's

fees and costs and not to create a new guaranteed income program with the same eligibility criteria.

Ordinance No. 290-24 as passed by the Board of Supervisors of the City and County of San Francisco and signed by Mayor London Breed states:

The [San Francisco] City Attorney is hereby authorized to settle the action entitled "*Michael Phillips, et al., v. London Breed, et al.*," San Francisco Superior Court, Case

See SAN FRANCISCO on page 2



388 Noncitizens Voted in Washington, D.C.'s Nov. 2024 Election



ASSOCIATED PRESS

Judicial Watch received a spreadsheet from the District of Columbia Board of Elections revealing that 388 noncitizens voted in D.C.'s November 2024 general election.

While federal law prohibits noncitizens from voting in federal elections, states and localities may allow noncitizens to vote in local elections. In 2023, the D.C. Council amended the District of Columbia Election Code of 1955 to allow all noncitizen residents, including illegal aliens, to vote in its local elections.

More than 230 of the noncitizens who voted are registered Democrats, the list shows. Less than 20 are registered Republicans. The remainder did not register with a party or registered with a third party. The list does not

See ELECTION on page 4

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From page 1

No. CGC-24-611915, on substantially the same terms as set forth in the Settlement Agreement.

The Settlement Agreement provides: (1) payment of \$3,250 in attorney's fees and costs; and (2) injunctive relief agreeing that the City will not continue the guaranteed income program that Paul Wildes and Reed Sandberg alleged to be unlawful beyond September 2024 and an agreement that the City will not create a new guaranteed income program with the same eligibility criteria.

The settlement agreement comes in a lawsuit filed by Judicial Watch on January 9, 2024, on behalf of taxpayers against San Francisco Mayor London Breed, City Treasurer José Cisneros, the director of the city's Office of Transgender Initiatives, and City Administrator Carmen Chu for violating the Equal Protection Clause of the California Constitution (*Phillips et al. v. Breed et al.* (No. 24-611915)). Mayor Breed announced the launch of the Guaranteed Income for Trans People

★ ★ ★

“This settlement is a huge victory for taxpayers who oppose taxpayer-funded woke racism and transgender extremism. The settlement agreement puts a stop to the illegal use of taxpayer money to hand out free cash to transgender individuals based on race and sex in blatant violation of California’s constitution.”

*~ Judicial Watch President
Tom Fitton*


★ ★ ★

(GIFT) program on November 16, 2022. The mayor's office stated in a press release that the city would “provide low-income transgender San Franciscans with \$1,200 each month, up to 18 months to help address financial insecurity within trans communities.”

“This settlement is a huge victory for taxpayers who oppose taxpayer-funded woke racism and transgender extremism,” said Judicial Watch President Tom Fitton. “The settlement agreement puts a stop to the illegal use of taxpayer money to hand out free cash to transgender individuals based on race and sex in blatant violation of California’s constitution.”

In October 2023, a Judicial Watch open records request forced the release of records from the City of San Francisco showing the city prioritized tax money for Black and Latino transgenders (biological men) in the (GIFT) program, which also allowed illegal aliens to apply; allowed people who “engage in survival sex trades” to apply; and the use of the funds by participants was virtually unrestricted.

In May 2022, Judicial Watch won a court battle against California’s gender quota law for corporate boards. The verdict came after a 28-day trial. The verdict followed a similar ruling in Judicial Watch’s favor in April finding California’s race, ethnicity and LGBT quotas for corporate boards unconstitutional.

The City of Asheville, NC, in January 2022 settled a Judicial Watch federal civil rights lawsuit after agreeing to remove all racially discriminatory provisions in a city-funded scholarship program. Additionally, the city agreed to remove racially discriminatory eligibility provisions in a related program that provides grants to educators. 



Judicial Watch

Because no one is above the law!

Judicial Watch is a conservative, nonpartisan American educational foundation that promotes transparency, accountability and integrity in government, politics and the law. Judicial Watch advocates high standards of ethics and morality in America’s public life and seeks to ensure that public officials do not abuse the powers entrusted to them by the American people.

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April 2025 • Vol. 31 • Issue 4

Staff Report: 091-25

To: Mayor and City Council
From: City Manager
Date: May 5, 2025

Subject

Release of Sanitary Sewer Easement – Stone’s Throw Planned Unit Development Phase 1

Key Points

- The release of the sanitary sewer easement recorded under Auditor’s File Number 6123129 will turn back approximately 5,019 square feet of encumbered private property.
- Staff is recommending that no compensation be required for this release because the easement was intended to be temporary and the City did not pay for it in 2023.

Strategic Plan Alignment

Safe and Prepared Community – a safe place to live, work, learn and play

Present Situation

The existing sewer easement comprises a strip of land 20 feet in width over the four lots. The easement was recorded to protect a public sewer main that was temporarily constructed as a bypass for Phase 1 of the Stone’s Throw Planned Unit Development (PUD). Construction and acceptance of the sewer facilities associated with Phase 2 of the development have allowed this bypass line to be deactivated and abandoned. Therefore, staff have determined that the associated public easement is no longer needed. The release of a portion of this easement will allow these lots to be fully utilized.

Advantage(s)

Releasing excess easement area reduces encumbrance on the four lots.

Challenge(s)

None

Budget Impact

None

Prior Council Review

None

Action Requested

On Monday, May 5, 2025, authorize the City Manager, or designee, to sign the attached easement release.

Staff Contact

Sheryl Hale, Senior Engineering Supervisor, sheryl.hale@cityofvancouver.us

Attachments:

1. Attachment A - Release of Easement AFN 6123129
2. Attachment B - Recorded Plat for Stone's Throw PUD Phase 2
3. Attachment C - Easement Release Request Letter
4. Exhibit A AFN 6123129

Attachment 'A'

RECORD AND RETURN TO:
City of Vancouver
City Clerk's Office
P O Box 1995
Vancouver, WA 98668-1995

RELEASE OF SANITARY SEWER EASEMENT

PLEASE TAKE NOTICE: That City of Vancouver, a municipal corporation of the state of Washington, for and in consideration of \$1.00 and other good and valuable consideration release the sanitary sewer easement described as follows:

A 20-foot sanitary sewer easement, described in that Sewer Easement, Holt Holdings WA, LLC to City of Vancouver, recorded June 1st, 2023, under Auditor's File Number 6123129, records of Clark County Washington, attached hereto as Exhibit "A" (7 pages).

Executed this _____ day of _____, 2025.

CITY OF VANCOUVER

Lon Pluckhahn, City Manager

Approved as to form:

Attest:

Nena Cook, City Attorney

Natasha Ramras, City Clerk

State of Washington)
 :SS.
County of Clark)

I certify that I know or have satisfactory evidence that Lon Pluckhahn is the person who appeared before me, and said person acknowledged that he signed this instrument, on oath stated that he was authorized to execute the instrument and acknowledged it as City Manager of City of Vancouver, a municipal corporation, to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

Dated this ____ day of _____, 2025.

NOTARY PUBLIC in and for the state
of Washington residing at _____
My Commission expires:_____

Attachment 'B'



STONE'S THROW PUD PHASE 2

A PORTION OF THE RICHARD MCCARY DONATION LAND CLAIM,
 LOCATED IN THE NW 1/4 OF THE SW 1/4 OF SECTION 2,
 TOWNSHIP 2 NORTH, RANGE 2 EAST, WILLAMETTE MERIDIAN,
 CLARK COUNTY, WASHINGTON
 MAY 2024

NARRATIVE

THE PURPOSE OF THIS PLAT IS TO SUBDIVIDE A PORTION OF THE PROPERTY DESCRIBED IN AUDITOR'S FILE NO. 6045848, CLARK COUNTY DEED RECORDS INTO 53 LOTS, GRANT EASEMENTS, AND DEDICATE RIGHT-OF-WAY AS SHOWN.

THE BASIS OF BEARINGS IS SOUTH 00°55'56" WEST ALONG THE WEST LINE OF PARCEL II OF AUDITOR'S FILE NUMBER 6052457, AS SHOWN. BEARINGS SHOWN HEREON ARE ON WASHINGTON PLANE COORDINATE SYSTEM, SOUTH ZONE 4602, NAD83(2011)EPOCH2010.000 DERIVED FROM GPS TIES FROM THE WASHINGTON STATE REFERENCE NETWORK (WSRN).

THE BOUNDARY OF PARCEL II OF AUDITOR'S FILE NUMBER 6052457 WAS ESTABLISHED BY HOLDING FOUND MONUMENTS PER RECORDS OF SURVEY 91-115 AND 91-173, AND THE PLAT OF "STONE'S THROW PUD PHASE 1" (312-263).

THE BOUNDARY OF THE PLAT OF "STONE'S THROW PUD PHASE 1" (312-263) WAS ESTABLISHED BY HOLDING FOUND MONUMENTS, BEARINGS, DISTANCES, AND CURVE INFORMATION PER SAID PLAT.

A 3 SECOND TRIMBLE S6 TOTAL STATION AND TRIMBLE R-10 GPS RECEIVER WERE USED IN THIS SURVEY. ALL TRAVERSES MEET THE STANDARDS CONTAINED IN WAC 332-130-090.

PLAT NOTES

- IF ANY CULTURAL RESOURCES AND/OR HUMAN REMAINS ARE DISCOVERED IN THE COURSE OF UNDERTAKING THE DEVELOPMENT ACTIVITY, THE DEPARTMENT OF ARCHEOLOGY AND HISTORIC PRESERVATION IN OLYMPIA AND CLARK COUNTY COMMUNITY DEVELOPMENT SHALL BE NOTIFIED. FAILURE TO COMPLY WITH THESE STATE REQUIREMENTS MAY CONSTITUTE A CLASS C FELONY, SUBJECT TO IMPRISONMENT AND/OR FINES.
- PRIOR TO ISSUANCE OF OCCUPANCY PERMITS, SIDEWALKS SHALL BE CONSTRUCTED ALONG ALL THE RESPECTIVE LOT FRONTS.
- AN EASEMENT IS HEREBY GRANTED UNDER AND UPON THE EXTERIOR SIX (6) FEET, OR EIGHT (8) FEET, AS SHOWN ON ALL BOUNDARY LINES OF THE LOTS AND TRACTS ADJACENT TO PUBLIC/PRIVATE ROADS FOR THE INSTALLATION, CONSTRUCTION, RENOVATING, OPERATING AND MAINTAINING ELECTRIC, TELEPHONE, TV, CABLE, WATER AND CITY OF VANCOUVER PUBLIC WATER UTILITIES. ALL LOTS CONTAINING PADMOUNT TRANSFORMERS ARE SUBJECT TO THE MINIMUM CLEARANCES AS DEFINED BY CLARK PUBLIC UTILITIES CONSTRUCTION STANDARDS. ALL PROPOSED BUILDING DESIGNS ON THESE LOTS MUST PROVIDE ADEQUATE CLEARANCE FOR ALL CONSTRUCTIBLE MATERIALS. ALSO, A SIDEWALK EASEMENT, AS NECESSARY TO COMPLY WITH ADA SLIPS REQUIREMENTS, SHALL BE GRANTED UPON THE EXTERIOR SIX (6) FEET ALONG THE FRONT BOUNDARY LINES OF ALL LOTS AND TRACTS ADJACENT TO PUBLIC STREETS.
- ALL SIGHT DISTANCE EASEMENTS SHALL BE MAINTAINED ACCORDING TO THE PROVISIONS OF CLARK COUNTY CODE CHAPTER 40.350.
- ROOF AND CRAWL SPACE DRAINS FOR ALL LOTS OF THE DEVELOPMENT SHALL BE INSTALLED IN ACCORDANCE WITH THE APPROVED AS-BUILT PLANS, UNLESS A REVISED PLAN IS APPROVED BY THE COUNTY. THESE STORMWATER SYSTEMS WILL BE OWNED AND MAINTAINED BY THE PROPERTY OWNER(S) ON WHOSE LOT THE STORMWATER SYSTEM IS LOCATED.
- IN ACCORDANCE WITH CLARK COUNTY CODE CHAPTER 40.610, IMPACT FEES FOR EACH DWELLING IN THIS SUBDIVISION SHALL BE ASSESSED FOR IMPACTS ON SCHOOLS, PARKS AND TRANSPORTATION FACILITIES BASED FOR THE FOLLOWING DISTRICTS: EVERGREEN SCHOOL DISTRICT (SE), PARK DISTRICT 5 (PD) AND ORCHARDS SUB-AREA (IS), AS FOUND IN CLARK COUNTY CODE CHAPTER 40.610.040. IMPACT FEES ARE CALCULATED USING THE RATES IN EFFECT AT THE TIME OF BUILDING PERMIT ISSUANCE.
- ALL RESIDENTIAL DRIVEWAY APPROACHES ENTERING PUBLIC ROADS ARE REQUIRED TO COMPLY WITH CLARK COUNTY CODE CHAPTER 40.350. DIRECT DRIVEWAY ACCESS ONTO NE 137TH AVENUE IS PROHIBITED.
- THE 20.00-FOOT PUBLIC SANITARY SEWER EASEMENT PER AUDITOR'S FILE NUMBER 6123129 SHALL BE TERMINATED BY THE CITY OF VANCOUVER BY A SEPARATE DOCUMENT UPON APPROVAL OF IMPROVEMENTS.
- THE 20.00-FOOT TEMPORARY PRIVATE STORMWATER EASEMENT PER AUDITOR'S FILE NUMBER 6126519 SHALL AUTOMATICALLY TERMINATE UPON THE RECORDING OF THIS PLAT AND THE APPROVAL OF IMPROVEMENTS BY CLARK COUNTY.
- THE FOLLOWING PARTY(S) IS RESPONSIBLE FOR THE LONG-TERM MAINTENANCE OF THE PRIVATELY OWNED STORMWATER FACILITIES: STONE'S THROW PUD HOME OWNERS ASSOCIATION.

| SETBACKS | |
|--|---------|
| FRONT YARD SETBACK | 10 FT. |
| REAR YARD SETBACK | 10 FT.* |
| SIDE YARD SETBACK | 5 FT.* |
| GARAGE SETBACK | 18 FT. |
| STREET SIDE SETBACK | 10 FT. |
| * 0 FEET FOR THE SHARD WALL OF ATTACHED STRUCTURES | |

DECLARANT DECLARATION:

THE UNDERSIGNED OWNER OR OWNERS OF THE INTEREST IN THE REAL ESTATE DESCRIBED HEREIN HEREBY DECLARE THIS MAP AND DEDICATE THE SAME FOR A COMMON INTEREST COMMUNITY NAMED "STONE'S THROW PUD", A PLAT COMMUNITY, AS THAT TERM IS DEFINED IN THE WASHINGTON UNIFORM COMMON INTEREST OWNERSHIP ACT, SOLELY TO MEET THE REQUIREMENTS OF THE WASHINGTON UNIFORM COMMON INTEREST OWNERSHIP ACT AND NOT FOR ANY PUBLIC PURPOSE. THIS MAP AND ANY PORTION THEREOF IS RESTRICTED BY LAW AND THE DECLARATION FOR "STONE'S THROW PUD PHASE 1", RECORDED UNDER CLARK COUNTY RECORDING NO. 6195494, AND THE AMENDMENT THERE TO RECORDED UNDER CLARK COUNTY RECORDING NO. 6195494.

HOLT HOLDINGS WA, LLC, A DELAWARE LIMITED LIABILITY COMPANY

AUTHORIZER SIGNER

Michael J. Loomis
 PRINTED NAME

05/30/2024
 DATE

ACKNOWLEDGEMENT:

STATE OF WASHINGTON } SS
 COUNTY OF CLARK

SIGNED OR ATTESTED BEFORE ME ON 05/30/2024 BY *Michael J. Loomis*, AUTHORIZED SIGNER OF HOLT HOLDINGS WA, LLC.

I CERTIFY THAT I KNOW OR HAVE SATISFACTORY EVIDENCE THAT *Michael J. Loomis*, AUTHORIZED SIGNER OF HOLT HOLDINGS WA, LLC IS THE PERSON WHO APPEARED BEFORE ME, AND SAID PERSON ACKNOWLEDGED THAT HE SIGNED THIS INSTRUMENT AND ACKNOWLEDGED IT TO BE HIS FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES MENTIONED IN THE INSTRUMENT.

WITNESS MY HAND AND SEAL HERETO ON THIS 30th DAY OF *May*, 2024

SIGNED *Lynne E. Gray*

NOTARY PUBLIC IN AND FOR THE STATE OF WA

RESIDING IN *Yanover WA*

MY COMMISSION EXPIRES *04/18/2027*

PRINT NOTARY NAME *Lynne E. Gray*



DEPARTMENT OF COMMUNITY DEVELOPMENT

APPROVED BY: *Brent Davis* (KS) 5/31/2024
 CLARK COUNTY PLANNING DIRECTOR DATE

COUNTY ASSESSOR

THIS PLAT MEETS THE REQUIREMENTS OF RCW 58.17.010, LAWS OF WASHINGTON, 1981, TO BE KNOWN AS "STONE'S THROW PUD PHASE 2" PLAT NO. ~~1482435~~ CLARK COUNTY, WASHINGTON.

Hilbert Choo FOR *PETER VAN NORDEN* 6/14/24
 CLARK COUNTY ASSESSOR DATE

CLARK COUNTY MANAGER

APPROVED AND ACCEPTED BY THE CLARK COUNTY MANAGER, CLARK COUNTY, WASHINGTON, THIS 31st DAY OF *May*, 2024

Patricia Egan
 CLARK COUNTY MANAGER

COUNTY DEPARTMENT OF PUBLIC WORKS

APPROVED BY: *Ken Lader* (KS) 5/31/2024
 CLARK COUNTY ENGINEER DATE

COUNTY AUDITOR

FILED FOR RECORD THIS *14th* DAY OF *June*, 2024,
 AT *9:44* A.M.

IN BOOK *312* OF PLATS, AT PAGE *311*, AT THE REQUEST OF HOLT HOLDINGS WA, LLC.

AUDITOR'S FILE NUMBER *6185435*

COUNTY AUDITOR *Patricia Annunzio for Greg Kinsley*

COUNTY HEALTH DEPARTMENT

NO WELLS OR SEPTIC SYSTEMS ARE PROPOSED WITH THIS SUBDIVISION.
 NO HEALTH DEPARTMENT SIGNATURE IS REQUIRED ON THE FINAL PLAT.

LAND SURVEYOR'S CERTIFICATE:

THIS MAP CORRECTLY REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECTION IN CONFORMANCE WITH THE REQUIREMENTS OF THE SURVEY RECORDING ACT AT THE REQUEST OF HOLT HOLDINGS WA, LLC IN OCTOBER, 2023.

RCW 64.90.245 REQUIRED TEXT:
 I HEREBY CERTIFY THAT THIS MAP FOR "STONE'S THROW PUD PHASE 2" IS BASED UPON AN ACTUAL SURVEY OF THE PROPERTY HEREIN DESCRIBED; THAT THE BEARINGS AND DISTANCES ARE CORRECTLY SHOWN; THAT ALL INFORMATION REQUIRED BY THE WASHINGTON UNIFORM COMMON INTEREST OWNERSHIP ACT IS SUPPLIED HEREIN; AND THAT ALL HORIZONTAL AND VERTICAL BOUNDARIES OF THE UNITS, (1) TO THE EXTENT DETERMINED BY WALLS, FLOORS, OR CEILING THEREOF, OR OTHER PHYSICAL MONUMENTS, ARE SUBSTANTIALLY COMPLETED IN ACCORDANCE WITH SAID MAP; OR (2) TO THE EXTENT SUCH BOUNDARIES ARE NOT DEFINED BY PHYSICAL MONUMENTS, SUCH BOUNDARIES ARE SHOWN ON THE MAP.

James O. Shannon 5/30/24
 PROFESSIONAL LAND SURVEYOR
 LICENSE NO. 54200



ACKNOWLEDGMENT:

STATE OF WASHINGTON } SS
 COUNTY OF CLARK

SIGNED OR ATTESTED BEFORE ME ON *5/30/2024* BY *JAMES O. SHANNON*.

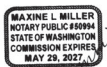
Maxine L. Miller
 NOTARY SIGNATURE

DATE: *5/30/2024*

PRINTED NAME *Maxine L. Miller*

NOTARY PUBLIC IN AND FOR THE STATE OF WASHINGTON

MY COMMISSION EXPIRES *5-28-2027*



PAGE 1 OF 2

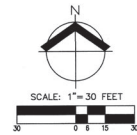
| | |
|-----------------------------|---|
| JOB NAME: STONE'S THROW PUD | AKS ENGINEERING & FORESTRY, LLC 9500 NE 126TH AVE, STE. 2520 VANCOUVER, WA 98682 |
| JOB NUMBER: 1853 | 360.862.0419 WWW.AKS-ENG.COM |
| DRAWN BY: CLC | |
| CHECKED BY: JKH | |
| DRAWING NO.: 1853PLAT PH2 | ENGINEERING - SURVEYING - NATURAL RESOURCES FORESTRY - PLANNING - LANDSCAPE ARCHITECTURE |

STONE'S THROW PUD PHASE 2

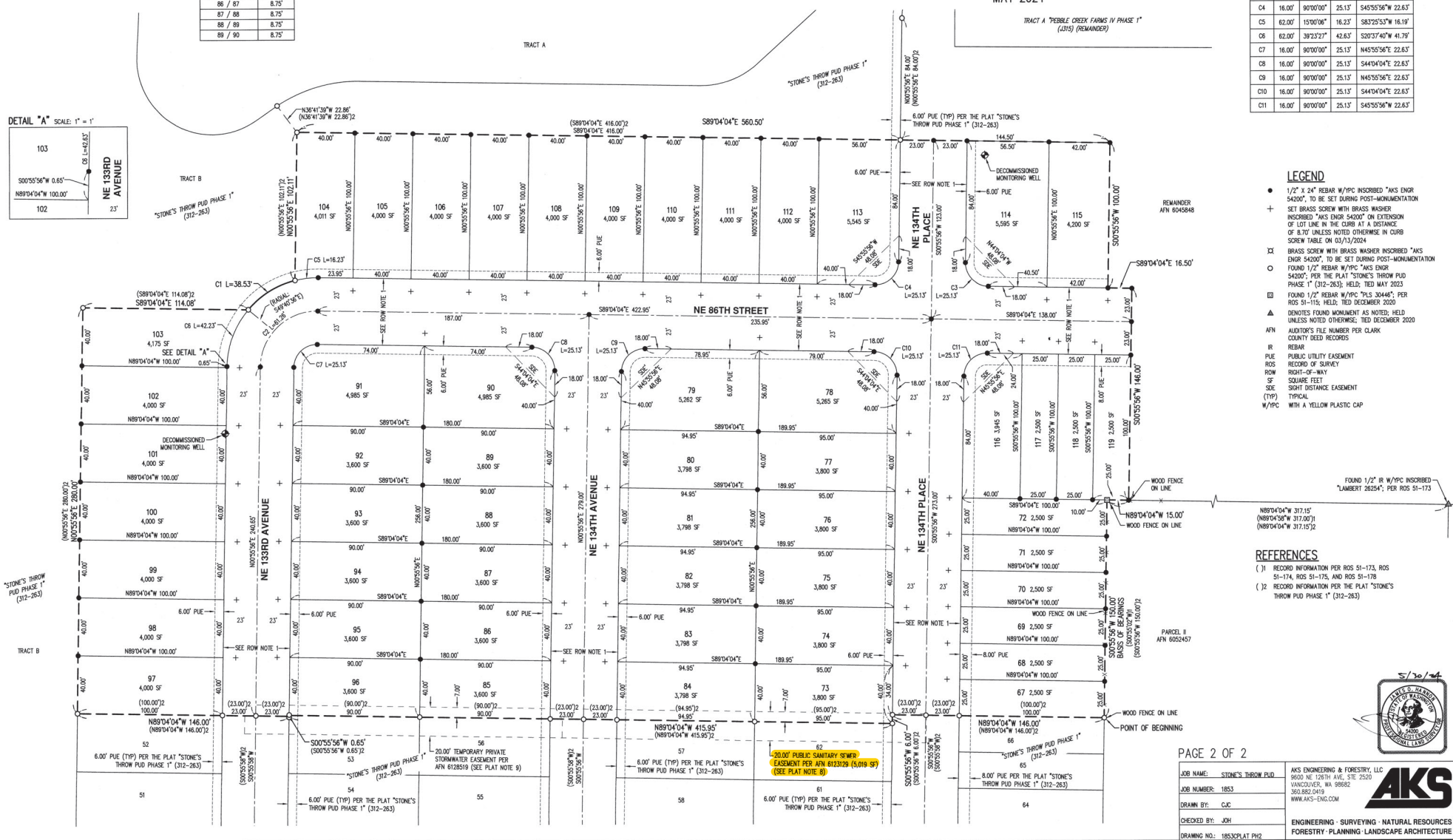
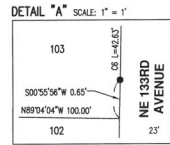
A PORTION OF THE RICHARD MCCARY DONATION LAND CLAIM,
 LOCATED IN THE NW 1/4 OF THE SW 1/4 OF SECTION 2,
 TOWNSHIP 2 NORTH, RANGE 2 EAST, WILLAMETTE MERIDIAN,
 CLARK COUNTY, WASHINGTON
 MAY 2024

| COMMON LOT LINE | DISTANCE |
|-----------------|----------|
| 79 / 80 | 8.75' |
| 80 / 81 | 8.75' |
| 81 / 82 | 8.90' |
| 82 / 83 | 8.75' |
| 83 / 84 | 8.75' |
| 85 / 86 | 8.75' |
| 86 / 87 | 8.75' |
| 87 / 88 | 8.75' |
| 88 / 89 | 8.75' |
| 89 / 90 | 8.75' |

RIGHT-OF-WAY NOTES
 1. 46.00 FOOT RIGHT-OF-WAY DEDICATED TO CLARK COUNTY WITH THIS PLAT.



| CURVE | RADIUS | DELTA | LENGTH | CHORD |
|-------|--------|-----------|--------|--------------------|
| C1 | 62.00' | 35°36'27" | 38.53' | N88°07'37"E 37.91' |
| C2 | 39.00' | 89°59'28" | 61.26' | N45°56'03"E 55.16' |
| C3 | 16.00' | 90°00'00" | 25.13' | N44°04'04"E 22.63' |
| C4 | 16.00' | 90°00'00" | 25.13' | S45°55'56"W 22.63' |
| C5 | 62.00' | 15°00'06" | 16.23' | S83°25'33"W 16.19' |
| C6 | 62.00' | 39°23'27" | 42.63' | S20°37'40"W 41.79' |
| C7 | 16.00' | 90°00'00" | 25.13' | N45°55'56"E 22.63' |
| C8 | 16.00' | 90°00'00" | 25.13' | S44°04'04"E 22.63' |
| C9 | 16.00' | 90°00'00" | 25.13' | N45°55'56"E 22.63' |
| C10 | 16.00' | 90°00'00" | 25.13' | S44°04'04"E 22.63' |
| C11 | 16.00' | 90°00'00" | 25.13' | S45°55'56"W 22.63' |



- LEGEND**
- 1/2" x 24" REBAR W/PC INSCRIBED "AKS ENR 54200", TO BE SET DURING POST-MONUMENTATION
 - + SET BRASS SCREW WITH BRASS WASHER INSCRIBED "AKS ENR 54200" ON EXTENSION OF LOT LINE IN THE CURB AT A DISTANCE OF 8.75' UNLESS NOTED OTHERWISE IN CURB SCREW TABLE ON 03/13/2024
 - ⊗ BRASS SCREW WITH BRASS WASHER INSCRIBED "AKS ENR 54200", TO BE SET DURING POST-MONUMENTATION
 - FOUND 1/2" REBAR W/PC "AKS ENR 54200", PER ROS 54-115, HELD, TIED DECEMBER 2020
 - ⊠ DENOTES FOUND MONUMENT AS NOTED; HELD UNLESS NOTED OTHERWISE; TIED DECEMBER 2020
 - AFN AUDITOR'S FILE NUMBER PER CLARK COUNTY DEED RECORDS
 - R REBAR
 - PUE PUBLIC UTILITY EASEMENT
 - ROS RECORD OF SURVEY
 - ROW RIGHT-OF-WAY
 - SF SQUARE FEET
 - SSE SHORT DISTANCE EASEMENT
 - (TYP) TYPICAL
 - W/PC WITH A YELLOW PLASTIC CAP

- REFERENCES**
- (1) RECORD INFORMATION PER ROS 51-173, ROS 51-174, ROS 51-175, AND ROS 51-178
 - (2) RECORD INFORMATION PER THE PLAT "STONE'S THROW PUD PHASE 1" (312-263)

PAGE 2 OF 2

| | |
|-----------------------------|--|
| JOB NAME: STONE'S THROW PUD | AKS ENGINEERING & FORESTRY, LLC 9500 NE 153th Ave, STE 2520 VANCOUVER, WA 98682 WWW.AKS-ENG.COM |
| JOB NUMBER: 1853 | |
| DRAWN BY: CJC | |
| CHECKED BY: JOH | |
| DRAWING NO.: 1853PLAT PH2 | ENGINEERING - SURVEYING - NATURAL RESOURCES FORESTRY - PLANNING - LANDSCAPE ARCHITECTURE |



Attachment 'C'

THE HOLT GROUP

July 9th, 2024

RE: VACATION OF PUBLIC EASEMENT, AFN 6123129

Dear: City of Vancouver Staff,

I am reaching out to formally request the vacation of the Public Sanitary Sewer Easement that is recorded under the Auditor's File Number, 6123129. The easement was initially created to allow for a bypass line to connect two portions of the Sanitary sewer mainline that would not otherwise be connected until completion of the second phase of the overall development. Construction of the Phase Two sanitary sewer mainline is now complete and has been inspected by City staff. The bypass line is no longer needed and impedes the proposed building footprint for the lots it traverses. The easement needs to be vacated to proceed with the construction and sale of the new home.

If any additional information is needed to process this request, I can be reached by phone at 360-901-2299 or by email at john@holthomes.com. Thank you for your assistance in this matter.

Sincerely,

John Marquardt
Project Manager
Stone's Throw PUD Phase 1

6123129 SEWEAS
Total Pages:7 Rec: \$209.50
Recorded in Clark County, WA
6/1/2023 3:20 PM
CITY OF VANCOUVER

Exhibit 'A'

RETURN ADDRESS
City of Vancouver – City Clerk’s Office
PO Box 1995
Vancouver, Washington 98668-1995

DOCUMENT TITLE:
SANITARY SEWER EASEMENT

REFERENCE NUMBER(S) OF RELATED DOCUMENTS:
N/A

GRANTOR(S):
HOLT HOLDINGS WA LLC

GRANTEE(S):
CITY OF VANCOUVER, A MUNICIPAL CORPORATION OF THE STATE OF
WASHINGTON

QUARTER SECTION / FIRST LINE OF LEGAL:
SW & NW1/4 SECTION 02 TOWNSHIP 2 NORTH RANGE 2EAST WM
SE 1/4 SECTION 03 TOWNSHIP 2 NORTH RANGE 2EAST WM
#116-A RICHARD MCCARY DLC & PEBBLE CREEK FARMS 4 PH1 ADJ TT A
16.79A

COV REFERENCE NUMBER:
ENG-81763

ASSESSOR’S PROPERTY TAX PARCEL NUMBER:
154538000

RETURN ADDRESS
City of Vancouver – City Clerk’s Office
PO Box 1995
Vancouver, Washington 98668-1995

Do not write, sign, or stamp outside the double line

Engineering Project No: 81763

SANITARY SEWER EASEMENT

The Grantor(s) Holt Holdings WA, LLC for and in consideration of One Dollar (\$1.00) and other valuable consideration, hereby bargain, sell and convey to the City of Vancouver, a municipal corporation of the State of Washington, an easement over, under and across the following described real estate in Clark County, to wit:

Parcel Number: 154538 - 000
1st Line of Legal: #116 RICHARD MCCARY DLC 29.58A M/L

- Attachments: **Exhibit “A”** – Legal Description of the Parcel
Exhibit “B” – Legal Description of the Easement
Exhibit “C” – 8 ½”x 11” map/drawing of the Easement

This easement is granted for the purpose of constructing, installing, reconstructing, enlarging, extending, repairing, operating and maintaining sewer lines, appurtenances and for providing new sewer service lateral to users of such service as authorized and permitted by the City of Vancouver. The City of Vancouver, grantee herein, and its agents and contractors shall have the right to enter upon the premises for such purposes. The easement areas herein conveyed shall be restored to a condition as good as or better than existed prior to construction, and that the city, its agents or contractors will not cause an unnecessary damage or commit any waste upon the above described premises. The grantor(s), its executors, agents, assigns and successors in interest agree and covenant to obtain written consent from the City of Vancouver prior to allowing the construction of any improvements, or prior to planting trees or other types of vegetation, upon the permanent easement area described herein.

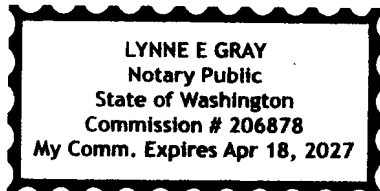
Dated this 26th day of May 20 23

STATE OF WASHINGTON)
CLARK COUNTY)

[Signature]
Signature
MIKE LOOMIS - AUTHORIZED AGENT
Printed Name

I certify that I know or have satisfactory evidence that Mike Loomis
Signed this instrument, on oath stated that (he/she) was authorized to execute the instrument as the Authorized Agent of Holt Group Holdings LLC and acknowledge it to be the free and Sole member of Holt Holdings WA, LLC Voluntary act of such party for the uses and purposes mentioned in the instrument.

Dated this 26th day of May 20 23



[Signature]
Signature of Notary
Lynne E. Gray
Printed Name of Notary

Notary Public for the State of WA, residing
My commission expires: 04/18/2027

Sanitary Sewer Easement – Corporate



BEND, OR
2777 NW Lolo Drive, Suite 150
Bend, OR 97703
(541) 317-8429
www.aks-eng.com

KEIZER, OR
3700 River Road N, Suite 1
Keizer, OR 97303
(503) 400-6028

TUALATIN, OR
12965 SW Herman Road, Suite 100
Tualatin, OR 97062
(503) 563-6151

VANCOUVER, WA
9600 NE 126th Avenue, Suite 2520
Vancouver, WA 98682
(360) 882-0419

EXHIBIT A LEGAL DESCRIPTION

CLARK COUNTY TAX LOT #116, PARCEL NO. 154538000

A portion of the Richard McCary Donation Land Claim, located in the Southwest Quarter of the Northwest Quarter and the Northwest Quarter of the Southwest Quarter of Section 2, and the Northeast Quarter of the Southeast Quarter of Section 3, Township 2 North, Range 2 East, Willamette Meridian, Clark County, Washington, as described in that Bargain and Sale Deed to Holt Holdings WA, LLC recorded May 11, 2022, under Auditor's File Number 6045848, records of said county, transcribed as follows:

A parcel of property in the West half of Section 2 and the Southeast quarter of Section 3, Township 2 North, Range 2 East of the Willamette Meridian in Clark County, Washington, described as follows:

Commencing at the Northwest corner of the Northwest quarter of said Section 2;

thence South 89°32'37" East along the North line of said Northwest quarter a distance of 1324.58 feet to the Northeast corner of the West half of said Northwest quarter;

thence South 00°55'02" West along the East line of said West half of the Northwest quarter and the Southerly extension thereof, a distance of 2629.02 feet to the Easterly extension of the South line of Lot 80, Pebble Creek Farms IV, Phase I, recorded in Book J, page 315, Clark County, records;

thence North 89°29'46" West along the Easterly extension of said South line a distance of 40.00 feet to the West right-of-way line of N.E. 137th Avenue, being 40.00 feet from, when measured at right angles to the centerline thereof and the TRUE POINT OF BEGINNING;

thence South 00°55'02" West along the West right-of-way line of said N.E. 137th Avenue a distance of 491.54 feet to the Northeast corner of that parcel conveyed to Regency Centers, L.P. by document recorded under Auditor's File No. 3675146, Clark County Deed Records;

thence North 89°04'58" West along the North line of said Regency Centers, L.P. parcel a distance of 500.00 feet to the Northwest corner thereof;

thence South 00°55'02" West along the West line of said Regency Centers, L.P. parcel a distance of 262.67 feet to the most Northerly South line thereof;

thence South 89°04'58" East along said South line a distance of 480.00 feet to the Westerly right-of-way of N.E. 137th Avenue, being 60.00 feet from when measured at right angles to the centerline thereof;

thence South 00°55'02" West along said West right-of-way line a distance of 54.00 feet to a point on the North line of that parcel conveyed to Regency Centers, L.P. by document recorded under Auditor's File No. 3498315, Clark County Deed Records;

thence North 89°04'58" West along said North line and the Westerly extension thereof a distance of 480.00 feet to a point on the West line of that parcel conveyed to Regency Centers, L.P. by document recorded under Auditor's File No. 3675146, Clark County Deed Records;

thence South 00°55'02" West along said West line a distance of 320.97 feet to a point on the North line of Sunflower Meadows recorded in Volume H of Plats at page 585, Clark County Plat Records;

thence South 87°19'11" West along the North line of said Sunflower Meadows, a distance of 146.33 feet to an angle point therein;

thence West, continuing along the North line of said Sunflower Meadows 1230 feet, more or less, to the centerline of N.E. 130th Avenue;

thence North along said centerline a distance of 60 feet, more or less, to a point on the North line of that tract conveyed to Pebble Creek Farms, Ltd., as Parcel II in deed recorded under Auditor's File No. 9007120012, Clark County Deed Records;

thence East, along said North line a distance of 594 feet, more or less, to the West line of that tract conveyed as Parcel I in deed recorded under Auditor's File No. 9007120012, Clark County Deed Records;

thence North 00°51'54" East along said West line a distance of 1073 feet, more or less, to the Southwest corner of Pebble Creek Farms IV, Phase 3, as recorded in Book J, page 400, Clark County Plat Records;

thence South 89°29'46" East along the South line of said Pebble Creek Farms IV, Phase 3 a distance of 559.85 feet to an angle point therein;

thence North 66°03'19" East along said South line a distance of 122.30 feet to a point on the West line of Pebble Creek Farms IV, Phase I;

thence South 00°25'38" West along said West line a distance of 234.10 feet to the Southwest corner thereof;

thence South 89°34'22" East along the South line of said Pebble Creek Farms IV, Phase I a distance of 225.36 feet;

thence South 59°29'46" East continuing along said South line a distance of 193.64 feet;
thence South 89°29'46" East continuing along said South line a distance of 72.17 feet;
thence North 05°16'38" East along said South line a distance of 270.94 feet;
thence South 89°29'46" East along said South line a distance of 122.81 feet to the TRUE POINT OF BEGINNING.

Except that portion lying within the right-of-way of N.E. 130th Avenue.

ALSO INCLUDING A PARCEL OF LAND LYING IN THAT CERTAIN TRACT DESCRIBED IN DEED DOCUMENT NO. 9203270030 OF THE CLARK COUNTY DEED RECORDS AND LOCATED WITHIN THE SOUTHWEST QUARTER OF SECTION 2, TOWNSHIP 2 NORTH, RANGE 2 EAST, WILLAMETTE MERIDIAN, IN THE CITY OF VANCOUVER, CLARK COUNTY, WASHINGTON AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE INTERSECTION OF THE CENTERLINE OF NE 137TH AVENUE, AS DEFINED IN AUDITORS FILE NO. 3197748, CLARK COUNTY DEED RECORDS AND THE CENTERLINE OF NE 84TH AVENUE, SAID INTERSECTION BEARS SOUTH 89°32'37" EAST, 1324.68 FEET AND SOUTH 00°55'04" WEST, 2615.65 FEET AND SOUTH 00°55'02" WEST, 794.84 FEET FROM THE NORTHWEST CORNER OF SAID SECTION 2, AT ENGINEERS STATION 37+84.77; THENCE ALONG THE CENTERLINE OF SAID NE 137TH AVENUE NORTH 00°55'02" EAST, 27.00 FEET; THENCE LEAVING SAID CENTERLINE NORTH 89°04'58" WEST, 55.00 FEET TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF SAID NE 137TH AVENUE AND THE TRUE POINT OF BEGINNING; THENCE LEAVING SAID RIGHT-OF-WAY LINE NORTH 89°04'58" WEST, 12.50 FEET TO A POINT; THENCE NORTH 45°55'02" EAST, 21.21 FEET TO A POINT 52.50 FEET WESTERLY OF SAID CENTERLINE, WHEN MEASURED PERPENDICULAR THERETO; THENCE PARALLEL WITH SAID CENTERLINE NORTH 00°55'02" EAST, 102.85 FEET TO A POINT; THENCE NORTH 06°34'16" EAST, 126.88 FEET TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF SAID NE 137TH AVENUE, BEING 40.00 FEET WESTERLY OF SAID CENTERLINE, WHEN MEASURED PERPENDICULAR THERETO; THENCE ALONG SAID WESTERLY RIGHT-OF-WAY LINE SOUTH 00°55'02" WEST, 229.11 FEET TO A POINT; THENCE SOUTH 45°55'02" WEST, 21.21 FEET TO THE TRUE POINT OF BEGINNING.

SITUATE IN THE COUNTY OF CLARK, STATE OF WASHINGTON.





BEND, OR
 2777 NW Lolo Drive, Suite 150
 Bend, OR 97703
 (541) 317-8429
 www.aks-eng.com

KEIZER, OR
 3700 River Road N, Suite 1
 Keizer, OR 97303
 (503) 400-6028

TUALATIN, OR
 12965 SW Herman Road, Suite 100
 Tualatin, OR 97062
 (503) 563-6151

VANCOUVER, WA
 9600 NE 126th Avenue, Suite 2520
 Vancouver, WA 98682
 (360) 882-0419

**EXHIBIT B
 LEGAL DESCRIPTION**

SANITARY SEWER EASEMENT

A portion of the Richard McCary Donation Land Claim, located in the Northwest Quarter of the Southwest Quarter of Section 2, Township 2 North, Range 2 East, Willamette Meridian, Clark County, Washington, being more particularly described as follows:

COMMENCING at the northwest corner of Parcel II of Auditor's File Number 6052457; thence along the west line said Parcel II South 00°55'56" West 150.00 feet; thence leaving said west line North 89°04'04" West 122.50 feet to the **POINT OF BEGINNING**; thence South 00°55'56" West 19.00 feet; thence North 89°04'04" West 250.95 feet; thence North 00°55'56" East 20.00 feet; thence South 89°04'04" East 250.95 feet; thence South 00°55'56" West 1.00 foot to the **POINT OF BEGINNING**.

Contains approximately 5,019 square feet.

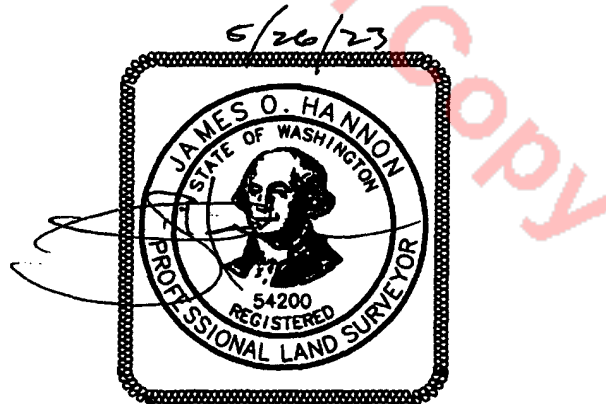
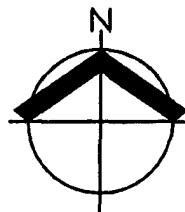
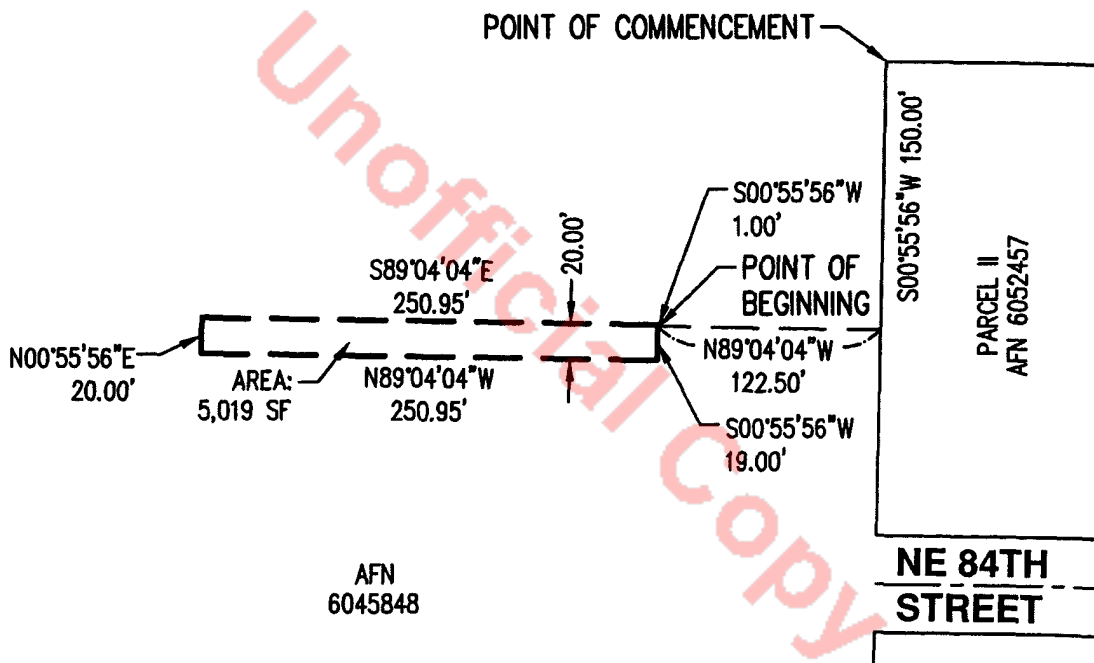


EXHIBIT C

A PORTION OF THE RICHARD MCCARY DLC, LOCATED IN THE NW 1/4 OF THE SW 1/4 OF SEC. 2, T2N, R2E, W.M., CLARK COUNTY, WASHINGTON



SCALE: 1" = 100 FEET



Unofficial Copy



LEGEND

SF SQUARE FEET

DATE: 05-26-2023

| EASEMENT | | | |
|---------------------------------------|-----------------|----------------------------|-----------|
| DRAWN BY: CJC | CHECKED BY: JOH | DWG: 1853 20230526 EXH SAN | JOB: 1853 |
| AKS ENGINEERING & FORESTRY, LLC | | | |
| 9600 NE 126TH AVE, SUITE 2520 | | | |
| VANCOUVER, WA 98682 www.aks-eng.com | | | |
| PHONE: 360.882.0419 FAX: 360.882.0426 | | | |



Staff Report: 092-25

To: Mayor and City Council
From: City Manager
Date: May 5, 2025

Subject

Contract Amendment - On-Call Sanitary Sewer Collections Planning and Design - C-100983 and C-100988

Key Points

- The objective is to amend two Service Agreements that are nearing the not-to-exceed value of the contract.
- The Service Agreements were issued in October 2022, with a not-to-exceed value of \$1,000,000 for a period of five years.
- The Service Agreements would be increased in value by \$1,000,000, for a final not to exceed the value of \$2,000,000.
- The end date of the five-year contract is not proposed to be changed.

Strategic Plan Alignment

Safe and Prepared Community – a safe place to live, work, learn and play

Present Situation

The City issued RFQ #30-22 for on-call sanitary sewer collections planning and design services in June 2022. In September 2022, Council approved the issuance of four (4) Professional Services Agreements (PSA) with Consor, Jacobs, Stantec and BHC all of Washington and Oregon, for the provision of sanitary sewer collections planning, design and construction services on an as-needed basis for five years. The not-to-exceed value was \$1,000,000 for the 5-year life of each contract.

Due to an ongoing need for specific project expertise, contract C-100983 with Consor, and contract C-100988 with Jacobs are near the capacity of the original not to exceed value. Wastewater Collections has design and construction management needs with these two firms that require additional capacity to bring these projects to completion.

The City is calibrating its hydraulic model of the sanitary sewer collections system in conjunction with the General Sewer Plan (GSP) update. Consor staff have an in-depth understanding of the City's wastewater collection system to efficiently complete updates for the hydraulic model and the general sewer plan. The updated GSP is expected to be completed in July 2026.

Wastewater collections engineering has a program to rehabilitate the existing large-diameter interceptor sewer pipes which are the backbone of the collection's infrastructure. The City successfully used a trenchless pipe rehabilitation method known as Cured-In-Place-Pipe (CIPP) lining, which is less disruptive than traditional dig and replace methods. Jacobs' staff has vast knowledge of CIPP technologies and the City has utilized this knowledge pool with the design and construction management of these projects. Having Jacobs staff continue the final phases of these large interceptor lining projects will provide consistency and efficiency in the design and construction

management of these critical projects.

In order to provide continuity, allowing these two consultants to continue current projects and additional phases of projects is in the best interest of the City.

The other two (2) PSAs issued in October 2022 are not anticipated to reach capacity during the five-year contract duration. Wastewater Collections Engineering will continue to utilize these PSAs for future projects.

Advantage(s)

1. Provides continuity in design consultants for planning and design projects in progress.
2. Provides maximum flexibility to Wastewater Collections Engineering to ensure all projects are adequately and professionally staffed.

Challenge(s)

Using consultants can be more costly than using City staff. However, the short-term nature of on-call task assignments creates an as-needed, short-term supplement to City staff during peak workloads at a reasonable cost, as well as providing skill sets and knowledge that City staff may not possess.

Budget Impact

No additional budget is required for these contracts. Future expenditures will be paid from the applicable project's budget in the Wastewater Collections Operating and Capital fund budgets.

Prior Council Review

September 12, 2022 Council approved the on-call contracts per RFQ #30-22.

Action Requested

On Monday, May 5, 2025, authorize the City Manager, or designee, to finalize and execute amendments to Professional Services Agreements C-100983 with Consor, and C-100988 with Jacobs, to increase the not to exceed value to \$2,000,000 for the 5-year life of each contract.

Staff Contact

Sheryl Hale, Senior Engineering Supervisor, sheryl.hale@cityofvancouver.us

Attachments:

1. Amendment No 1 Jacobs
2. Amendment No 1 Consor
3. Services Contract C-100983 executed
4. Services Contract c-100988 executed



**SERVICE AGREEMENT C-100988
AMENDMENT No. 1
ON-CALL SANITARY SEWER COLLECTIONS SYSTEM PLANNING & DESIGN**

This Amendment amends the Professional Services Agreement number C-100988 by and between the City of Vancouver, hereinafter referred to as "City", and Jacobs Engineering Group Inc, hereinafter referred to as "Contractor", for services offered.

This amendment amends the original agreement as follows:

1. Increase the authorized amount of the Agreement by \$1,000,000 to a revised authorized amount of \$2,000,000.

This amendment in no way alters any other provisions of the original agreement.

CITY OF VANCOUVER
A municipal corporation

CONTRACTOR:
Jacobs Engineering Group Inc

Lon Pluckhahn, City Manager

Signature

Date

Printed Name /Title

Attest:

Date

Natasha Ramras, City Clerk

Approved as to form:

Nena Cook, City Attorney



**SERVICE AGREEMENT C-100983
AMENDMENT No. 1
ON-CALL SANITARY SEWER COLLECTIONS SYSTEM PLANNING & DESIGN**

This Amendment amends the Professional Services Agreement number C-100983 by and between the City of Vancouver, hereinafter referred to as "City", and Consor North America Inc., hereinafter referred to as "Contractor", for services offered.

This amendment amends the original agreement as follows:

1. Increase the authorized amount of the Agreement by \$1,000,000 to a revised authorized amount of \$2,000,000.
2. Update, acknowledge the name change from Murraysmith to Consor North America Inc.

This amendment in no way alters any other provisions of the original agreement.

CITY OF VANCOUVER
A municipal corporation

CONTRACTOR:
Consor North America Inc.

Lon Pluckhahn, City Manager

Signature

Date

Printed Name /Title

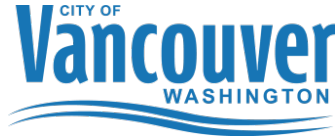
Attest:

Date

Natasha Ramras, City Clerk

Approved as to form:

Nena Cook, City Attorney



CITY OF VANCOUVER
SERVICES AGREEMENT FOR ON-CALL SANITARY SEWER COLLECTIONS
SYSTEM PLANNING AND DESIGN
No. C-100983

This Services Agreement (hereinafter referred to as the “Agreement”) is entered into by and between the City of Vancouver, Washington, a municipal corporation organized under the laws of the State of Washington, (hereinafter referred to as the "City") and Murraysmith Inc, (hereinafter referred to as the "Contractor"). The City and Contractor may be collectively referred to herein as the “parties” or individually as a “party”.

WHEREAS, the City desires to engage the Contractor to perform services as described in this Agreement; and

WHEREAS, the City advertised and issued a Request for Qualifications, numbered 30-22 (hereinafter referred to as the “solicitation”) and after evaluation of the Contractor’s responsive proposal, found the Contractor capable of performing the required services; and

WHEREAS, the Contractor represents by entering into this Agreement that it is fully qualified to perform the services described herein in a competent and professional manner, and to the full satisfaction of the City.

NOW, THEREFORE, in consideration of the terms, conditions, covenants, and performance contained herein, or attached and incorporated and made a part hereof, the parties hereto agree as follows:

- 1. SCOPE OF WORK:** The Contractor agrees to provide the City all services and materials set forth below and as further described in the City’s solicitation, and the Contractor’s responsive proposal to the City’s solicitation, (collectively referred to herein as the “work”) which are each incorporated herein by this reference and made a part of this Agreement as if fully set forth herein.

Specific scope of services will be negotiated, as the need arises, during the development of specific task orders for work and will be based on Contractor’s input as well as the City’s requirements.

Tasks could include, but not be limited to:

- Develop and prepare engineering plans, specifications, estimates and related bid documents.
- Develop and prepare engineering planning documents, studies and reports.
- Construction management services for selected sewer collection projects.

Categories:

1. Planning and modeling
2. Trenchless rehabilitation design
3. Pump Station condition assessment/rehabilitation/relocation/decommission
4. Condition Assessment of existing sewer collections system infrastructure
5. Construction Management Services

All work must be authorized and approved by the City's Project Manager before any work can begin. The Contractor shall approach each project in a manner consistent with its usual customary business practices. The Contractor shall actively seek collaborative input from City staff.

2. **COMPENSATION:** Payment to the Contractor for the work described in this Agreement shall not exceed \$1,000,000.00 USD.

This payment shall be maximum compensation for the work and for all labor, materials, supplies, equipment and incidentals necessary to complete the work as set forth herein, and it shall not be exceeded without the City's prior written authorization in the form of a negotiated and executed amendment.

Compensation is limited to the amount specified for each specific task and/or sub-task, unless amended in writing. The City requires the Contractor to complete the work stated within the number of hours stated for each task, and/or sub-task, or the lump sum amount. If compensation is made on an hourly basis and the work requires fewer hours than those estimated, the Contractor will be paid for the actual worked hours necessary to complete that task and/or sub-task. If the Contractor underestimated the number of hours required to perform the work, the Contractor shall be paid up to the maximum number of hours stated for the task and/or sub-task. Compensation may be amended, at the City's sole discretion, for documentable circumstances not reasonably foreseeable to either party at the time the task and/or subtask is initiated, or for changes to the scope of work or deliverables requested by the City. All deliverables must be acceptable to the City, at the sole discretion of the City.

Travel expenses are limited to airfare, or mileage at the current IRS rate, and lodging at the U.S. General Services Administration rates. The Contractor is solely responsible for its staff's travel

time, including travel to and from the City of Vancouver. The City will reimburse only pre-approved miscellaneous Contractor expenses at-cost upon submission of receipts to City.

3. **PAYMENT FOR CONTRACTOR SERVICES:** The Contractor shall submit monthly invoices to City covering both professional fees and project expenses, if any, for fees and expenses from the previous month. Payments to Contractor shall be net thirty (30) days.

The City reserves the right to correct any invoices paid in error. The Contractor shall be paid according to the rates set forth below in Attachment "A", incorporated herein by this reference, and made a part of this Agreement as if fully set forth herein.

City and Contractor agree that any amount paid in error by City does not constitute a rate change in the amount of the contract. The City's contract/purchase order (PO) number given on the notice to proceed **must** be referenced on any invoice submitted for payment.

4. **TERM OF AGREEMENT:** The term of this Agreement shall commence on October 1, 2022 and continue until September 30, 2027. Unless directed otherwise by the City, Contractor shall perform the work in accordance with any schedules made a part of this Agreement.
5. **ORDER OF PRECEDENCE:** Where there is a conflict among or between any of these documents, the controlling documents shall be the first listed in the following sequence: Amendments to this Agreement; this Agreement; Contract Purchase Orders; the Contractor's responsive proposal to the City's solicitation, and the City's solicitation.
6. **RELATION OF PARTIES:** The Contractor, and its subcontractors, agents, employees, or other vendors contracted by the Contractor to provide services or other work for the purpose of meeting the Contractor's obligations under this agreement (collectively referred to as "subcontractors"), are independent contractors performing professional services for the City and are not employees of the City. The Contractor and its subcontractors shall not, as a result of this Agreement, accrue leave, retirement, insurance, bonding or any other rights, privileges, or benefits afforded to City employees. The Contractor and its subcontractors shall not have the authority to bind City in any way except as may be specifically provided herein.
7. **SUBCONTRACTING:** The City does not permit subcontractors for the work performed under this Agreement. The Contractor shall not subcontract for the performance of any work under this Agreement without prior written permission of the City.
8. **E-VERIFY:** The Contractor shall enter into and register a Memorandum of Understanding with the Department of Homeland Security E-Verify program within sixty (60) days after execution of this Agreement. The Contractor shall ensure all Contractor employees and any

subcontractors assigned to perform work under this Agreement are eligible to work in the United States. The Contractor shall provide verification of compliance upon the request of the City. Failure by the Contractor to comply with this subsection shall be considered a material breach.

9. DELAYS AND EXTENSIONS OF TIME: If the Contractor is delayed at any time in the progress of the work covered by this Agreement, by any causes beyond Contractor's control, the time for performance may be extended by such time as shall be mutually agreed upon by the Contractor and the City and shall be incorporated in a written amendment to this Agreement. Any request for an extension of time shall be made in writing to the City.

10. OWNERSHIP OF RECORDS AND DOCUMENTS: Any and all work product prepared by the Contractor in the course of performing this Contract shall immediately become the property of the City. In consideration of the compensation provided for by this Agreement, the Contractor hereby further assigns all copyright interests in such work product to the City. A copy may be retained by the Contractor. Previously owned intellectual property of Contractor, and any know-how, methodologies or processes used by the Contractor to provide the services or project deliverables under this Agreement shall remain property of the Contractor.

11. TERMINATION FOR PUBLIC CONVENIENCE: The City, at its sole discretion, may terminate this contract for convenience at any time for any reason deemed appropriate. Termination is effective immediately upon notice of termination given by the City.

In the event this Agreement is terminated prior to the completion of work, the Contractor will only be paid for the portion of the work completed at the time of termination of the Agreement.

12. TERMINATION FOR DEFAULT: If the Contractor defaults by failing to perform any of the obligations of the Agreement, including violating any law, regulation, rule or ordinance applicable to this Agreement, or becomes insolvent or is declared bankrupt or commits any act of bankruptcy or insolvency or makes an assignment for the benefit of creditors, the City may, by depositing written notice to the Contractor in the U.S. mail, postage prepaid, terminate the Agreement, and at the City's option, obtain performance of the work elsewhere.

If the Agreement is terminated for default, the Contractor shall not be entitled to receive any further payments under the Agreement until all work called for has been fully performed. Any extra cost or damage to the City resulting from such default(s) shall be deducted from any money due or coming due to the Contractor. The Contractor shall bear any extra expenses incurred by the City in completing the work, and all damage sustained, or which may be sustained by the City by reason of such default.

If a notice of termination for default has been issued and it is later determined for any reason that the Contractor was not in default, the rights and obligations of the parties shall be the same as if the notice of termination had been issued pursuant to the termination for public convenience paragraph herein.

- 13. OPPORTUNITY TO CURE:** The City at its sole discretion may in lieu of a termination allow the Contractor to cure the defect(s), by providing a “Notice to Cure” to Contractor setting forth the remedies sought by City and the deadline to accomplish the remedies. If the Contractor fails to remedy to the City’s satisfaction the breach or default of any of the terms, covenants, or conditions of this Contract within the time stated time, the City shall have the right to terminate the Contract without any further obligation to the Contractor. Any such termination for default shall not in any way operate to preclude the City from also pursuing all available remedies against the Contractor and it’s sureties for said breach or default, including but not limited to termination of this Contract for convenience.
- 14. COMPLIANCE WITH THE LAW:** The Contractor agrees to comply with all relevant, Federal, State, and Municipal laws, rules, policies, regulations or ordinances in the performance of work under this Agreement.
- 15. CITY BUSINESS AND OCCUPATION LICENSE:** The Contractor will be required to obtain a business license when contracting with the City unless allowable exemptions apply. The Contractor shall contact the State of Washington Business License Service (BLS) at: <http://bls.dor.wa.gov/file.aspx>, or by phone at 800-451-7985, or go to www.bls.dor.wa.gov/cities/vancouver.aspx or www.cityofvancouver.us/businesslicense, to determine whether a business license is required pursuant to the Vancouver Municipal Code (VMC) Chapter 5.04.
- 16. LIABILITY AND HOLD HARMLESS:** The Contractor agrees to indemnify, defend, save and hold harmless the City, its officials, employees and agents from any and all liability, demands, claims, causes of action, suits or judgments, including costs, attorney fees and expenses incurred in connection therewith, of whatsoever kind or nature (including patent infringement or copyright claims) to the extent arising out of, or in connection with, or incident to, the negligent performance or willful misconduct pursuant to this Agreement. This indemnity and hold harmless shall include any claim made against the City by an employee of Contractor or subcontractor or agent even if Contractor is thus otherwise immune from liability pursuant to the workers’ compensation statute, Title 51 Revised Code of Washington (RCW), except to the extent that such liability arises from the concurrent negligence of both the City and the Contractor, such costs, fees and expenses shall be shared between the City and the Contractor in proportion to their relative degrees of negligence. The Contractor specifically acknowledges the provisions contained herein have been mutually negotiated by the parties and it is the intent of the parties that the Contractor provide the broadest scope of indemnity

permitted by RCW 4.24.115. The Contractor is an independent contractor and responsible for the safety of its employees.

- 17. INSURANCE:** The Contractor shall obtain and keep in force during the entire term of this agreement, liability insurance against any and all claims for damages to person or property which may arise out of the performance of this Contract whether such work shall be by the Contractor, subcontractor or anyone directly or indirectly employed by either the Contractor or a subcontractor.

All liability insurance required herein shall be under a Comprehensive or Commercial General Liability and business policies.

| COVERAGE | LIMITS OF LIABILITY |
|---|----------------------------|
| I. Commercial General Liability: | |
| Policy shall include Bodily Injury, Property Damage, Personal Injury and Broad Form Contractual Liability | |
| Each Occurrence | \$1,000,000 |
| General Aggregate Per Occurrence | \$2,000,000 |
| Products & Completed Operations Aggregate | \$2,000,000 |
| Personal and Advertising Injury | \$1,000,000 |
| Blanket Contractual Liability | \$1,000,000 |
| II. Commercial Automobile Liability | |
| Policy shall include Bodily Injury and Property Damage, for any owned, Hired, and/or Non-owned vehicles used in the operation, installation and maintenance of facilities under this agreement. | |
| Combined Single Limit | \$1,000,000 |
| III. Workers' Compensation (applicable to the State of Washington) | |
| Per Occurrence | |
| Employer's Liability | \$1,000,000 |
| Disease Each Employee | \$1,000,000 |
| Disease Policy Limit | \$1,000,000 |
| Each Claim | \$1,000,000 |
| Annual Aggregate | \$1,000,000 |

In addition to the coverage and limits listed above the Contractor's insurance must all contain the following:

- a. City Listed as an Additional Insured. The City of Vancouver, its Agents, Representatives, Officers, Directors, Elected and Appointed Officials, and Employees must be named as an additional insured. The required Additional Insured endorsements shall be at least as broad as ISO CG 20 10 11 85, or its equivalent CG 20 10 07 04 and CG 20 37 07 04 must be included with the Certificate of Insurance.

- b. Either the Commercial General Liability or the Workers' Compensation policy must be endorsed to include "Washington Stop Gap" insurance. The limits and aggregates referenced must apply to the Stop Gap coverage as well and must be indicated on the certificate.
- c. Employment Security. The Contractor shall comply with all employment security laws of the State in which services are provided and shall timely make all required payments in connection therewith.
- d. The City of Vancouver shall be listed on the Certificate as the Certificate Holder.
- e. Coverage Trigger: The insurance must be written on an "occurrence" basis. This must be indicated on the Certificate.

Contractor shall provide evidence of all insurance required, at the City's request, by submitting an insurance certificate to the City on a standard "ACORD" or comparable form.

All policies shall be issued by an insurance company licensed to do business in the State of Washington. The City of Vancouver may inspect all policies and copies shall be provided to the City upon request.

18. NOTICES: All notices which are given or required to be given pursuant to this Agreement shall be hand delivered, mailed postage paid, or sent by electronic mail as follows:

For the City:
Anna Vogel
City of Vancouver
415 W 6th Street
P O Box 1995
Vancouver WA 98668-1995
Email: anna.vogel@cityofvancouver.us

For the Contractor:
Brent Gruber
Murraysmith Inc
400 E Mill Plain Blvd, Suite 400
Vancouver, WA 98660
Email: Brent.Gruber@murraysmith.us

Either party may change the designated contact or any information listed above by giving advance notice in writing to the other party.

19. AMENDMENTS: All changes to this Agreement, including changes to the scope of work and compensation sections, must be made by written amendment and signed by all parties to this Agreement.

- 20. SCOPE OF AGREEMENT:** This Agreement incorporates all the agreements, covenants and understanding between the parties hereto and are merged into this written Agreement. No prior agreement or prior understanding, verbal or otherwise, of the parties or their agents shall be valid or enforceable unless set forth in this Agreement.
- 21. RATIFICATION:** Acts taken pursuant to this Agreement but prior to its effective date are hereby ratified and confirmed.
- 22. GOVERNING LAW/VENUE:** This Agreement shall be deemed to have been executed and delivered within the State of Washington, and the rights and obligations of the parties hereunder shall be construed and enforced in accordance with, and governed by, the laws of the State of Washington without regard to the principles of conflict of laws. Any action or suit brought in connection with this Agreement shall be brought in the Superior Court of Clark County, Washington.
- 23. COOPERATIVE PURCHASING:** The Washington State Inter-local Cooperation Act, Ch. 39.34 RCW, authorizes public agencies to cooperatively purchase goods and services if all parties agree. By having executed this Agreement, the Contractor agrees that other public agencies may purchase goods and services under this solicitation or contract at their own cost and without the City incurring any financial or legal liability for such purchases. The City agrees to allow other public agencies to purchase goods and services under this solicitation or contract, provided that the City is not held financially or legally liable for purchases and that any public agency purchasing under such solicitation or contract file a copy of this invitation and such contract in accordance with RCW 39.34.040.
- 24. PUBLIC DISCLOSURE COMPLIANCE:** The parties acknowledge that the City is an “agency” within the meaning of the Washington Public Records Act, Chapter 42.56 RCW, and that materials submitted by the Contractor to the City become public record. Such records may be subject to public disclosure, in whole or part and may be required to be released by the City in the event of a request for disclosure. In the event the City receives a public record request for any data or deliverable that is provided to the City and that is licensed from the Contractor, the City shall notify the Contractor of such request and withhold disclosure of such information for not less than five (5) business days, to permit the Contractor to seek judicial protection of such information, provided that the Contractor shall be responsible for attorney fees and costs in such action and shall save and hold harmless the City from any costs, attorney fees or penalty assessment under Chapter 42.17 RCW for withholding or delaying public disclosure of such information.
- 25. DEBARMENT:** The Contractor certifies that that it is not presently debarred, suspended, proposed for debarment, and declared ineligible or voluntarily excluded from covered transactions by any Federal, State or local department or agency.

26. NONDISCRIMINATION: The City of Vancouver, WA is an equal opportunity employer. In the performance of this Agreement, the Contractor will not discriminate against any employee or applicant for employment on the grounds of race, creed, color, national origin, sex, sexual orientation, marital status, age or the presence of any sensory, mental or physical handicap.

The undersigned, as the authorized representatives of the City and Contractor respectively, agree to all of the terms and conditions contained in this Agreement, as of the dates set forth below.

CITY OF VANCOUVER

A municipal corporation

DocuSigned by:

Lisa Brandl, Deputy City Manager, for

Eric Holmes, City Manager

9/20/2022

Date

Attest:

DocuSigned by:

Natasha Ramras

Natasha Ramras, City Clerk

Approved as to form:

DocuSigned by:

Jonathan Young

Jonathan Young, City Attorney

CONTRACTOR:

Murraysmith Inc.

DocuSigned by:

Brent Gruber

Signature

Brent Gruber Principal Engineer

Printed Name /Title

9/13/2022

Date

Attachment "A"



2022 SCHEDULE OF CHARGES

Personnel:

Labor will be invoiced by staff classification at the following hourly rates, which are valid from January 1, 2022 through December 31, 2022. After this period, the rates are subject to adjustment on an annual basis.

| <u>Billing Classifications</u> | <u>2022 Rates</u> | <u>Billing Classifications</u> | <u>2022 Rates</u> |
|--------------------------------|-------------------|--------------------------------|-------------------|
| Principal Engineer VI | \$292 | Construction Manager X | \$270 |
| Principal Engineer V | \$281 | Construction Manager IX | \$252 |
| Principal Engineer IV | \$270 | Construction Manager VIII | \$238 |
| Principal Engineer III | \$258 | Construction Manager VII | \$230 |
| Principal Engineer II | \$249 | Construction Manager VI | \$214 |
| Principal Engineer I | \$239 | Construction Manager V | \$197 |
| Professional Engineer IX | \$229 | Construction Manager IV | \$187 |
| Engineering Designer IX | \$220 | Construction Manager III | \$170 |
| Professional Engineer VIII | \$218 | Construction Manager II | \$157 |
| Engineering Designer VIII | \$208 | Construction Manager I | \$140 |
| Professional Engineer VII | \$206 | Inspector VII | \$197 |
| Engineering Designer VII | \$199 | Inspector VI | \$181 |
| Professional Engineer VI | \$196 | Inspector V | \$164 |
| Engineering Designer VI | \$189 | Inspector IV | \$153 |
| Professional Engineer V | \$185 | Inspector III | \$136 |
| Engineering Designer V | \$177 | Inspector II | \$122 |
| Professional Engineer IV | \$174 | Inspector I | \$105 |
| Engineering Designer IV | \$174 | Technician IV | \$168 |
| Professional Engineer III | \$169 | Technician III | \$150 |
| Engineering Designer III | \$169 | Technician II | \$130 |
| Engineering Designer II | \$155 | Technician I | \$110 |
| Engineering Designer I | \$143 | Project Coordinator IV | \$158 |
| Principal III | \$295 | Project Coordinator III | \$147 |
| Principal II | \$270 | Project Coordinator II | \$131 |
| Principal I | \$245 | Project Coordinator I | \$116 |
| Project Manager III | \$225 | Administrative III | \$116 |
| Project Manager II | \$200 | Administrative II | \$107 |
| Project Manager I | \$175 | Administrative I | \$94 |
| Cost Estimator III | \$263 | | |
| Cost Estimator II | \$210 | | |
| Cost Estimator I | \$158 | | |

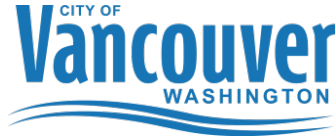
Project Expenses:

Expenses incurred that are directly attributable to the project will be invoiced at actual cost. These expenses include the following:

| | |
|------------------------------------|------------------|
| CADD Hardware/Software | \$18.00/hour |
| Modeling and GIS Hardware/Software | \$10.00/hour |
| Mileage | Current IRS Rate |
| Postage and Delivery Services | At Cost |
| Printing and Reproduction | At Cost |
| Travel, Lodging, and Subsistence | At Cost |

Outside Services:

Outside technical, professional, and other services will be invoiced at actual cost-plus 10 percent to cover administration and overhead.



CITY OF VANCOUVER
SERVICES AGREEMENT FOR ON-CALL SANITARY SEWER COLLECTIONS
SYSTEM PLANNING AND DESIGN
No. C-100988

This Services Agreement (hereinafter referred to as the "Agreement") is entered into by and between the City of Vancouver, Washington, a municipal corporation organized under the laws of the State of Washington, (hereinafter referred to as the "City") and Jacobs Engineering Group Inc., (hereinafter referred to as the "Contractor"). The City and Contractor may be collectively referred to herein as the "parties" or individually as a "party".

WHEREAS, the City desires to engage the Contractor to perform services as described in this Agreement; and

WHEREAS, the City advertised and issued a Request for Qualifications, numbered 30-22 (hereinafter referred to as the "solicitation") and after evaluation of the Contractor's responsive proposal, found the Contractor be capable of performing the required services; and

WHEREAS, the Contractor represents by entering into this Agreement that it is fully qualified to perform the services described herein in a competent and professional manner, and to the full satisfaction of the City.

NOW, THEREFORE, in consideration of the terms, conditions, covenants, and performance contained herein, or attached and incorporated and made a part hereof, the parties hereto agree as follows:

- 1. SCOPE OF WORK:** The Contractor agrees to provide the City all services and materials set forth below and as further described in the City's solicitation, and the Contractor's responsive proposal to the City's solicitation, (collectively referred to herein as the "work") which are each incorporated herein by this reference and made a part of this Agreement as if fully set forth herein.

Specific scope of services will be negotiated, as the need arises, during the development of specific task orders for work and will be based on Contractor's input as well as the City's requirements.

Tasks could include, but not be limited to:

- Develop and prepare engineering plans, specifications, estimates and related bid documents.
- Develop and prepare engineering planning documents, studies and reports.
- Construction management services for selected sewer collection projects.

Categories:

1. Planning and modeling
2. Trenchless rehabilitation design
3. Pump Station condition assessment/rehabilitation/relocation/decommission
4. Condition Assessment of existing sewer collections system infrastructure
5. Construction Management Services

All work must be authorized and approved by the City's Project Manager before any work can begin. The Contractor shall approach each project in a manner consistent with its usual customary business practices. The Contractor shall actively seek collaborative input from City staff.

- 2. COMPENSATION:** Payment to the Contractor for the work described in this Agreement shall not exceed \$1,000,000.00 USD.

This payment shall be maximum compensation for the work and for all labor, materials, supplies, equipment and incidentals necessary to complete the work as set forth herein, and it shall not be exceeded without the City's prior written authorization in the form of a negotiated and executed amendment.

Compensation is limited to the amount specified for each specific task order, unless amended in writing. Compensation may be amended for documentable circumstances not reasonably foreseeable to either party at the time the task order is initiated, or for changes to the scope of work or deliverables requested by the City. All deliverables must adhere to the requirements set forth in this Agreement.

Travel expenses are limited to airfare, or mileage at the current IRS rate, and lodging at the U.S. General Services Administration rates. The Contractor is solely responsible for its staff's travel time, including travel to and from the City of Vancouver. The City will reimburse only pre-approved miscellaneous Contractor expenses at-cost upon submission of receipts to City.

- 3. PAYMENT FOR CONTRACTOR SERVICES:** The Contractor shall submit monthly invoices to City covering both professional fees and project expenses, if any, for fees and expenses from the previous month. Payments to Contractor shall be net thirty (30) days.

The City reserves the right to correct any invoices paid in error. The Contractor shall be paid according to the rates set forth below in Attachment “A”, incorporated herein by this reference, and made a part of this Agreement as if fully set forth herein.

City and Contractor agree that any amount paid in error by City does not constitute a rate change in the amount of the contract. The City’s contract/purchase order (PO) number given on the notice to proceed **must** be referenced on any invoice submitted for payment.

4. **TERM OF AGREEMENT:** The term of this Agreement shall commence on October 1, 2022 and continue until September 30, 2027. Unless directed otherwise by the City, Contractor shall perform the work in accordance with any schedules made a part of this Agreement.
5. **ORDER OF PRECEDENCE:** Where there is a conflict among or between any of these documents, the controlling documents shall be the first listed in the following sequence: Amendments to this Agreement; this Agreement; Contract Purchase Orders; the Contractor’s responsive proposal to the City’s solicitation, and the City’s solicitation.
6. **RELATION OF PARTIES:** The Contractor, and its subcontractors, agents, employees, or other vendors contracted by the Contractor to provide services or other work for the purpose of meeting the Contractor’s obligations under this agreement (collectively referred to as “subcontractors”), are independent contractors performing professional services for the City and are not employees of the City. The Contractor and its subcontractors shall not, as a result of this Agreement, accrue leave, retirement, insurance, bonding or any other rights, privileges, or benefits afforded to City employees. The Contractor and its subcontractors shall not have the authority to bind City in any way except as may be specifically provided herein.
7. **SUBCONTRACTING:** The City does not permit subcontractors for the work performed under this Agreement. The Contractor shall not subcontract for the performance of any work under this Agreement without prior written permission of the City.
8. **E-VERIFY:** The Contractor shall enter into and register a Memorandum of Understanding with the Department of Homeland Security E-Verify program within sixty (60) days after execution of this Agreement. The Contractor shall ensure all Contractor employees and any subcontractors assigned to perform work under this Agreement are eligible to work in the United States. The Contractor shall provide verification of compliance upon the request of the City. Failure by the Contractor to comply with this subsection shall be considered a material breach.
9. **DELAYS AND EXTENSIONS OF TIME:** If the Contractor is delayed at any time in the progress of the work covered by this Agreement, by any causes beyond Contractor's control, the

time for performance may be extended by such time as shall be mutually agreed upon by the Contractor and the City and shall be incorporated in a written amendment to this Agreement. Any request for an extension of time shall be made in writing to the City.

10. OWNERSHIP OF RECORDS AND DOCUMENTS: Any and all work product prepared by the Contractor in the course of performing this Contract shall immediately become the property of the City. In consideration of the compensation provided for by this Agreement, the Contractor hereby further assigns all copyright interests in such work product to the City. A copy may be retained by the Contractor. Previously owned intellectual property of Contractor, and any know-how, methodologies or processes used by the Contractor to provide the services or project deliverables under this Agreement shall remain property of the Contractor.

Reuse by the City of any such work product, not occurring as a part of this Contract, shall be without liability or legal exposure to Contractor.

11. TERMINATION FOR PUBLIC CONVENIENCE: The City, at its sole discretion, may terminate this contract for convenience at any time for any reason deemed appropriate. Termination is effective immediately upon notice of termination given by the City.

In the event this Agreement is terminated prior to the completion of work, the Contractor will only be paid for the portion of the work completed at the time of termination of the Agreement.

12. TERMINATION FOR DEFAULT: If the Contractor defaults by failing to perform any of the obligations of the Agreement, including violating any law, regulation, rule or ordinance applicable to this Agreement, or becomes insolvent or is declared bankrupt or commits any act of bankruptcy or insolvency or makes an assignment for the benefit of creditors, the City may, by depositing written notice to the Contractor in the U.S. mail, postage prepaid, terminate the Agreement, and at the City's option, obtain performance of the work elsewhere.

If the Agreement is terminated for default, the Contractor shall not be entitled to receive any further payments under the Agreement until all work called for has been fully performed. Any extra cost or damage to the City resulting from such default(s) shall be deducted from any money due or coming due to the Contractor. The Contractor shall bear any extra expenses incurred by the City in completing the work, and all damage sustained, or which may be sustained by the City by reason of such default.

If a notice of termination for default has been issued and it is later determined for any reason that the Contractor was not in default, the rights and obligations of the parties shall be the same as if the notice of termination had been issued pursuant to the termination for public convenience paragraph herein.

13. OPPORTUNITY TO CURE: The City at its sole discretion may in lieu of a termination allow the Contractor to cure the defect(s), by providing a “Notice to Cure” to Contractor setting forth the remedies sought by City and the deadline to accomplish the remedies. If the Contractor fails to remedy to the City’s satisfaction the breach or default of any of the terms, covenants, or conditions of this Contract within the time stated time, the City shall have the right to terminate the Contract without any further obligation to the Contractor. Any such termination for default shall not in any way operate to preclude the City from also pursuing all available remedies against the Contractor and it’s sureties for said breach or default, including but not limited to termination of this Contract for convenience.

14. COMPLIANCE WITH THE LAW: The Contractor agrees to comply with all relevant, Federal, State, and Municipal laws, rules, policies, regulations or ordinances in the performance of work under this Agreement.

15. CITY BUSINESS AND OCCUPATION LICENSE: The Contractor will be required to obtain a business license when contracting with the City unless allowable exemptions apply. The Contractor shall contact the State of Washington Business License Service (BLS) at: <http://bls.dor.wa.gov/file.aspx>, or by phone at 800-451-7985, or go to www.bls.dor.wa.gov/cities/vancouver.aspx or www.cityofvancouver.us/businesslicense, to determine whether a business license is required pursuant to the Vancouver Municipal Code (VMC) Chapter 5.04.

16. LIABILITY AND HOLD HARMLESS: The Contractor agrees to indemnify, defend, save and hold harmless the City, its officials, employees and agents from any and all liability, demands, claims, causes of action, suits or judgments, including costs, attorney fees and expenses incurred in connection therewith, of whatsoever kind or nature (including patent infringement or copyright claims) to the extent arising out of, or in connection with, or incident to, the negligent performance or willful misconduct pursuant to this Agreement. This indemnity and hold harmless shall include any claim made against the City by an employee of Contractor or subcontractor or agent even if Contractor is thus otherwise immune from liability pursuant to the workers’ compensation statute, Title 51 Revised Code of Washington (RCW), except to the extent that such liability arises from the concurrent negligence of both the City and the Contractor, such costs, fees and expenses shall be shared between the City and the Contractor in proportion to their relative degrees of negligence. The Contractor specifically acknowledges the provisions contained herein have been mutually negotiated by the parties and it is the intent of the parties that the Contractor provide the broadest scope of indemnity permitted by RCW 4.24.115. The Contractor is an independent contractor and responsible for the safety of its employees.

17. INSURANCE: The Contractor shall obtain and keep in force during the entire term of this agreement, liability insurance against any and all claims for damages to person or property which

may arise out of the performance of this Contract whether such work shall be by the Contractor, subcontractor or anyone directly or indirectly employed by either the Contractor or a subcontractor.

All liability insurance required herein shall be under a Comprehensive or Commercial General Liability and business policies.

| COVERAGE | LIMITS OF LIABILITY |
|---|----------------------------|
| I. Commercial General Liability: | |
| Policy shall include Bodily Injury, Property Damage, Personal Injury and Broad Form Contractual Liability | |
| Each Occurrence | \$1,000,000 |
| General Aggregate Per Occurrence | \$2,000,000 |
| Products & Completed Operations Aggregate | \$2,000,000 |
| Personal and Advertising Injury | \$1,000,000 |
| Blanket Contractual Liability | \$1,000,000 |
| II. Commercial Automobile Liability | |
| Policy shall include Bodily Injury and Property Damage, for any owned, Hired, and/or Non-owned vehicles used in the operation, installation and maintenance of facilities under this agreement. | |
| Combined Single Limit | \$1,000,000 |
| III. Workers' Compensation (applicable to the State of Washington) | |
| Per Occurrence | |
| Employer's Liability | \$1,000,000 |
| Disease Each Employee | \$1,000,000 |
| Disease Policy Limit | \$1,000,000 |
| Each Claim | \$1,000,000 |
| Annual Aggregate | \$1,000,000 |

In addition to the coverage and limits listed above the Contractor's insurance must all contain the following:

- a. City Listed as an Additional Insured. The City of Vancouver, its Agents, Representatives, Officers, Directors, Elected and Appointed Officials, and Employees must be named as an additional insured. The required Additional Insured endorsements shall be at least as broad as ISO CG 20 10 11 85, or its equivalent CG 20 10 07 04 and CG 20 37 07 04 must be included with the Certificate of Insurance.
- b. Either the Commercial General Liability or the Workers' Compensation policy must be endorsed to include "Washington Stop Gap" insurance. The limits and aggregates referenced must apply to the Stop Gap coverage as well and must be indicated on the certificate.

- c. Employment Security. The Contractor shall comply with all employment security laws of the State in which services are provided and shall timely make all required payments in connection therewith.
- d. The City of Vancouver shall be listed on the Certificate as the Certificate Holder.
- e. Coverage Trigger: The insurance must be written on an “occurrence” basis. This must be indicated on the Certificate.

Contractor shall provide evidence of all insurance required, at the City’s request, by submitting an insurance certificate to the City on a standard “ACORD” or comparable form.

All policies shall be issued by an insurance company licensed to do business in the State of Washington. The City of Vancouver may inspect all policies and copies shall be provided to the City upon request.

18. NOTICES: All notices which are given or required to be given pursuant to this Agreement shall be hand delivered, mailed postage paid, or sent by electronic mail as follows:

For the City:
Anna Vogel
City of Vancouver
415 W 6th Street
P O Box 1995
Vancouver WA 98668-1995
Email: anna.vogel@cityofvancouver.us

For the Contractor:
Dan Buonadonna
Jacobs Engineering Group Inc.
2020 SW 4th Ave, Suite 300
Portland, OR 97201
Email: daniel.buonadonna@jacobs.com

Either party may change the designated contact or any information listed above by giving advance notice in writing to the other party.

19. AMENDMENTS: All changes to this Agreement, including changes to the scope of work and compensation sections, must be made by written amendment and signed by all parties to this Agreement.

20. SCOPE OF AGREEMENT: This Agreement incorporates all the agreements, covenants and understanding between the parties hereto and are merged into this written Agreement. No prior agreement or prior understanding, verbal or otherwise, of the parties or their agents shall be valid or enforceable unless set forth in this Agreement.

- 21. RATIFICATION:** Acts taken pursuant to this Agreement but prior to its effective date are hereby ratified and confirmed.
- 22. GOVERNING LAW/VENUE:** This Agreement shall be deemed to have been executed and delivered within the State of Washington, and the rights and obligations of the parties hereunder shall be construed and enforced in accordance with, and governed by, the laws of the State of Washington without regard to the principles of conflict of laws. Any action or suit brought in connection with this Agreement shall be brought in the Superior Court of Clark County, Washington.
- 23. COOPERATIVE PURCHASING:** The Washington State Inter-local Cooperation Act, Ch. 39.34 RCW, authorizes public agencies to cooperatively purchase goods and services if all parties agree. By having executed this Agreement, the Contractor agrees that other public agencies may purchase goods and services under this solicitation or contract at their own cost and without the City incurring any financial or legal liability for such purchases. The City agrees to allow other public agencies to purchase goods and services under this solicitation or contract, provided that the City is not held financially or legally liable for purchases and that any public agency purchasing under such solicitation or contract file a copy of this invitation and such contract in accordance with RCW 39.34.040.
- 24. PUBLIC DISCLOSURE COMPLIANCE:** The parties acknowledge that the City is an “agency” within the meaning of the Washington Public Records Act, Chapter 42.56 RCW, and that materials submitted by the Contractor to the City become public record. Such records may be subject to public disclosure, in whole or part and may be required to be released by the City in the event of a request for disclosure. In the event the City receives a public record request for any data or deliverable that is provided to the City and that is licensed from the Contractor, the City shall notify the Contractor of such request and withhold disclosure of such information for not less than five (5) business days, to permit the Contractor to seek judicial protection of such information, provided that the Contractor shall be responsible for attorney fees and costs in such action and shall save and hold harmless the City from any costs, attorney fees or penalty assessment under Chapter 42.17 RCW for withholding or delaying public disclosure of such information.
- 25. DEBARMENT:** The Contractor certifies that that it is not presently debarred, suspended, proposed for debarment, and declared ineligible or voluntarily excluded from covered transactions by any Federal, State or local department or agency.
- 26. NONDISCRIMINATION:** The City of Vancouver, WA is an equal opportunity employer. In the performance of this Agreement, the Contractor will not discriminate against any employee or applicant for employment on the grounds of race, creed, color, national origin, sex, sexual orientation, marital status, age or the presence of any sensory, mental or physical handicap.

The undersigned, as the authorized representatives of the City and Contractor respectively, agree to all of the terms and conditions contained in this Agreement, as of the dates set forth below.

CITY OF VANCOUVER

A municipal corporation

DocuSigned by:

75A9783485CA467

Eric Holmes, City Manager

10/5/2022

Date

Attest:

DocuSigned by:

BCF0734E40E94AE...

Natasha Ramras, City Clerk

Approved as to form:

DocuSigned by:

9A7DC2E31F694A2...

Jonathan Young, City Attorney

CONTRACTOR:

Jacobs Engineering Group Inc.

DocuSigned by:

907102FDAB4F400...

Signature

Pat Van Duser Designated Manager

Printed Name /Title

10/3/2022

Date

ATTACHMENT “A”

EXHIBIT A: JACOBS ENGINEERING GROUP INC. HOURLY RATES

City of Vancouver
 RFQ #30-22: On-Call Sanitary Sewer Collections System Planning & Design

| Classification | Minimum Rate | Maximum Rate |
|--------------------------------|--------------|--------------|
| Sr Advisor/Technologist | \$271 | \$436 |
| Sr PM/CM/Engineer/Staff | \$215 | \$329 |
| Mid-Level PM/Engineer/Staff | \$178 | \$261 |
| Jr PM/Engineer/Staff | \$133 | \$202 |
| Sr Technical/CAD/Survey | \$139 | \$202 |
| Mid-Level Technical/CAD/Survey | \$127 | \$155 |
| Jr Technical/CAD/Survey | \$89 | \$139 |
| Sr Office Support | \$119 | \$145 |
| Mid-Level Office Support | \$108 | \$132 |
| Jr Office Support/Intern | \$73 | \$94 |

*Actual staff rates will be based on labor compensation of 3.15 times each individual’s raw hourly cost. Adjustments (typically ranging from 3% to 6%) to employee raw salary labor rates occur in January of each year.

EXPENSES

Expenses incurred in-house that are directly attributable to the project will be invoiced at actual cost. These expenses include the following:

| | |
|---------------------------------|------------------|
| Mileage | Current IRS Rate |
| Postage and Delivery Services | At Cost |
| Printing and Reproduction | At Cost |
| Travel, Lodging and Subsistence | At Cost |
| Mark-up on Direct Expenses | 10% |
| Mark-up on Outside Services | 10% |

Staff Report: 093-25

To: Mayor and City Council
From: City Manager
Date: May 5, 2025

Subject

Contract Amendment - New Public Works Operations Campus - TCF Architecture - C-101028

Key Points

- This action allows the City to extend the services contract from the original Pre-Design and Preliminary Schematic Design phases through full design and adds construction administration to the contract, in accordance with the original RFP process.
- This contract amendment covers all design and construction administration services for TCF Architecture and its sub-consultants, including architecture, interior design, structural engineering, mechanical and electrical engineering, civil engineering and landscape architecture, etc. through the end of the project in Nov. 2028.
- The 'Basic Services' which includes architecture, structural, mechanical, electrical, and plumbing engineering is a fixed fee, lump sum contract amount. All other required design consultants will be billed hourly against a not-to-exceed amount.

Strategic Plan Alignment

Safe and Prepared Community – a safe place to live, work, learn and play

Climate and Natural Systems – environmental stewardship and efforts to address climate change to ensure a sustainable future

High Performing Government – a government that is reliable, fiscally responsible, equitable, and open to compromise

Present Situation

The original contract amount of \$2,974,490 was executed in October 2022 as the first phases of the project to engage in pre-design, programming and concept development. The solicitation and contract contemplated multiple phases for this project. These early phases were intended to develop the design and determine the best approach to construction delivery. The project was successful in receiving approval from Washington State for the alternative construction project delivery method (GCCM), and a contractor has been selected. This contract amendment aligns the remaining design work and construction administration in the format that follows a GCCM project delivery method, using the WA State OFM guidance for fee estimate development.

The team has been working over the last few months, along with our cost estimator, to advance the design and provide the City with accurate cost estimates, taking into account current and projected construction costs. There have been recent design decisions around construction type and adjustment of scope, along with identified bid alternates, which has allowed us to bring the cost estimate into close alignment with the overall project schedule and budget. Following the GCCM's estimating effort we will work through a reconciliation process, bringing our third party estimate and

our contractor's estimate into alignment, allowing us to gain a sharper focus on total project costs as we move into the design development phase in July of this year.

Advantage(s)

Allows the design team and its consultants to continue design services and initiate construction administration tasks without a lapse in contract, ensuring the project stays on schedule.

Challenge(s)

None

Budget Impact

The contract amendment value is in alignment with the State of Washington Office of Financial Management guidelines for Architecture/Engineering Fees. The FY25-26 Biennium Budget for this project includes allocations for these costs.

Prior Council Review

City Council project update memorandum April 28, 2025.

Action Requested

On Monday, May 5, 2025, authorize the City Manager, or designee, to enter into a professional services contract amendment with TCF Architecture of Tacoma, WA for the continuation of design services and addition of construction administration in an amount not to exceed \$11,896,620.

Staff Contact

Jason Olson, Capital Projects Project Manager, Jason.Olson@cityofvancouver.us

Attachments:

1. TCF Contract Amendment
2. Amendment No 2 - Executed
3. Amendment No 1 executed
4. TCF Contract - With all attachments - Executed

BASIC SERVICES

Updated March 28, 2025

Basis of Fee Calculations

| Description | Area Qty | Unit | Unit Cost Per SF | Subtotal MACC Budget (Rounded) | Fee % (Basic Services) | Estimated Fee | | Remarks |
|---|----------------|-----------|------------------|--------------------------------|------------------------|--------------------|---|-----------------------------------|
| | | | | | | AE Fee Sched | Basic Services | |
| June 2024 Draft Updated WA State OFM Fee Schedule | | | | | | | | |
| BUILDINGS | | | | | | | | |
| Buildings A + B + Skybridge | 96,107 | SF | \$463.03 | \$44,500,000 | 7.65% | \$3,404,250 | | Fee Schedule: Blended A/C - GC/CM |
| Building C - Fleet Parking & Shops | 40,176 | SF | \$323.58 | \$13,000,000 | 8.37% | \$1,088,100 | | Fee Schedule: C - GC/CM |
| Building D - Warehouse | 20,189 | SF | \$346.72 | \$7,000,000 | 9.18% | \$642,600 | | Fee Schedule: C - GC/CM |
| Building E - Fleet Services | 52,394 | SF | \$334.01 | \$17,500,000 | 8.49% | \$1,485,750 | | Fee Schedule: B/C - GC/CM |
| Building F - Fuel Building | 3,680 | SF | \$190.22 | \$700,000 | 15.00% | \$105,000 | | Custom |
| Building G - Wash Building | 5,566 | SF | \$280.27 | \$1,560,000 | 12.00% | \$187,200 | | Custom |
| Building I - Haz Mat | | | | | | | | Deleted |
| Building | | | | | | \$0 | | |
| Building | | | | | | \$0 | | |
| TOTAL BLDG MACC AND BASIC SERVICES | 218,112 | SF | \$386.32 | \$84,260,000 | 8.20% | \$6,912,900 | Average \$/SF and Fee % indicated | |
| SITE | | | | | | | | |
| TOTAL SITE MACC | | | | \$35,000,000 | | | Not calculated in Basic Services Fees - See Addl Services | |
| TOTAL SITE + BLDG MACC EST. | | | | \$119,260,000 | | \$6,912,900 | See Additional Services Section for Site Design Fees | |

BASIC SERVICES - Distribution of Fees by Phase (All Phases)

| | | | | | | | |
|--|--|--|--|--|----------------|--------------------|---|
| Schematic Design | | | | | 15.00% | \$1,036,935 | |
| Design Development | | | | | 20.00% | \$1,382,580 | |
| Construction Documents | | | | | 34.00% | \$2,350,386 | |
| Bidding | | | | | 2.00% | \$138,258 | |
| Construction Administration | | | | | 29.00% | \$2,004,741 | See Below after Additional Services Section |
| TOTAL BASIC SERVICES FEES | | | | | 100.00% | \$6,912,900 | |
| TOTAL BASIC SERVICES NOT INCL. CA PORTION (See Below for CA Services) | | | | | | \$4,908,159 | |

BASIC SERVICES - Distribution of Fees by Firm (SD, DD, CD, and Bidding Phases)

| Schematic Design | | |
|---------------------------------|-----------------|--------------------|
| TCF Architecture | 63.415% | \$657,571 |
| PCS Structural | 14.475% | \$150,098 |
| Interface Engineers | 22.110% | \$229,266 |
| Total SD | 100.00% | \$1,036,935 |
| Design Development | | |
| TCF Architecture | 63.415% | \$876,761 |
| PCS Structural | 14.475% | \$200,130 |
| Interface Engineers | 22.110% | \$305,689 |
| Total DD | 100.000% | \$1,382,580 |
| Construction Documents | | |
| TCF Architecture | 63.415% | \$1,490,494 |
| PCS Structural | 14.475% | \$340,221 |
| Interface Engineers | 22.110% | \$519,671 |
| Total CD | 100.000% | \$2,350,386 |
| Bidding | | |
| TCF Architecture | 63.415% | \$87,676 |
| PCS Structural | 14.475% | \$20,013 |
| Interface Engineers | 22.110% | \$30,569 |
| Total Bidding | 100.000% | \$138,258 |
| Subtotal DD-Bidding Only | | \$4,908,159 |

Summary of Basic Services Fees for SD through Bidding Phases (Not Incl SD1 Credit)

| | |
|---|--------------------|
| TCF | \$3,112,503 |
| PCS | \$710,462 |
| INTERFACE | \$1,085,195 |
| TOTAL BASIC SERVICES (SD-BIDDING Not including SD1 Credit) | \$4,908,159 |

Net Basic Services Fees after SD1 Credit (Fixed Fee)

| | | |
|---|--------------------|---------------------------------|
| TCF | \$2,612,503 | TCF SD1 Credit: \$500,000 |
| PCS | \$635,462 | PCS SD1 Credit: \$75,000 |
| INTERFACE | \$935,195 | Interface SD1 Credit: \$150,000 |
| TOTAL BASIC SERVICES (SD2-BIDDING) | \$4,183,159 | Fixed Fee |

ADDITIONAL SERVICES

| | Consultant Labor Fees | Add'l Services Subtotals | Remarks |
|---|--------------------------|-----------------------------|--|
| ADDITIONAL SERVICES - SD2 / DD-BIDDING + EARLY SITE WORK CA (Hourly "Not-To-Exceed" Fee Budgets) | | | |
| AS-0 Architecture - TCF Architecture, pllc | \$2,081,300 | \$2,081,300 | See Also - Reimbursable Expenses Below |
| Site Disciplines Mgmt & Design Coordination (Incl Tensile Structures) | \$700,000 | | 2% of Site TCC |
| Multi-Building / Multi Package Complexity Coordination/Mgmt | \$421,300 | | 0.5% of Building TCC |
| Sustainability Coordination / Mgmt | \$50,000 | | |
| Early Site Development CA | \$95,000 | | |
| Additional Full Project CA Services | \$800,000 | | |
| Renderings / Special Graphics | \$15,000 | | |
| AS-1 Structural Engineering - PCS Structural Solutions | \$277,000 | \$277,000 | See Also - Reimbursable Expenses Below |
| Misc Site Structures Assistance, Fabric Structures, Equip Anchorage, etc | \$87,000 | | |
| Ground Improvement Design Coordination with Structural | \$33,400 | | |
| Ground Improvement - CA Services (Early Site Package) | \$13,600 | | |
| Retaining Wall Design | \$98,000 | | |
| Retaining Walls - CA Services (Early Site Package) | \$25,000 | | |
| Multi-Building / Multi Package Complexity Coordination/Mgmt | \$20,000 | | |
| AS-2 MEP Engineering - Interface Engineers | \$610,000 | \$610,000 | See Also - Reimbursable Expenses Below |
| Security system design | \$45,000 | | |
| Data/telecom design | \$41,000 | | |
| AV Design | \$18,000 | | |
| Controls integration | \$36,000 | | |
| Energy analysis/ELCCA | \$47,000 | | |
| Fire Protection (Enhanced) | \$27,000 | | |
| Commissioning Support | \$19,000 | | |
| Special systems - Geo-X - Design | \$164,000 | | |
| Special systems - Geo-X - CA Services | \$51,000 | | |
| Fuel Storage and Dispensing Design | \$88,000 | | Including CA for early procurement |
| Special systems - Micro-grid ready design | \$39,000 | | |
| Multi-Building / Multi Package Complexity Coordination/Mgmt | \$35,000 | | Including Submittals / RFI's for early procurement |
| AS-3 Civil Engineering - Msi | \$932,000 | \$932,000 | See Also - Reimbursable Expenses Below |
| Civil DD | \$218,300 | | |
| Civil CD | \$463,900 | | |
| Site Investigation / Regulatory Process | \$79,600 | | |
| Civil/Landscape Bidding / Procurement | \$86,400 | | |
| Early Sitework Construction Support | \$83,800 | | Including Landscape |

**SD2-DD-CD-BID PHASES
PLUS CA BASIC SERVICES**

**CITY OF VANCOUVER
PUBLIC WORKS OPERATIONS CENTER**

**EXHIBIT A.2
FEE CALCULATIONS**

| | | | |
|---|------------------|--------------------|--|
| AS-4 - Landscape Architecture - Msi | \$241,500 | \$241,500 | See Also - Reimbursable Expenses Below |
| Landscape DD | \$103,100 | | |
| Landscape CD | \$138,400 | | |
| AS-5 Equipment Consulting - WSP | \$613,158 | \$613,158 | See Also - Reimbursable Expenses Below |
| DD (60% Design) | \$394,795 | | |
| CD (100% Design Documents) | \$198,856 | | |
| Bidding and Early Procurement Services | \$19,507 | | |
| AS-6 Cost Estimating - RCCG | \$185,545 | \$185,545 | |
| DD (60% Design) | \$83,420 | | |
| CD (100% Design Documents/GMP) | \$102,125 | | |
| AS-7 ABBAE - Envelope Consulting | \$32,350 | \$32,350 | |
| DD (60% Design) | \$13,350 | | |
| CD (100% Design Documents) | \$19,000 | | |
| Bidding | \$0 | | |
| AS-8 Hardware Consulting - Adams Consulting & Estimating | \$3,990 | \$3,990 | |
| DD (60% Design) | \$840 | | |
| CD (100% Design Documents) | \$3,150 | | |
| AS-9 Acoustical Engineering - Tenor | \$21,175 | \$21,175 | |
| DD (60% Design) | \$11,200 | | |
| CD (100% Design Documents) | \$9,975 | | |
| AS-10 Coatings Consulting - TM Coatings | \$1,500 | \$1,500 | |
| DD Phase | \$750 | | |
| CD Phase | \$750 | | |
| AS-11 - Traffic Engineering - Kittelson | \$153,500 | \$153,500 | |
| Trip Generation Study | \$13,500 | | |
| Traffic Impact Study | \$60,000 | | |
| Meetings & Coordination | \$10,000 | | |
| Design Services | \$70,000 | | |
| AS-12 - Geotech and Environmental Engineer - NV5 | \$153,200 | \$153,200 | |
| Field Work During Site Grading/Ground Improvements | \$124,350 | | |
| Contamintaed Soils Plan and Field Work | \$28,850 | | |
| AS-13 - Elevator - Lerch Bates | \$9,720 | \$9,720 | |
| DD (60% Design) | \$4,790 | | |
| CD (100% Design Documents) | \$3,180 | | |
| Bidding | \$1,750 | | |
| AS-14 - Allowance for Arborist | \$10,000 | \$10,000 | Consultant not yet identified |
| | \$10,000 | | |
| SUBTOTAL ADDITIONAL SERVICES | | \$5,325,938 | |
| SUBGRAND TOTAL BASIC AND ADDITIONAL SERVICES - SD2 - DD, CD, BIDDING | | \$9,509,097 | |

TCF MARK-UPS ON ADDITIONAL SERVICES

| | | |
|---|--------|--------------------|
| Additional Services (Non-TCF) | | \$3,244,638 |
| TCF Mark-up on Additional Service Fees | 10.00% | \$324,464 |
| Total TCF Mark-ups | | \$324,464 |
| TOTAL SD2 - DD- CD BIDDING FEE NOT INCLUDING REIMBURSABLES | | \$9,833,561 |

REIMBURSABLE EXPENSES BUDGETS (NOT INCLUDING BASIC SERVICES CA)

| | | |
|---|--------|---|
| TCF Reimbursables Budget | | \$28,000 |
| Consultant's Reimbursables Budgets | | |
| Interface | | \$8,000 |
| WSP - Equipment Travel | | \$5,762 |
| PCS | | \$2,000 |
| MacKay Sposito | | \$11,800 |
| RCCG | | \$0 N/A |
| ABBAAE | | \$0 Included in Fee Above |
| Adams | | \$0 N/A |
| Tenor | | \$0 Included in Fee Above |
| TMC | | \$0 N/A |
| Lerch Bates | | \$0 N/A |
| NV5 | | \$0 Included in Fee Above |
| Traffic Engineering | | \$0 Included in Fee Above |
| Subtotal Consultant Reimbursables (Not including TCF) | | \$27,562 |
| TCF Mark-up on Reimbursables | 10.00% | \$2,756 |
| TOTAL REIMBURSABLE EXPENSES BUDGET | | \$58,318 Billed at Cost Plus Mark-up |
| SUBGRAND TOTAL (Not including Basic Services CA) | | \$9,891,879 |

CONSTRUCTION PHASE SERVICES

BASIC SERVICES CA FEES

| | | |
|-------------------------------------|--|---|
| TCF | | \$1,271,304 |
| PCS | | \$290,189 |
| Interface | | \$443,248 |
| Total Basic Services CA Fees | | \$2,004,741 See Basic Services Fee Calculation above |

| | | |
|--------------------------------|--|---------------------|
| GRAND TOTAL AMENDMENT 3 | | \$11,896,620 |
|--------------------------------|--|---------------------|

| PROJECT PHASE | TCF Architecture | SUBCONSULTANTS CONTRACTED UNDER TCF | | | | | | | | | | | | | | TOTALS | |
|--|------------------------|-------------------------------------|-----------------------------------|--|-------------------------------|-----------------------------------|-----------------------------------|-------------------------------------|------------------------------------|-------------------------------------|----------------------------------|---|--|----------------------------------|-----------------------|-----------------------|---------------------|
| | | PCS (Structural) Exhibit C.2 | Interface (MEP) Exhibit C.3 | WSP (Equip/Ops) Exhibit C.4 | MSi (Civil) Exhibit C.1 | MSi (Landscape) Exhibit C.1 | RCCG (Cost Est) Exhibit C.5 | ABBA (Envelope) (Exhibit C.6) | Adams (Hardware) Exhibit C.7 | Tenor (Acoustics) Exhibit C.9 | TMC (Coatings) Exhibit C.8 | Lerch Bates (Elevator) Exhibit C.10 | Kittelson (Traffic) Exhibit C.12 | NVS (Geotech) Exhibit C.11 | Arborist Allowance | | |
| SCHEMATIC DESIGN (SD2) | | | | | | | | | | | | | | | | | |
| All Tasks per Scope of Services for SD2 Phase. Numbers reflect SD1 Credits | \$255,136.04 | \$125,498 | \$191,066 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| SUBTOTAL | \$255,136.04 | \$125,498 | \$191,066 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$571,700.00 |
| DESIGN DEVELOPMENT (60%) | | | | | | | | | | | | | | | | | |
| All Tasks per Scope of Services for Design Development Phase, Basic + Add'l Services | \$1,356,216.38 | \$275,730 | \$473,389 | \$394,795 | \$297,900 | \$103,100 | \$83,420 | \$13,350 | \$840 | \$11,200 | \$750 | \$4,790 | \$83,500 | \$0 | \$0 | | |
| SUBTOTAL | \$1,356,216.38 | \$275,730 | \$473,389 | \$394,795 | \$297,900 | \$103,100 | \$83,420 | \$13,350 | \$840 | \$11,200 | \$750 | \$4,790 | \$83,500 | \$0 | \$0 | \$3,098,980.00 | |
| CONSTRUCTION DOCUMENTS & PERMITS (90 - 100%) | | | | | | | | | | | | | | | | | |
| All Tasks per Scope of Services for Construction Documents Phase, Basic + Add'l Services | \$2,022,644.35 | \$453,621 | \$771,221 | \$198,856 | \$463,900 | \$138,400 | \$102,125 | \$19,000 | \$3,150 | \$9,975 | \$750 | \$3,180 | \$70,000 | \$0 | \$0 | | |
| SUBTOTAL | \$2,022,644.35 | \$453,621 | \$771,221 | \$198,856 | \$463,900 | \$138,400 | \$102,125 | \$19,000 | \$3,150 | \$9,975 | \$750 | \$3,180 | \$70,000 | \$0 | \$0 | \$4,256,822.00 | |
| BIDDING / GMP | | | | | | | | | | | | | | | | | |
| All Tasks per Scope of Services for Bidding Phase, Basic + Add'l Services | \$164,806.14 | \$32,613 | \$58,519 | \$19,507 | \$86,400 | Included with Civil Fee | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,750 | \$0 | \$0 | \$0 | | |
| SUBTOTAL | \$164,806 | \$32,613 | \$58,519 | \$19,507 | \$86,400 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,750 | \$0 | \$0 | \$0 | \$363,595 | |
| EARLY SITE PACKAGE CA | | | | | | | | | | | | | | | | | |
| All Tasks per Scope of Services for Early Site Work CA | \$95,000.00 | \$25,000 | \$51,000 | \$0 | \$83,800 | Included with Civil Fee | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$153,200 | \$10,000 | | |
| SUBTOTAL | \$95,000 | \$25,000 | \$51,000 | \$0 | \$83,800 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$153,200 | \$10,000 | \$418,000 | |
| SUBTOTAL FEES (Not Incl. Reimbursables) | \$3,893,803 | \$912,462 | \$1,545,195 | \$613,158 | \$932,000 | \$241,500 | \$185,545 | \$32,350 | \$3,990 | \$21,175 | \$1,500 | \$9,720 | \$153,500 | \$153,200 | \$10,000 | \$8,709,097 | |
| MARKUP ON CONSULTANT SERVICES (10%) | N/A | \$27,700 | \$61,000 | \$61,316 | \$93,200 | \$24,150 | \$18,555 | \$3,235 | \$399 | \$2,118 | \$150 | \$972 | \$15,350 | \$15,320 | \$1,000 | \$324,464 | |
| SUBTOTAL PER FIRM | \$3,893,803 | \$940,162 | \$1,606,195 | \$674,474 | \$1,025,200 | \$265,650 | \$204,100 | \$35,585 | \$4,389 | \$23,293 | \$1,650 | \$10,692 | \$168,850 | \$168,520 | \$11,000 | \$9,033,561 | |
| REIMBURSABLE BUDGETS (Incl TCF Mark-up) | \$28,000 | \$2,200 | \$8,800 | \$6,338 | \$12,980 | Incl w/civil | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$58,318 | |
| TOTAL PER FIRM - ALL TASKS (Incl. Mark-ups) | \$3,921,803 | \$942,362 | \$1,614,995 | \$680,812 | \$1,038,180 | \$265,650 | \$204,100 | \$35,585 | \$4,389 | \$23,293 | \$1,650 | \$10,692 | \$168,850 | \$168,520 | \$11,000 | \$9,091,879 | |
| CONSTRUCTION ADMIN - MAIN PROJECT | | | | | | | | | | | | | | | | | |
| | Basic Services CA Fees | | | CA Services fees for Subconsultants are not included at this time - to be added under a future amendment | | | | | | | | | | | | | |
| Basic Services CA | \$1,271,304.00 | \$290,189 | \$443,248 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,004,741.00 |
| Additional CA Services | \$800,000.00 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$800,000.00 |
| SUBTOTAL | \$2,071,304 | \$290,189 | \$443,248 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,804,741 |
| GRAND TOTALS | \$5,993,107 | \$1,232,550 | \$2,058,243 | \$680,812 | \$1,038,180 | \$265,650 | \$204,100 | \$35,585 | \$4,389 | \$23,293 | \$1,650 | \$10,692 | \$168,850 | \$168,520 | \$11,000 | \$11,896,620 | |



AMENDMENT No. 2

Architectural and Engineering Design for a New Public Works Operations Campus

This Agreement amends the Professional Services Agreement number C-101028 by and between the City of Vancouver, hereinafter referred to as "City", and TCF Architecture, hereinafter referred to as "Contractor" for services offered.

This amendment amends the original agreement as follows:

- 1. Increase the authorized amount of the Agreement by \$257,450 to a revised authorized amount of \$3,271,296.00.
2. Amend the language contained in Section 1, Scope of Work, adding language included herein attached and by reference made part of the Contract, Attachment A.
3. Ratification: Acts taken pursuant to this Amendment but prior to its effective date are hereby ratified and confirmed.

This amendment in no way alters any other provisions of the original agreement.

CITY OF VANCOUVER
A municipal corporation

CONTRACTOR:
TCF Architecture

Signed by:
[Signature]
C084EA446CF9483...

Signed by:
[Signature: Mark Hurley]
69E5C11C9AA34E4...

Lon Pluckhahn, City Manager

Signature

12/13/2024

Mark Hurley

Principal

Date

Printed Name /Title

Attest:

12/9/2024

Date

DocuSigned by:
[Signature: Natasha Ramras]
493E94D414AF4BD...

Natasha Ramras, City Clerk

Approved as to form:

DocuSigned by:
[Signature: Jonathan Young]
9A7DC2E31F094A2...

Jonathan Young, City Attorney

December 3, 2024

EXHIBIT A**CITY OF VANCOUVER, WA
PUBLIC WORKS OPERATIONS CENTER****SCHEMATIC DESIGN PHASE – INTERIM ADDITIONAL SERVICES
SCOPE & FEE PROPOSAL**

This document describes the Scope of Services and deliverables to be provided by TCF Architecture and its consultants (hereafter “Contractor,” also referred to as “Consultant” for the purposes of this Scope of Services) for additional professional services to be provided in the interim period prior to the implementation of the subsequent amendment for full design services from final Schematic Design (SD-2) through GMP/Bidding.

CONSULTING TEAM MEMBERS

The firms listed below will participate in the various professional services associated with this amendment.

- Civil Engineering: MacKay Sposito
- Cost Estimating: RC Cost Group
- Equipment / Operations: WSP

SCOPE OF SERVICES**TASK 1 – PROJECT ADMINISTRATION****1.01 – General Project Administration**

- Day-to-day communication and correspondence with the City’s personnel and the Owner’s Representative Team (Parametrix) as required for the progress of the work.
- Schedule coordination, design team coordination, data management in Smartsheet, and other administrative tasks as needed for the progress of the work.

1.02 Meetings

- Participation in and preparation for regular team conference call meetings.
- Assume a weekly one-hour meeting between the city, Design Team, and Owner’s Representative.
- Assume a monthly one-hour meeting with the City’s Core Management Team.
- Participate in other unplanned meetings as reasonably needed to ensure progress of the work.
- Assume one in-person visit, date and time to be determined.

TASK 2 – SCHEMATIC DESIGN 1 (SD-1) COMPLETION

Note: This Task is intended to augment the existing scope and remaining fees in the original contract for Phase 1b for the purpose of completing SD-1 level documents prior to engaging with the selected GC/CM contractor for pre-construction services. Final Schematic Design (SD-2) documentation will be completed under the subsequent amendment for full design services through the GMP/Bidding phase.

Task 2.01 – Review Program Needs and Goals for “Baseline” Project Scope

Warehouse

- Work with City staff to review updated warehouse needs and goals and confirm revisions or adjustments to the current program and design criteria.
- Review the overall warehouse conceptual plan layout and individual space layouts for refinements and improvements based on updated criteria and review comments provided by City staff.

Other Operations and Administrative Functions

- Work with City staff to review other shops and storage spaces to confirm criteria and goals. City staff will provide specific comments on the current space configurations.
- Review Operations functions and spaces for alternative approaches or strategies to achieve potential cost savings while ensuring a baseline functional facility.
- Review administrative offices and shared spaces with City staff to confirm layouts and staff counts.

Task 2.02 – Program and Equipment List Adjustments

- Update warehouse equipment / storage systems in the Preliminary Equipment List
- Update Preliminary Equipment List to reflect adjustments discussed with City staff.
- Update program document if needed to account for adjusted square footages.
- Update Room Layout sheets as needed to reflect revisions and adjustments.

Task 2.03 – SD-1 Documents

- Update architectural site plan, floor plans, sections and elevations to reflect any substantive changes determined in Tasks 2.01 and 2.02.
- Complete SD-1 document package reflecting adjusted project scope for cost/budget management.

TASK 3 – 30% SITE-CIVIL-LANDSCAPE

Task 3.01 – Early Site Development Package Identification

- Identify site development scope elements to be considered for an early GMP site work package. (IE, mass grading, stone columns, rough-graded stormwater management, perimeter landscaping, geo-exchange borings).
- Develop estimated scheduling timeframes for execution of an early GMP site work package.
- Develop a narrative summarizing the scope, timeframes, permitting considerations, and estimated costs for an early GMP site work package.
- Coordinate with geotechnical and environmental information.

Task 3.02 – Site-Civil-Landscape 30% Design

- Complete 30% (SD-1) level Site-Civil-Landscape Package reflecting adjusted scope for cost/budget management.

TASK 4 – PROJECT SCOPE AND COST ALIGNMENT

Task 4.01 – Cost Reduction Strategies

- Research and identify cost reduction opportunities across all project scope elements.
- Review potential and recommended scope adjustments with City staff for input and confirmation.
- Identify costs for added scope including implementation of the City’s Draft Green Building Policies as appropriate to the project.

Task 4.01 – Updated Preliminary Cost Estimate

- Prepare an updated cost estimate reflecting project scope adjustments and the City’s priority scope elements.
- Estimate costs reflecting scope elements identified for an early site development GMP Package.
- Refine the GC mark-ups and include projected cost escalation reflecting the updated schedule goals.
- Update budgets for Soft Costs reflecting actual estimated budgets where possible, or budgets based on percentage of construction costs. (Note: The City will provide estimated budgets for internal costs and expenses such as costs for assigned City staff).

TASK 5 – LAND USE PERMITTING AND JURISDICTIONAL COORDINATION

Task 5.01 – City of Vancouver Permitting

- Confirm site development permitting process and timeframes with City of Vancouver development staff.
- Prepare a preliminary “Site Plan Approval” package for submittal to the City for use in executing early site development activities as noted under Task 3.01.

Task 5.02 – Other Jurisdictions

- On-going coordination with Clark County Solid Waste and Department of Ecology.
- On-going coordination with Clark County regarding 94th Street Right of Way access.

**SD-1 Phase
Interim Additional Services Amendment**

**CITY OF VANCOUVER
Public Works Operations Center**

**EXHIBIT A.1
MASTER FEE SCHEDULE**

| TASK NO. | PROJECT PHASE | TCF Architecture | Consultants Members Contracted under TCF | | | | | TOTALS |
|----------|---------------|------------------|--|-----------------|-----------------|--|--|--------|
| | | | MSi (Civil/Ldsc) Exhibit C.1 | RCCG (Cost Est) | WSP (Equip/Ops) | | | |

| SD1 - INTERIM ADDITIONAL SERVICES | | | | | | | | | | |
|--|-------------------------------------|------------------|-----------------|-----------------|-----------------|------------|------------|------------|------------|---------------------|
| 1.00 | General PM / Mtgs / Corresp, etc | \$42,950 | \$12,000 | | | | | | | |
| 2.00 | Schematic Design 1 (SD1) | \$37,660 | | | \$40,000 | | | | | |
| 3.00 | Site-Civil-Landscape 30% Design | \$10,110 | \$38,000 | | | | | | | |
| 4.00 | Project Scope & Cost Alignment | \$11,970 | \$5,000 | \$10,000 | | | | | | |
| 5.00 | Landuse Permit/Jurisdictional Coord | \$5,260 | \$30,000 | | | | | | | |
| | SUBTOTAL | \$107,950 | \$85,000 | \$10,000 | \$40,000 | \$0 | \$0 | \$0 | \$0 | \$242,950.00 |
| SUBTOTAL FEES (Not Incl. Reimbursables) | | \$107,950 | \$85,000 | \$10,000 | \$40,000 | \$0 | \$0 | \$0 | \$0 | \$242,950 |
| MARKUP ON CONSULTANT SERVICES (10%) | | N/A | \$8,500 | \$1,000 | \$4,000 | \$0 | \$0 | \$0 | \$0 | \$13,500 |
| SUBTOTAL PER FIRM | | \$107,950 | \$93,500 | \$11,000 | \$44,000 | \$0 | \$0 | \$0 | \$0 | \$256,450 |
| REIMBURSABLE BUDGETS (Incl TCF Mark-up) | | \$1,000 | | | | | | | | \$1,000 |
| TOTALS (Incl. Mark-ups) | | \$108,950 | \$93,500 | \$11,000 | \$44,000 | \$0 | \$0 | \$0 | \$0 | \$257,450 |

SERVICE AGREEMENT C-101028

AMENDMENT No. 1

A&E Design for the Operations Center Campus

This Agreement amends the Professional Services Agreement number C-101028 by and between the City of Vancouver, hereinafter referred to as "City", and TCF Architecture, hereinafter referred to as "Contractor" for services offered.

This amendment amends the original agreement as follows:

1. Increase the authorized amount of the Agreement by \$39,270.00 to a revised authorized amount of \$3,013,846.00.
2. **Amend** the language contained in Section 1, Scope of Work, adding language in herein attached and by reference made part of the Contract, Attachment A.
 - Additional Limited Subsurface Investigation and provision of a Spill and Emergency Response Plan (SERP).
3. Ratification: Acts taken pursuant to this Amendment but prior to its effective date are hereby ratified and confirmed.

This amendment in no way alters any other provisions of the original agreement.

CITY OF VANCOUVER

A municipal corporation


DocuSigned by:

 75A8183485CA467...
 Eric Holmes, City Manager

9/26/2023

Date

Attest:

DocuSigned by:

 AF6D92D4E38847B...
 For: Natasha Ramras, City Clerk

Approved as to form:

DocuSigned by:

 9A7DC2E31F694A2...
 Jonathan Young, City Attorney

Amendment #1

CONTRACTOR:

TCF Architecture

DocuSigned by:

 78B688B744874EA...
 Signature

Randy Cook

Managing Principal

Printed Name /Title

9/13/2023

Date

September 11, 2023

Ms. Jean Singer
 Facilities Capital Projects Manager
 Public Works
 City of Vancouver
 Vancouver, WA 98668-1995

RE: CITY OF VANCOUVER – NEW OPERATIONS CENTER
TCF Project No. 2022-016
ADDITIONAL SERVICES REQUEST (ASR) #1:
LIMITED SUBSURFACE INVESTIGATION & SPILL and EMERGENCY RESPONSE PLAN

Dear Jean:

Thank-you for the opportunity to provide this Additional Services #1 Proposal for additional Limited Subsurface Investigation and provision of a Spill and Emergency Response Plan (SERP) per your conversation last week with Randy Cook and Ryan Cornwall.

NV5's draft Phase 1 Environmental Site Assessment (ESA) report of July 7, 2023, made it apparent that the existing site conditions require additional investigation. Based on the ESA findings, NV5 recommended a limited subsurface investigation on the north portion of the (approximate) west half of the property to evaluate the extent and magnitude of the PCB-contaminated soils and potential contaminants in the vicinities of the former burn areas. In addition, the subsurface investigation will include characterization of subsurface conditions in the vicinity of the former stormwater retention pond that collected stormwater runoff from the Leichner Landfill, in between the former burn areas. Finally, NV5 will also create a Spill and Emergency Response Plan (SERP), the purpose of which is to protect City of Vancouver water resources. (Please see attached Exhibit 1, NV5 letter of proposal detailing the work included in this Additional Services #1 and Exhibit 2, showing approximate boring locations.)

All work associated with this Additional Service Request #1 will be invoiced on an hourly not-to-exceed basis as noted below in addition to TCF's ten percent (10%) mark-up. (For the fee noted below, we have used the upper range of NV5's estimate. Unused/unneeded fees will not be billed.)

| TASK | ESTIMATED FEE |
|----------------------------------|----------------------|
| Limited Subsurface Investigation | \$28,200 |
| SERP Preparation | \$ 7,500 |
| Sub-Total | \$35,700 |
| TCF Mark-up (10%) | \$ 3,570 |
| TOTAL | \$39,270 |

Jean, if this proposal meets with your approval, please issue a City of Vancouver Amendment to the Contract.

City of Vancouver – New Operations Center
ASR #1 – Limited Subsurface Investigation & SERP
September 11, 2023
Page 2 of 2



Thank-you for your consideration of this Proposal.

Teta Brown, Project Documents and Contracts Manager

for

Randy Cook, AIA, Managing Principal



Exhibit 1

August 25, 2023

City of Vancouver
415 West 6th Street
PO Box 1995
Vancouver, WA 98668-1995

Attention: Anna Vogel

Revised Proposal
Limited Subsurface Investigation
Proposed New Public Works Operations Center
8713 NE 94th Avenue
Vancouver, Washington
Project: Vancouver-43-03

INTRODUCTION

GeoDesign, Inc. dba NV5 (NV5) is pleased to submit this revised proposal to conduct a limited subsurface investigation of the proposed New Public Works Operations Center located at 8713 NE 94th Avenue in Vancouver, Washington (subject property). In addition, this proposal also includes preparation of a Spill and Emergency Response Plan (SERP) as requested by Ryan Cornwall of TCF Architecture PLLC. The subject property includes Clark County Parcel I.D.s 199845000, 199863000, 1998640000, and 10574000 and consists of 35.16 acres currently developed with a landfill gas flare station with associated gravel-covered access roads.

NV5 prepared and submitted to the City of Vancouver a draft Phase I Environmental Site Assessment (ESA) report for the subject property dated July 7, 2023. The Phase I ESA revealed the following recognized environmental conditions in connection with the subject property:

- The presence of iron and manganese in groundwater at concentrations exceeding established compliance levels associated with the closed Leichner Landfill.
- Undocumented fill material on the north portion of the approximate west half of the subject property containing polychlorinated biphenyls (PCBs) at concentrations exceeding Model Toxics Control Act (MTCA) Method A cleanup levels and/or hazardous waste thresholds.
- Undocumented fill and debris that were observed in test pits excavated in 2015 within two former burn areas formerly located on the north portion of the approximate west half of the subject property.

Based on the findings of the Phase I ESA, NV5 recommended conducting a limited subsurface investigation on the north portion of the approximate west half of the subject property to

evaluate the extent and magnitude of the PCB-contaminated soil and potential contaminants in the vicinities of the former burn areas. The results of the limited subsurface investigation will also serve as a clean fill evaluation to evaluate the quantity of soil that may need to be disposed of as solid waste if exported during future redevelopment. In addition, our scope of services for the limited subsurface investigation (presented below) includes characterizing the subsurface conditions in the vicinity of the former stormwater retention pond reportedly historically located on the north-central portion of the subject property that collected stormwater runoff from the Leichner Landfill (presumably in between the former burn areas).

SCOPE OF SERVICES

The specific scope of services for the limited subsurface investigation and preparation of the SERP are described in the following sections.

LIMITED SUBSURFACE INVESTIGATION

The purpose of our limited subsurface investigation scope of services is to further delineate the extent and magnitude of potential PCB-contaminated soil along the north property boundary of the approximate west half of the subject property. In addition, our scope has been developed to characterize the soil within the approximate limits of the former burn areas and in the presumed vicinity of the former stormwater retention pond. The analytical results will be compared to the appropriate Washington State Department of Ecology's (Ecology) MTCA cleanup levels to evaluate risk to human health and the environment and appropriate end-use disposal options for the undocumented fill. Our scope of services has been developed based on information obtained from historical environmental reports prepared by others and reviewed during our Phase I ESA as well as our planned geotechnical investigation. The specific proposed scope of services is presented as follows:

- Coordinate and manage the field explorations, including utility locates, subject property access authorizations, access preparations, and scheduling subcontractors and NV5 field staff.
- Contact Washington's one-call Utility Notification Center to mark the locations of public utilities beneath the rights-of-way surrounding the subject property.
- Subcontract a private utility locator to clear an approximately 10-foot radius around the borings proposed along the north property boundary of potential utility conflicts. The remaining proposed borings (discussed below) will be cleared of potential utility conflicts under our geotechnical scope of services.
- Subcontract a licensed drilling contractor to advance a total of 20 soil borings along the north property boundary of the approximate west half of the subject property (avoiding the known locations of the HDPE landfill liner) using direct-push drilling methods, as follows:
 - Advance 8 of the 20 borings approximately 3 feet south of the north property boundary to depths of up to 2 feet below ground surface (BGS)
 - Advance 8 of the 20 borings approximately 6 feet south of the north property boundary to depths of up to 2 feet BGS
 - Advance 4 of the 20 borings approximately 10 feet south of the north property boundary to depths of up to 2 feet BGS

- Observe the geotechnical explorations within the former burn areas (including test pits TP-11, TP-12, and TP-14 through TP-17 and borings DB-01 and DB-02) and at the presumed location of the former stormwater detention pond (test pit TP-13). The test pit explorations will be excavated to depths of up to 15 feet BGS. The borings will be drilled to depths between 50 and 100 feet BGS or refusal, whichever occurs first. Environmental oversight will only occur in the approximate upper 15 feet of each boring.
- Collect soil samples continuously from each 2-foot-deep boring and at approximate 2.5- to 5-foot intervals to depths of up to approximately 15 feet BGS from borings DB-01 and DB-02 for field screening purposes. Field screening will consist of visual and olfactory indicators, water sheen testing, and headspace vapor concentration measurements using a hand-held photoionization detector.
- Collect up to four discrete soil samples from each 2-foot continuous sample at depth intervals of 0.1 to 0.5 foot BGS, 0.5 to 1 foot BGS, 1 foot to 1.5 feet BGS, and 1.5 to 2 feet BGS, as recovery allows.
- Collect one discrete sub-sample representative of the undocumented fill, one discrete sub-sample representative of the underlying black organic silt with wood, and one discrete sub-sample of the native non-organic soil (if encountered) within the limits of the former burn areas and in the vicinity of the former stormwater retention pond. Discrete samples will be collected from the test pits with the aid of the excavator bucket. Discrete samples will be collected from the borings using a split-spoon sampler (or equivalent).
- Composite the discrete sub-samples to generate up to nine composite samples, one representing the undocumented fill within the two burn areas and the stormwater detention pond, one representing the black organic silt with wood within the two burn areas and the stormwater detention pond, and one representing the native non-organic soil, if encountered, within the two burn areas and the stormwater detention pond.
- Submit the discrete and composite soil samples to Pace Analytical of Mount Juliet, Tennessee, for chemical analysis, as follows:
 - Analyze the discrete samples collected at depth intervals of 0.1 to 0.5 foot BGS and 0.5 to 1 foot BGS from the 2-foot-deep borings for PCBs by U.S. Environmental Protection Agency (EPA) Method 8082A. Based on the results of these samples, it may be necessary to analyze the samples collected at depth intervals of 1 foot to 1.5 feet BGS and 1.5 to 2 feet BGS.
 - Analyze the composite samples representative of undocumented fill, the underlying black organic silt with wood, and the native non-organic soil (if encountered) for Total Petroleum Hydrocarbon Identification by Method NWTPH-HCID and Resource Conservation Recovery Act (RCRA) 8 total metals by EPA Methods 6020B and 7471B. Based on the results of the HCID analysis, conduct follow-up analyses on the samples representative of the undocumented fill, the black organic silt with wood, and the native non-organic soil (if encountered) for one or more of the following:
 - Gasoline-range hydrocarbons by Method NWTPH-Gx
 - Diesel- and oil-range hydrocarbons by Method NWTPH-Dx
 - Volatile organic compounds (VOCs) by EPA Method 8260D
 - Polycyclic aromatic hydrocarbons (PAHs) by EPA Method 8270E-SIM
 - PCBs by EPA Method 8082A
- Decommissioned each boring in accordance with Washington State rules and regulations immediately upon the conclusion of field work and repair the surfaces as appropriate.

- Place soil cuttings and decontamination water in Department of Transportation-approved drums for temporary storage pending receipt of laboratory analyses to characterize the investigation-derived waste (IDW) for disposal.
- Subcontract a local waste disposal subcontractor to transport and dispose of the IDW at an approved facility.
- Summarize and incorporate the findings of the limited subsurface investigation in a report that includes a summary of field activities and observations, boring logs, laboratory reports, and a discussion of the analytical results within the context of Ecology's regulatory framework.

PREPARATION OF AN SERP

The purpose of the SERP is to protect water resources in the City of Vancouver. The SERP will be prepared in accordance with the City of Vancouver's municipal code Title 14, Chapter 26, Section 130(B). The SERP must be developed and implemented within 90 days after the date of issuance of the certificate of occupancy.

The SERP will include, but not be limited to, the following information pertaining to spill prevention at the subject property:

- Drawings, including the layout of the operation, a floor plan, direction of drainage, entrance and exit routes, and areas where hazardous materials are received, stored, transported, handled, or used in operations
- Listings of all hazardous materials on the subject property, including types, volumes, locations, and container types and sizes
- Spill prevention-related equipment, including equipment that serves to detect releases of potential water resources contaminants

The SERP will include, but not be limited to, the following information pertaining to Emergency Response at the subject property:

- Chain of command and procedures for spill response
- A phone list of response agencies, including federal, state and city emergency contact numbers and environmental cleanup companies
- Procedures for treating and disposing of spilled hazardous materials

The SERP will also include certification signed by an authorized representative of the operation stating, "I certify that the information provided in this document is to the best of my knowledge true and complete, and the spill prevention equipment and emergency response measures described herein are as stated." The signed certificate will include the authorized representative's name (printed), title, and contact information.

SCHEDULE, TERMS, AND BUDGET

Based on discussions with our geotechnical staff and the City of Vancouver, we have tentatively scheduled the field work associated with the former burn areas and former stormwater detention pond on August 28, 2023. We have scheduled the field work associated with the direct-push

drilling on September 6, 2023. We expect that field activities will be completed in two to three non-consecutive days. The soil sample analytical results will be available approximately two weeks after the completion of field activities. We anticipate that our draft limited subsurface investigation report will be submitted within two weeks after we receive the final laboratory analytical data. We anticipate that our draft SERP will be submitted prior to issuance of the certificate of occupancy.

We will conduct the scope of services presented above on a time-and-materials basis for an estimated fee of between \$29,515 and \$35,700 in accordance with the Schedule of Charges and General Terms and Conditions that are attached to and part of this agreement. A breakdown of our estimated fees is as follows:

| Activity Estimated Expenditures | Estimated Fee |
|---|----------------------------|
| Limited Subsurface Investigation | |
| Private Utility Locate (estimated) | \$840 |
| NV5 Field Labor and Equipment (estimated 2 to 3 days) | 3,175 – 4,760 |
| Drilling Subcontractor (estimated 1 day) | 3,600 |
| Analytical Laboratory Services (cost depends on number of follow-up analyses) | 3,900 – 8,500 |
| IDW Disposal (assumes two drums of non-hazardous waste) | 1,000 |
| Analysis and Reporting | 6,400 |
| Project Management/Coordination/Communication | 3,100 |
| Estimated Subtotal | \$22,015 – \$28,200 |
| Preparation of SERP | \$7,500 |
| Estimated Total | \$29,515 – \$35,700 |

ASSUMPTIONS

Our estimated fees are based on the following assumptions:

- Access to the subject property will be provided by City of Vancouver.
- Drilling activities can be conducted in three to four consecutive days during standard business days and hours (Monday through Friday, 7:00 a.m. to 6:00 p.m.).
- Access to the subject property will be arranged by the City of Vancouver. A direct-push drill rig (full size, truck mounted) can gain access to the subject property and the proposed boring locations. If a track-mounted drill rig is required, we will notify you and submit a change order.
- Future redevelopment activities will not require disturbance or removal of existing soil below approximately 15 feet BGS.

- The estimated high range of laboratory costs is based on the following:
 - Nine composite samples analyzed for HCID and RCRA 8 total metals
 - No more than nine composite samples are analyzed for gasoline-, diesel-, and oil-range hydrocarbons; VOCs; RCRA 8 total metals; and PAHs
 - No more than 73 samples are analyzed for PCBs
- If total lead is detected at a concentration greater than 100 milligrams per kilogram, it may be necessary to further analyze soil samples for leachable metals using the Toxicity Characteristic Leaching Procedure. If required, we will notify you and submit a change order for the additional analyses.
- Waste generated during this investigation will be handled as non-hazardous and a maximum of two 55-gallon drums of waste will be generated. If waste generated during this investigation is a characteristic hazardous waste, the material will require disposal at an additional cost. If required, we will notify you and submit a change order for the additional disposal costs.



We appreciate the opportunity to submit this agreement. Please call if you have questions regarding this submittal. To formally authorize our services, return a signed copy of this agreement.

Sincerely,

NV5

Kyle R. Sattler, L.G.
Principal Geologist

cc: Ryan Cornwall, TCF Architecture PLLC

KRS:kt

Attachments

One copy submitted

Document ID: Vancouver-43-03-082523-envp-rev2.docx

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The scope of services outlined in this agreement, the fees, and the General Terms and Conditions are hereby accepted and GeoDesign, Inc. dba NV5 is authorized to proceed. This agreement constitutes the entire agreement between the Client and GeoDesign, Inc. dba NV5 and supersedes all prior written or oral understandings. If the client does not sign our proposal, but instead gives us a notice to proceed, then that shall also constitute a contract.

| | | |
|--------------|----|--------------|
| Organization | by | Signature* |
| Date | | Printed Name |
| | | Title |

*Individual with contracting authority and responsible for payment of NV5's fees.

ENVIRONMENTAL SCHEDULE OF CHARGES

COMPENSATION

Our compensation will be determined on the basis of time and expenses in accordance with the following schedule unless a fixed fee amount is so indicated in the proposal or services agreement. Contracted professional and technical services will be charged at the applicable hourly rates as listed below. Staff time spent in depositions, trial preparation, and court or hearing testimony will be billed at 2 times the below rates. Time spent in either local or inter-city travel, when travel is in the interest of this contract, will be charged in accordance with the foregoing schedule; when traveling by public carrier, a maximum charge of eight hours per day will be made. Current rates are as follows:

| Personnel | Hourly Rate | Personnel | Hourly Rate |
|---|--------------------|-----------------------------|--------------------|
| Support Staff | \$ 81 | Technical Specialist I | \$ 152 |
| Project Assistant/Technical Editor | \$ 95 | Technical Specialist II | \$ 168 |
| Senior Project Assistant/Technical Editor | \$ 102 | Senior Technical Specialist | \$ 183 |
| Technician I | \$ 87 | Project Manager I | \$ 162 |
| Technician II | \$ 100 | Project Manager II | \$ 172 |
| Senior Technician | \$ 106 | Senior Project Manager | \$ 184 |
| CAD | \$ 106 | Associate | \$ 201 |
| Senior CAD Technician | \$ 118 | Senior Associate | \$ 214 |
| Staff I | \$ 111 | Principal | \$ 235 |
| Staff II | \$ 127 | Senior Principal | \$ 245 |
| Staff III | \$ 140 | | |

| Equipment | Rate |
|--|-------------|
| Air compressor (per day) | \$ 62 |
| Anemometer (per day) | \$ 31 |
| Bladder pump (includes generator) (per day) | \$ 129 |
| Core drill (per day) | \$ 248 |
| Disposable bailers (each) | \$ 17 |
| Dissolved oxygen meter (per day) | \$ 38 |
| Electric sampling pump (per day) | \$ 32 |
| Field filter (each) | \$ 25 |
| Flag tape rolls (each) | \$ 6 |
| Gas extraction monitor 2000 (per day) | \$ 217 |
| Gas extraction monitor 2000 (per week) | \$ 681 |
| Generator (per day) | \$ 62 |
| Global positioning system (GPS) – differential (per day) | \$ 118 |
| Global positioning system (GPS) – hand held (per day) | \$ 35 |
| Hand auger (per day) | \$ 43 |
| Infrared camera (Flir b40) (per day) | \$ 310 |
| Interface meter (per day) | \$ 64 |
| Laptop computer use (per day) | \$ 19 |
| Level C personal protection equipment (PPE) (per day) | \$ 93 |
| Low-flow sampling kit (per day) | \$ 260 |
| Low-flow sampling kit (per week) | \$ 929 |
| Mobile laboratory (per month) | \$ 1,260 |
| Moisture meter (Delmhorst BD-2100) (per day) | \$ 31 |
| Oxidation reduction potential (ORP) meter (per day) | \$ 52 |
| Peristaltic pump (per day) | \$ 77 |
| pH/conductivity/temperature meter (per day) | \$ 52 |
| Photoionization detector (PID) (per day) | \$ 136 |
| Photoionization detector (PID) (per week) | \$ 434 |
| Photoionization detector (PID) 11.7-eV Lamp (per day) | \$ 56 |
| Post pounder (per day) | \$ 12 |
| Pressure Transducer Data Logger | \$ 150 |
| Range finder (per day) | \$ 12 |
| Roto-hammer drill (per day) | \$ 93 |
| Roto-hammer drill (per week) | \$ 341 |
| Sample tubing (polyethylene - per foot) | \$ 0.63 |
| Sample tubing (silicon - per foot) | \$ 1.86 |
| Sample tubing (Teflon - per foot) | \$ 2.49 |
| Sample kit (gloves, goggles, tools, etc.) (per day) | \$ 25 |
| Satellite phone (per day) | \$ 25 |
| Sidewalk closure signage (per day) | \$ 24 |
| Site reconnaissance kit (each) | \$ 25 |
| Soil vapor probe with slide hammer (per day) | \$ 62 |

ENVIRONMENTAL SCHEDULE OF CHARGES

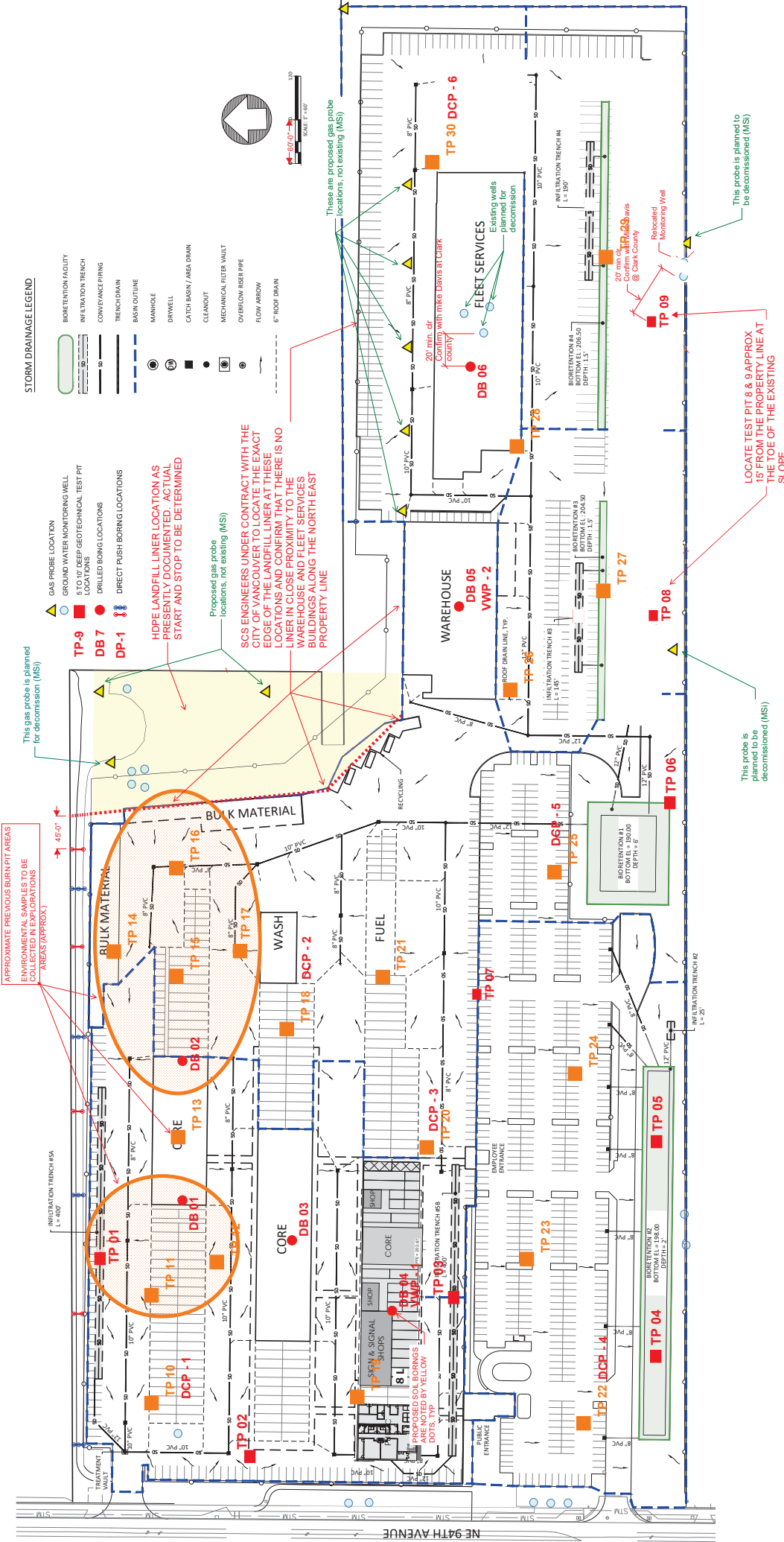
| Equipment | Rate |
|---|--------------------|
| Soil vapor probe kit with drill (per day) | \$ 270 |
| Specialty software (MOD FLOW, ARC GIS, GPR analysis, per hour) | \$ 19 - 29 |
| Summa sampling kit (per sample) | \$ 11 |
| Thermometer – infrared (per day) | \$ 12 |
| Total Station – survey equipment (per hour) | \$ 62 |
| Transit level and tripod (per day) | \$ 37 |
| Turbidity monitor (per day) | \$ 43 |
| Unmanned aerial vehicle (DJI Mavic 2) (per day) | \$ 525 |
| Unmanned aerial vehicle (Trimble Ux5-HP) (per day) | \$ 1,050 |
| Van Veen sediment sampler (per day) | \$ 124 |
| Vehicle (company) usage (full day, plus \$0.71 per mile charge) | \$ 25 |
| Vehicle (personal) usage (per mile) | \$ 0.71 |
| Vibrocore (per day) | \$ 495 |
| Water level meter (per day) | \$ 52 |
| WSDOT bridge toll | \$ 4.20 |
| XRF lead paint analyzer (per day) | \$ 750 |
| YSI probe (per day) | \$ 124 |
| Ziplevel Pro 2000 (per day) | \$ 56 |
| Reproduction | |
| CD (each) | \$ 2.25 |
| | Black/White |
| 8 ½ x 11 (each) | \$0.11 |
| 11 x 17 (each) | \$0.22 |
| D-size plots (each) | \$ 28.09 |
| D-size scan (each) | \$ 14.04 |

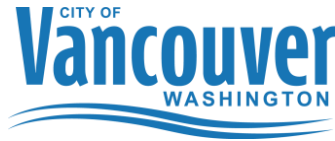
OTHER SERVICES, SUPPLIES, AND SPECIAL TAXES

Outside services (equipment, supplies, and facilities not furnished in accordance with the above schedule, and any unusual items of expense not customarily incurred in our normal operations) are charged at cost plus 12 percent. This includes shipping charges, subsistence, transportation, printing and reproduction, miscellaneous supplies and rentals, surveying services, drilling equipment, construction equipment, watercraft, aircraft, and special insurance that may be required. Specialized equipment will be quoted on a per-job basis. In-house disposable field supplies (routinely used field supplies stocked in-house by NV5) at current rates. Taxes required by local jurisdictions for projects in specific geographic areas will be charged to projects at direct cost.

All rates are subject to change upon notification.

DP-1 : DIRECT PUSH BORINGS (3', 6', AND 10' SOUTH OF PROPERTY BOUNDARY)
 DP-4 : DIRECT PUSH BORINGS (3' AND 6' SOUTH OF PROPERTY BOUNDARY)





**CITY OF VANCOUVER
SERVICES AGREEMENT
No. C-101028**

This Services Agreement (hereinafter referred to as the "Agreement") is entered into by and between the City of Vancouver, Washington, a municipal corporation organized under the laws of the State of Washington, (hereinafter referred to as the "City") and TCF Architecture (hereinafter referred to as the "Contractor"). For the purpose of this agreement, the term "Contractor" shall mean "Design Professional." The City and Contractor may be collectively referred to herein as the "parties" or individually as a "party".

WHEREAS, the City desires to engage the Contractor to perform services as described in this Agreement; and

WHEREAS, the City advertised and issued a Request for Qualifications, numbered 13-22 (hereinafter referred to as the "solicitation") and after evaluation of the Contractor's responsive proposal, found the Contractor be capable of performing the required services; and

WHEREAS, the Contractor represents by entering into this Agreement that it is fully qualified to perform the services described herein in a competent and professional manner, and to the full satisfaction of the City.

NOW, THEREFORE, in consideration of the terms, conditions, covenants, and performance contained herein, or attached and incorporated and made a part hereof, the parties hereto agree as follows:

- 1. SCOPE OF WORK:** The Contractor agrees to provide the City all services and materials set forth in the scope of work identified in Attachment "A", and as further described in the City's solicitation (collectively referred to herein as the "work") which are each incorporated herein by this reference and made a part of this Agreement as if fully set forth herein.

All work must be authorized and approved by the City's Project Manager before any work can begin. The Contractor shall approach each project in a manner consistent with its usual customary business practices. The Contractor shall actively seek collaborative input from City staff.

- 2. COMPENSATION:** Payment to the Contractor for the work described in this Agreement shall not exceed \$2,974,576.00 USD.

This payment shall be maximum compensation for the work and for all supervision, labor, materials, supplies, equipment and incidentals necessary to complete the work as set forth herein, and it shall not be exceeded without the City's prior written authorization in the form of a negotiated and executed amendment. It is specifically understood and agreed that no additional or different work shall be performed by Contractor, and Contractor agrees that the City's prior written authorization in the form of a negotiated and executed amendment is a condition precedent to the City's obligation to pay for such additional or different work.

Compensation is limited to the amount specified for each specific task and/or sub-task, unless amended in writing. The City requires the Contractor to complete the work stated within the number of hours stated for each task, and/or sub-task, or the lump sum amount. If compensation is made on an hourly basis and the work requires fewer hours than those estimated, the Contractor will be paid for the actual worked hours necessary to complete that task and/or sub-task. If the Contractor underestimated the number of hours required to perform the work, the Contractor shall be paid up to the maximum number of hours stated for the task and/or sub-task. Compensation may be amended, at the City's reasonable discretion, for documentable circumstances not reasonably foreseeable to either party at the time the task and/or subtask is initiated, or for changes to the scope of work or deliverables requested by the City. All deliverables must be acceptable to the City, at the reasonable discretion of the City.

Travel expenses are limited to airfare, or mileage at the current IRS rate, and lodging at the U.S. General Services Administration rates. The Contractor is solely responsible for its staff's travel time, including travel to and from the City of Vancouver. The City will reimburse only pre-approved miscellaneous Contractor expenses at-cost upon submission of receipts to City.

- 3. PAYMENT FOR CONTRACTOR SERVICES:** The Contractor shall submit monthly invoices to City covering both professional fees and project expenses, if any, for fees and expenses from the previous month. Payments to Contractor shall be net thirty (30) days.

The City reserves the right to correct any invoices paid in error. The Contractor shall be paid according to the rates set forth in Attachment "A.1", incorporated herein by this reference, and made a part of this Agreement as if fully set forth herein.

City and Contractor agree that any amount paid in error by City does not constitute a rate change in the amount of the contract. The City's contract/purchase order (PO) number given on the notice to proceed **must** be referenced on any invoice submitted for payment.

- 4. TERM OF AGREEMENT:** The term of this Agreement shall commence on October 10, 2022 and continue until October 9, 2027. Unless directed otherwise by the City, Contractor shall perform the work in accordance with any schedules made a part of this Agreement.
- 5. PROFESSIONAL STANDARD:** Contractor and all subcontractors will exercise that degree of care in performing the work in accordance with that prevailing among firms of comparable standing when performing similar services for projects similar to the project in the jurisdiction where the project is located (“Professional Standard”). Contractor will promptly correct or re-perform work not meeting the Professional Standard without additional compensation.
- 6. ORDER OF PRECEDENCE:** Where there is a conflict among or between any of these documents, the controlling documents shall be the first listed in the following sequence: Amendments to this Agreement; this Agreement and its attachments; Contract Purchase Orders; and the City’s solicitation.
- 7. RELATION OF PARTIES:** The Contractor, and its subcontractors, agents, employees, or other vendors contracted by the Contractor to provide services or other work for the purpose of meeting the Contractor’s obligations under this agreement (collectively referred to as “subcontractors”), are independent contractors performing professional services for the City and are not employees of the City. The Contractor and its subcontractors shall not, as a result of this Agreement, accrue leave, retirement, insurance, bonding or any other rights, privileges, or benefits afforded to City employees. The Contractor and its subcontractors shall not have the authority to bind City in any way except as may be specifically provided herein.
- 8. E-VERIFY:** The Contractor shall enter into and register a Memorandum of Understanding with the Department of Homeland Security E-Verify program within sixty (60) days after execution of this Agreement. The Contractor shall ensure all Contractor employees and any subcontractors assigned to perform work under this Agreement are eligible to work in the United States. The Contractor shall provide verification of compliance upon the request of the City. Failure by the Contractor to comply with this subsection shall be considered a material breach.
- 9. DELAYS AND EXTENSIONS OF TIME:** If the Contractor is delayed at any time in the progress of the work covered by this Agreement, by any causes beyond Contractor's control, Contractor shall give written notice no later than seven (7) calendar days after the event giving rise to the delay. Such written notice shall be a condition precedent to the City’s grant of an extension of the time for performance. The time for performance may be extended by such time as shall be mutually agreed upon by the Contractor and the City and shall be incorporated in a written amendment to this Agreement. Any request for an extension of time shall be made in writing to the City in accordance with this paragraph.

10. OWNERSHIP OF RECORDS AND DOCUMENTS: Any and all work product prepared by the Contractor and its subcontractors in the course of performing this Contract shall immediately become the exclusive property of the City upon payment for the associated task and shall be delivered to the City upon request in such format(s) as the City may require. In consideration of the compensation provided for by this Agreement, the Contractor hereby further assigns all copyright, trademark and other intellectual property interests in such work product to the City. A copy of each work product may be retained by the Contractor. If any of the work product contains previously developed intellectual property of the Contractor or its subcontractors that is or could be protected by federal copyright, patent, or trademark laws, or state trade secret laws, Contractor hereby grants to the City a perpetual, royalty-free, fully paid-up, transferable, nonexclusive and irrevocable license to copy, reproduce, perform, dispose of, use and re-use, in whole or in part, and to authorize others to do so for the benefit of City, all such work product. The City accepts all risk for its own reuse of the work products, beyond intended purpose of the work products specifically with respect to this project, without prior written approval of the Contractor. Contractor will cause a provision equivalent to this paragraph to be included in all contracts with its subcontractors.

11. TERMINATION FOR PUBLIC CONVENIENCE: The City, at its sole discretion, may terminate this contract for convenience at any time for any reason deemed appropriate. Termination is effective immediately upon notice of termination given by the City.

In the event this Agreement is terminated prior to the completion of work, the Contractor will only be paid for the portion of the work completed at the time of termination of the Agreement. Under no circumstances shall the Contractor be entitled to compensation, including but not limited to markup, overhead, and profit, for work not performed.

12. TERMINATION FOR DEFAULT: If the Contractor defaults by failing to perform any of the obligations of the Agreement, including violating the Professional Standard, any law, regulation, rule or ordinance applicable to this Agreement, or becomes insolvent or is declared bankrupt or commits any act of bankruptcy or insolvency or makes an assignment for the benefit of creditors, the City may, by depositing written notice to the Contractor in the U.S. mail, postage prepaid, terminate the Agreement, and at the City's option, obtain performance of the work elsewhere.

If the Agreement is terminated for default, the Contractor shall not be entitled to receive any further payments under the Agreement until all work called for has been fully performed. Any extra cost or damage to the City resulting from such default(s) arising from a violation of the Professional Standard shall be deducted from any money due or coming due to the Contractor. The Contractor shall bear any extra expenses incurred by the City in completing the work, and all damage sustained, or which may be sustained by the City by reason of such default.

If a notice of termination for default has been issued and it is later determined for any reason that the Contractor was not in default, the rights and obligations of the parties shall be the same as if the notice of termination had been issued pursuant to the termination for public convenience paragraph herein.

13. OPPORTUNITY TO CURE: The City at its sole discretion may in lieu of a termination allow the Contractor to cure the defect(s), by providing a “Notice to Cure” to Contractor setting forth the remedies sought by City and the deadline to accomplish the remedies. If the Contractor fails to remedy to the City’s satisfaction the breach or default of any of the terms, covenants, or conditions of this Contract within the time required by the City, the City shall have the right to terminate the Contract without any further obligation to the Contractor. Any such termination for default shall not in any way operate to preclude the City from also pursuing all available remedies against the Contractor and its sureties for said breach or default, including but not limited to termination of this Contract for convenience.

14. TERMINATION OBLIGATIONS: Without limiting the City’s rights, remedies or defenses, upon any type of termination, City may order any or all of the following by written notice: (i) cease services as directed by the City in the notice; (ii) take actions necessary, or that the City may direct, for the protection and preservation of the work and work product; (iii) except for services directed to be performed prior to the effective date of termination stated in the notice, terminate all existing subcontracts and enter into no further such contracts; (iv) assign any or all subcontracts as directed in the notice (Contractor shall ensure that all subcontracts are assignable as directed by the City); and Contractor shall deliver to the City all work product (in their current stage of completion) and related documents and information so that the City may complete the design with another appropriate design professional.

15. COMPLIANCE WITH THE LAW: In accordance with the Professional Standard, the Contractor agrees to comply with all relevant, Federal, State, and Municipal laws, rules, policies, regulations or ordinances in the performance of work under this Agreement. The Contractor shall design the project so that it will not (when built as designed) be in violation of any applicable laws, codes, regulations or ordinances in effect (or which could reasonably be expected to come into effect) at the time the Contractor delivers the final complete design for the project. Without limiting the preceding sentence, the project as designed in the final complete design must be in compliance with the design and new construction requirements of the Americans with Disabilities Act, to the extent applicable. All designs shall accommodate adequate construction tolerances to permit construction of the project in accordance with the foregoing requirements as they exist at the time of final complete design and submittal of the final construction documents to the local jurisdiction. To the extent there is any inconsistency between the applicable foregoing federal, state or local laws, Contractor shall address that inconsistency by designing the project to conform to the specific requirements that provide the greatest accessibility for persons with disabilities.

16. CITY BUSINESS AND OCCUPATION LICENSE: The Contractor will be required to obtain a business license when contracting with the City unless allowable exemptions apply. The Contractor shall contact the State of Washington Business License Service (BLS) at: <http://bls.dor.wa.gov/file.aspx>, or by phone at 800-451-7985, or go to www.bls.dor.wa.gov/cities/vancouver.aspx or www.cityofvancouver.us/businesslicense, to determine whether a business license is required pursuant to the Vancouver Municipal Code (VMC) Chapter 5.04.

17. LIABILITY AND HOLD HARMLESS: The Contractor agrees to indemnify, defend, save and hold harmless the City, its officials, and employees and agents from any and all liability, demands, claims, damages, losses, expenses, penalties, causes of action, suits or judgments, and costs (including but not limited to costs and expenses, including reasonable attorney fees and expenses) of whatsoever kind or nature (including patent infringement or copyright claims) to the extent caused by the negligent performance, negligent acts or omissions, or willful misconduct of Contractor and its subcontractors, and any person or entity for whose acts or omissions any of them are responsible, or by the failure of any such party to perform as required by this Agreement.

Contractor has no obligation under this Agreement to indemnify any indemnitee against liability for damages arising out of bodily injury to persons or damage to property caused by or resulting from the sole negligence of that indemnitee or its agents or employees. Contractor's obligation under the Agreement to indemnify any indemnitee against liability for damages arising out of bodily injury to persons or damage to property caused by or resulting from the concurrent negligence of (a) the indemnitee or its agents or employees, and (b) Contractor or its agents or employees shall be valid and enforceable only to the extent of the negligence of Contractor or its agents or employees.

This indemnity and hold harmless shall include any claim made against the City by an employee of Contractor or subcontractor or agent even if Contractor, as an employer, is thus otherwise immune from liability pursuant to the workers' compensation statute, Title 51 Revised Code of Washington (RCW), except to the extent that such liability arises from the concurrent negligence of both the City and the Contractor, such costs, fees and expenses shall be shared between the City and the Contractor in proportion to their relative degrees of negligence. Contractor specifically and expressly waives any immunity under Industrial Insurance, Title 51 (RCW).

The Contractor specifically acknowledges the provisions contained herein have been mutually negotiated by the parties and it is the intent of the parties that the Contractor provide the broadest scope of indemnity permitted by RCW 4.24.115. The Contractor and its subcontractors are independent contractors and the Contractor is responsible for the acts and

omissions, and the safety, of its employees and subcontractors, and its subcontractor's employees.

- 18. INSURANCE:** The Contractor shall obtain and keep in force during the entire term of this agreement, liability insurance against any and all claims for damages to person or property which may arise out of the performance of this Contract whether such work shall be by the Contractor, subcontractor or anyone directly or indirectly employed by either the Contractor or a subcontractor.

All liability insurance required herein shall be under a Comprehensive or Commercial General Liability and business policies.

| COVERAGE | LIMITS OF LIABILITY |
|--|----------------------------|
| I. Commercial General Liability: | |
| Policy shall include Bodily Injury, Property Damage, Personal Injury and Broad Form Contractual Liability | |
| Each Occurrence | \$2,000,000 |
| General Aggregate Per Occurrence | \$5,000,000 |
| Products & Completed Operations Aggregate | \$5,000,000 |
| Personal and Advertising Injury | \$2,000,000 |
| Blanket Contractual Liability | \$2,000,000 |
| II. Commercial Automobile Liability | |
| Policy shall include Bodily Injury and Property Damage, for any owned, Hired, and/or Non-owned vehicles used in the operation, installation and maintenance of facilities under this agreement. | |
| Combined Single Limit | \$1,000,000 |
| III. Workers' Compensation (applicable to the State of Washington) | |
| Per Occurrence | |
| Employer's Liability | \$1,000,000 |
| Disease Each Employee | \$1,000,000 |
| Disease Policy Limit | \$1,000,000 |
| Each Claim | \$1,000,000 |
| Annual Aggregate | \$1,000,000 |
| IV. Professional Liability | |
| Policy shall include coverage against any and all claims for damages to person or property which may arise out of the performance of this Contract whether such work shall be by the Contractor, subcontractor or anyone directly or indirectly employed by either the Contractor or a subcontractor | \$5,000,000 |

In addition to the coverage and limits listed above the Contractor's insurance must all contain the following:

- a. City Listed as an Additional Insured. The City of Vancouver, its Agents, Representatives, Officers, Directors, Elected and Appointed Officials, and Employees must be named as an additional insured. The required Additional Insured endorsements shall be at least as broad as ISO CG 20 10 11 85, or its equivalent CG 20 10 07 04 and CG 20 37 07 04 must be included with the Certificate of Insurance.
- b. Either the Commercial General Liability or the Workers' Compensation policy must be endorsed to include "Washington Stop Gap" insurance. The limits and aggregates referenced must apply to the Stop Gap coverage as well and must be indicated on the certificate.
- c. Employment Security. The Contractor shall comply with all employment security laws of the State in which services are provided and shall timely make all required payments in connection therewith.
- d. The City of Vancouver shall be listed on the Certificate as the Certificate Holder.
- e. Coverage Trigger: The insurance must be written on an "occurrence" basis. This must be indicated on the Certificate.

Contractor shall provide evidence of all insurance required, at the City's request, by submitting an insurance certificate to the City on a standard "ACORD" or comparable form.

All policies shall be issued by an insurance company licensed to do business in the State of Washington. The City of Vancouver may inspect all policies and copies shall be provided to the City upon request.

19. NOTICES: All notices which are given or required to be given pursuant to this Agreement shall be hand delivered, mailed postage paid, or sent by electronic mail as follows:

For the City:
Anna Vogel
City of Vancouver
415 W 6th Street
P O Box 1995
Vancouver WA 98668-1995
Email: anna.vogel@cityofvancouver.us

For the Contractor:
Randy Cook
TCF Architecture
902 N. 2nd Street
Tacoma, WA 98403
Email: randy@tcfarchitecture.com

Either party may change the designated contact or any information listed above by giving advance notice in writing to the other party.

20. AMENDMENTS: All changes to this Agreement, including changes to the scope of work and compensation sections, must be made by written amendment and signed by all parties to this Agreement.

21. SCOPE OF AGREEMENT: This Agreement incorporates all the agreements, covenants and understanding between the parties hereto and are merged into this written Agreement. No prior or contemporaneous agreement or understanding, oral, verbal or otherwise, of the parties or their agents shall be valid or enforceable unless set forth in this Agreement. No waiver, consent, modification or change of terms of this Agreement will bind either party unless in writing and signed by both parties. Such waiver, consent, modification or change, if made, will be effective only in the specific instance and for the specific purpose given.

22. RATIFICATION: Acts taken pursuant to this Agreement but prior to its effective date are hereby ratified and confirmed.

23. GOVERNING LAW/VENUE: This Agreement shall be deemed to have been executed and delivered within the State of Washington, and the rights and obligations of the parties hereunder shall be construed and enforced in accordance with, and governed by, the laws of the State of Washington without regard to the principles of conflict of laws. Any action or suit brought in connection with this Agreement shall be brought in the Superior Court of Clark County, Washington.

24. COOPERATIVE PURCHASING: The Washington State Inter-local Cooperation Act, Ch. 39.34 RCW, authorizes public agencies to cooperatively purchase goods and services if all parties agree. By having executed this Agreement, the Contractor agrees that other public agencies may purchase goods and services under this solicitation or contract at their own cost and without the City incurring any financial or legal liability for such purchases. The City agrees to allow other public agencies to purchase goods and services under this solicitation or contract, provided that the City is not held financially or legally liable for purchases and that any public agency purchasing under such solicitation or contract file a copy of this invitation and such contract in accordance with RCW 39.34.040.

25. PUBLIC DISCLOSURE COMPLIANCE: The parties acknowledge that the City is an “agency” within the meaning of the Washington Public Records Act, Chapter 42.56 RCW, and that materials submitted by the Contractor to the City become public record. Such records may be subject to public disclosure, in whole or part and may be required to be released by the City in the event of a request for disclosure. In the event the City receives a public record request for any data or deliverable that is provided to the City and that is licensed from the Contractor, the City shall

notify the Contractor of such request and withhold disclosure of such information for not less than five (5) business days, to permit the Contractor to seek judicial protection of such information, provided that the Contractor shall be responsible for attorney fees and costs in such action and shall save and hold harmless the City from any costs, attorney fees or penalty assessment under RCW 42.56.550 for withholding or delaying public disclosure of such information.

- 26. DEBARMENT:** The Contractor certifies that that it is not presently debarred, suspended, proposed for debarment, and declared ineligible or voluntarily excluded from covered transactions by any Federal, State or local department or agency.
- 27. NONDISCRIMINATION:** The City of Vancouver, WA is an equal opportunity employer. In the performance of this Agreement, the Contractor will not discriminate against any employee or applicant for employment on the grounds of race, creed, color, national origin, sex, sexual orientation, marital status, age or the presence of any sensory, mental or physical handicap.
- 28. REVIEW BY CITY OF CONTRACTOR'S WORK:** Review or approval by the City or its agents of Contractor's work, work product, design services or contract administration services (or any other products or services under this Agreement) ("Contractor Services") shall not relieve Contractor of its sole liability for any damages resulting from or arising out of defects or deficiencies in the Contractor Services, except where the City expressly directs such defective or deficient Contractor Services and Contractor files a written objection thereto.
- 29. SEVERABILITY:** If any term or provision of this Agreement is to any extent held invalid or unenforceable, and if the provisions of the Agreement that are essential to each party's interests otherwise remain valid and enforceable, then (i) the remaining terms and provisions of the Agreement will not be affected thereby, (ii) each term and provision of the Agreement will be valid and be enforced to the fullest extent permitted by law, and (iii) the court will give the offending provision the fullest meaning and effect permitted by law.
- 30. SURVIVAL OF TERMS:** All obligations created by the Agreement and imposed by law survive suspension or termination of the Agreement except those obligations relating to continuing performance of terminated work and payment for terminated work. Provisions that expressly survive suspension or termination include, but are not limited to, those relating to indemnity, warranty, insurance, and dispute resolution. Contractor shall remain liable for all completed work despite any suspension or termination.
- 31. NO ATTORNEY FEES:** To the extent permitted by law, the parties to this Agreement expressly waive and release any rights either has to recover costs and expenses, including attorney fees and costs and, expert fees and costs, incurred in connection with any and all disputes or claims of any kind arising out of the Agreement, including, without limitation, any rights to recover such fees

and costs granted by any federal or state statute, regulation, or rule, including, but not limited to, prompt payment statutes. This waiver and release applies to any and all claims of any kind, regardless of legal or equitable theory, and applies to fees and costs incurred before, during and after any mediation, arbitration, or court proceeding. Contractor shall include an equivalent waiver and release in each of its subcontract agreements on the project, and shall indemnify, defend, reimburse and hold the City harmless against any claims for fees or costs and against any damages resulting from the failure to do so. This paragraph shall not be interpreted to prohibit recovery of costs and expenses, including attorney fees, as indemnity damages as described in the indemnity clause(s) of this Agreement.

If applicable law prevents either party's or both parties' full waiver of costs and expenses, including attorney fees, as provided in the paragraph above, then the above paragraph shall be inapplicable and the prevailing party in any dispute shall be awarded their costs and expenses, including attorney fees and costs and expert fees and costs, incurred pre-trial or arbitration, during trial or arbitration, upon any appeal, petition for reconsideration or petition for review, and upon any bankruptcy, insolvency or collection.

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The undersigned, as the authorized representatives of the City and Contractor respectively, agree to all of the terms and conditions contained in this Agreement, as of the dates set forth below.

CITY OF VANCOUVER

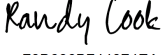
A municipal corporation

CONTRACTOR:

TCF Architecture

DocuSigned by:

75A91B3485CA467...
Eric Holmes, City Manager

DocuSigned by:

78B888B744874EA...
Signature

10/5/2022
Date

Randy Cook Managing Principal
Printed Name /Title

Attest:

10/4/2022
Date

DocuSigned by:

BCF6734E40E94AE...
Natasha Ramras, City Clerk

Approved as to form:

DocuSigned by:

9A70C2E31E694A2...
Jonathan Young, City Attorney

September 19, 2022

EXHIBIT A

Ms. Jean Singer
 Facilities Capital Projects Manager
 Public Works
 City of Vancouver
 Vancouver, WA 98668-1995

RE: CITY OF VANCOUVER – NEW OPERATIONS CENTER
TCF Project No. 2022-016
SCOPE & FEE PROPOSAL FOR PROFESSIONAL SERVICES - PHASE 1 WORK SCOPE: Predesign-SD-1

Dear Jean:

On behalf of TCF Architecture (hereafter, “Contractor”, as defined in the Professional Services Agreement), and our sub-consulting design team partners, we want to thank you and the City of Vancouver (hereafter “City”) for the opportunity and privilege to provide you with Professional Predesign (Phase 1A) and Preliminary Schematic Design (Phase 1B) Services, together referring to the Phase 1 work scope, for the new Operations Center Project. This letter provides descriptions of our proposed Phase 1 work tasks and deliverables as discussed and developed with you and the Project Advisory Team.

Exhibit A.1, attached to this letter, is the Master Fee Schedule for the Phase 1 Scope of Services, itemizing all fee budgets associated with each task for each team member. TCF will contract with various specialty consultants in the development of the work. Each consultant has provided a proposal to TCF with associated fee budgets, summarized in Exhibit A.1. All work for Phase 1 will be performed on an hourly basis.

CONSULTING TEAM MEMBERS

The firms listed below will be under direct contract to the Contractor and will each have specific roles and responsibilities for the delivery of work scope under this proposal package. The term “Design Team” is occasionally used in this document, referring to the full team.

- | | | |
|---------------|--------------------------------|-------------------------------|
| ▪ Exhibit C.1 | Civil Engineering: | MacKay Sposito |
| ▪ Exhibit C.1 | Landscape Architecture: | MacKay Sposito |
| ▪ Exhibit C.2 | Structural Engineering: | PCS Structural Solutions |
| ▪ Exhibit C.3 | HVAC/Plumbing/Fire Protection: | Interface Engineering |
| ▪ Exhibit C.3 | Electrical and Low Voltage: | Interface Engineering |
| ▪ Exhibit C.4 | Traffic Engineering: | WSP (Portland, OR Office) |
| ▪ Exhibit C.4 | Equipment / Operations: | WSP (Houston, TX Office) |
| ▪ Exhibit C.5 | Cost Estimating: | RC Cost Group |
| ▪ Exhibit C.6 | Geotechnical & Environmental: | NV5 |
| ▪ Exhibit C.7 | Office Systems: | OpenSquare (Rates Only) |
| ▪ Exhibit C.8 | Sustainable Water Systems: | 2020 Engineering (Rates Only) |

- Exhibit C.9 Community Outreach: Point North (Rates Only)
- Exhibit C.10 Environmental Graphics: Jinger Hendricks (Rates Only)
- Exhibit C.11 Cultural Resources Consulting: AINW (Rates Only)
- Exhibit C.12 Elevator Consulting: Lerch Bates (Rates Only)
- Exhibit C.13 Envelope Consulting: ABBAE (Rates Only)
- Others Other specialty disciplines may be added by future amendment

PHASE 1 SCOPE OF SERVICES (PREDESIGN THROUGH PRELIMINARY SCHEMATIC DESIGN (SD-1))

The Contractor shall provide the scope activities and deliverables described herein.

PHASE 1A - PREDESIGN

1 – PROJECT ADMINISTRATION

1A - General Project Management

Contract management, consultant management & coordination, schedule development and management, development of communication plan, and on-going communication, information management, and correspondence between TCF and the City.

.01 Project Management Portal

- Provide management and hosting of a Project Portal using Smartsheet. Stakeholders will be provided access to appropriate "Worksheets" or "Templates" within Smartsheet including the Project Schedule, Project Management Log, Project Library, and other Worksheets as developed to manage and track project information.

.02 - Project Schedule:

- Provide a preliminary Project Schedule in Smartsheet establishing primary project activities and major deliverables to be provided through Predesign and SD-1
- Provide an updated Project Schedule at the completion of the Predesign Phase and again at the completion of SD-1. Note: Periodic schedule updates may be made by the Contractor throughout the progress of the work.
- Provide monthly status updates with monthly invoices for work completed.
- Set-up, maintenance, and administration of all "Worksheets" within the Smartsheet Project Portal.

.03 - Internal Stakeholder Management

- Assistance to the City to identify internal Stakeholder groups and teams.
- Estimation of approximate time commitments for key staff positions to participate throughout the Phase 1 work.

1B – Data Gathering and Project Library

.01 - City-Provided Documentation

The City will provide the Contractor with all available project information created previous to the Contractor's work, as relevant and germane to the Project.

- Survey in AutoCAD format
- Updated documents beyond the Master Plan documents as provided during the RFQ process.

.02 - Gathering and Review of City-Provided Documentation

- Organize and host a Project Library in Smartsheet for City-provided project documents and all other documents as developed and created throughout the course of the work.
- Review of City-provided documents for familiarity and for use of such documents in the development of the Phase 1 work.

1C – Project Delivery Plan

- Prepare a preliminary draft Project Delivery Plan based on known Project information at the outset of the Project including the City’s existing Project Charter document.
- At a minimum the Plan will summarize the overall Project scope, articulate and expand upon the City’s Project Vision, Purpose, and Goals, define all levels of the Team structure, and describe how the overall project will be managed with respect to stakeholder engagement, team and stakeholder communication, evaluation of alternatives, the decision-making process, and other Project elements as determined collectively between the Design Team and the City’s Management Team.
- Conduct a video-conference call meeting with the City’s Management Team to review the draft Project Delivery Plan.
- Provide updated Draft Project Delivery Plan with City edits and comments.
- At the conclusion of the Predesign Phase, update the Project Delivery Plan to include refined Project information.

2 – PROGRAMMING AND DESIGN CRITERIA

2A – Facility Tours

.01 - Tour Existing City Operations Facilities

- Coordinate with the City to organize and participate in a tour of the existing Operations facilities. Design Team participants will include the architect’s core team, civil engineer, mechanical engineer, plumbing engineer, electrical engineer, low voltage systems designer, and equipment consultant.
- Document observations and City participant comments in Smartsheet along with representative photographs.

.02 - Tour Other MOA Facilities

- Organize and facilitate a one-day tour of three existing MOA facilities including Mason County PUD’s John’s Prairie Operations Center (Shelton, WA), Pierce County’s Central Maintenance Facility (CMF, Frederickson, WA), and Pierce County’s Sewer and Traffic Operations Facility (STOP, Puyallup, WA).
- Prepare summary of comments received from City participants along with photographs organized by facility and program area.
- Note: Quantity of participants may be limited depending on the policies of the host facilities.

2B – Pre-Workshop Preparation and Stakeholder Engagement

Conduct research and interactive activities with key City Stakeholders via remote communication prior to the facilitation of in-person workshops and meetings for the purposes of building baseline documentation and guiding the City’s Stakeholders in their own efforts to prepare for the in-person meetings.

To help facilitate the engagement of City participants, maximizing opportunities for equitable and inclusive involvement, project input will be solicited in a variety of formats

- Primers and Questionnaires: Prior to video conference calls and in-person workshops, key project information and relevant questions to the topics being covered will be issued to team participants and others who may also desire to contribute to particular topics. Primers will typically focus on broad-based, goal-oriented input, while questionnaires will typically be more detailed for those engaged in specific programmatic topics.

(Note: See Task 3 - Site Investigations - and Task 4 – Sustainability - for other Pre-workshop videoconferences and project activities that will take place prior to in-person workshops and meetings.)

.01 - Warehousing and Inventory Management

Note: See Exhibit C.4 for additional detailed description of scope activities associated with Tasks 2B .01-.03.

- Coordinate and conduct a videoconference call with the Warehousing and Inventory Management City Stakeholder Team to review current City practices for procurement, new inventory storage, records and file management, chemical and hazardous materials storage across all Operations Divisions.
- Discuss potential approaches for consolidated warehousing and inventory management.
- As part of Task 2A, the Contractor will meet with City staff and review the City’s existing inventory storage methods and confirm approximate quantities and types of new inventory storage.
- Develop a preliminary analysis of considerations for the City to consider with regard to consolidated inventory management.
- Documentation from this task will be used in the subsequent in-person programming workshops where program spaces for all types of storage and inventory management will be further discussed and evaluated.

.02 - Fleet Maintenance Program

- Coordinate and conduct a videoconference with the City’s Equipment Services key staff to review the overall fleet maintenance program, program information developed in the previous master plan, and discuss the City’s vision and goals for the future.
- Program requirements for Equipment Services inventory management (including records and files) may be initially discussed under 2B.01, and further developed specific to the fleet maintenance program.
- Documentation from this task will be used in the subsequent in-person programming workshops with the Equipment Services Program Team.

.03 - Fuel Systems Management

- Coordinate and conduct a videoconference with the City’s Equipment Services key staff to review the City’s current approach to fleet fueling and the overall management of fuel systems.

- Prepare a preliminary analysis to address current and future considerations and implications of various fuel types and systems relative to operational resilience, sustainability, and cost.

.04 - Office and Work Environment Standards

- Coordinate and conduct a videoconference with the City’s Office Standards Stakeholder Team to review the City’s current office standards, review other example office standards and metrics, and review model approaches for office work environments accommodating a range of work types.

.05 - Diversity, Equity, and Inclusion (DEI) / Human-Centric Design

- Coordinate and conduct a videoconference with the City’s DEI Stakeholder Team to review current City policies and goals relative to DEI considerations.
- Utilize the “Universal Design” framework for addressing topics of inclusive, equitable human-centric design.

2C – Programming Workshops

Prepare for and conduct in-person programming and design criteria sessions with the City’s internal Stakeholder Teams, exploring and confirming all functional spaces, square footages, diagrammatic space layouts, operational workflow diagrams, adjacency configurations, and the identification of preliminary design criteria for each functional space or area.

- The sessions will take place over several days (during a single week) and will be scheduled and organized in blocks of 2-3 hours each, to be attended by members of the Design Team and the City’s Stakeholder Teams as identified in the City Stakeholder Teams Roster.
- Other videoconference calls may be conducted prior to and following the in-person meetings as needed to confirm data and other information with key Stakeholders.
- Notes from each meeting or videoconference will be recorded and organized in Smartsheet by topics.
- See also Exhibit C.4 for detailed work scope by Equipment and Operational Planning Sub-consultant.

.01 - Shared Functions Teams In-Person Workshops

Conduct in-person workshop sessions with City’s Shared Functions stakeholder teams as identified in the City Stakeholder Teams Roster.

.02 – Departmental Teams In-Person Workshops

Conduct in-person workshop sessions with each of the City’ Departmental Stakeholder Teams as identified in the City Stakeholder Teams Roster.

2D – Space Program

.01 - Personnel Analysis: Existing and Projected Growth

- Review the City’s current list of personnel to be included in the Program, and develop a spreadsheet document accounting for each FTE, organized by department
- Based on input from each department and other city staff projections, further develop the Personnel Analysis to include projected FTE increased over 10-, 20-, and 30-year projections.
- Note: The City will provide growth projection metrics based on Level of Service data tied to water utility service boundaries.

.02 - Parking Analysis: Existing and Projected Growth

- Review the vehicle and equipment list provided by the City and develop a spreadsheet (Parking Analysis) listing the vehicle/equipment number, year, make, model, description, VIN number (if available), description, and fuel-type. The list will be organized by Department.
- The Parking Analysis will be translated into the Space Program for determining programmatic requirements.
- The City will provide the most current Excel-based vehicle inventory for all vehicles intended to be domiciled and/or maintained at the facility.

.03 - Space Program

Prepare Draft and Final Space Program

- Prepare a draft Space Program in Excel format, organized by space type (heated and enclosed office, shop, and storage areas); covered areas, and open areas.
- The Space Program will provide recommended square footage and approximate space proportion, space quantity, primary adjacencies, general space criteria, and clear working height dimensions.
- Spaces will be identified with a numeric designation for reference to the Room Data Sheets (Task 2E).
- Based on review comments from the City's Stakeholder Teams, prepare a final Space Program incorporating review comments.

2E - Design Criteria

The Contractor shall prepare a Draft Programmatic Design Criteria document for City review. Following review by the City, a final Programmatic Design Criteria document will be prepared.

- See also Exhibit C.4 for detailed work scope by Equipment and Operational Planning Sub-consultant.

.01 - Preliminary Room Data Sheets

Prepare Draft and final Room Data Sheets

- Prepare Room Data Sheets for each primary building area, space, or room consisting of two and/or three-dimensional diagrams with key dimensional information, diagrammatic equipment and furnishings configurations, and other unique and relevant programmatic information.
- The Room Data Sheets will also summarize basic building system information to be accommodated in each area, space, or room including architectural (floor, wall and ceiling characteristics, door and window requirements, etc.); HVAC requirements (heating, cooling, ventilation); plumbing and piping requirements; electrical requirements (power and lighting); low voltage systems requirements (data-comm, audio-visual, security, other special systems); appliances, furnishings, and equipment.
- Based on review comments from the City's Stakeholder Teams, prepare final Room Data sheets incorporating review comments.

.02 – Preliminary Owners Performance Requirements (OPR's)

The Contractor shall conduct meetings with the City's OPR Team to review specific site and building systems for performance requirements and standards, identifying initial OPR criteria and metrics for all site and building systems, consistent with the City's Project Charter, and organized as summarized below. Prepare Draft OPR documents followed by final OPR documents incorporating City review comments.

Volume 1: Architectural, Structural, Equipment Systems

- Finish performance for flooring, walls and ceiling systems for each type of space.
- Exterior envelope performance for window and wall systems. (Note: Energy Conservation Analysis work completed under previous work scope will be further reviewed and modified as determined.)
- Signage Systems, restroom accessories.
- Structural Systems: Main office building, operations buildings, canopy storage structures.
- Equipment Systems (Preliminary Equipment List for shop equipment, storage systems, etc.)
- Vehicle Parking Analysis identifying all City-owned vehicles and other rolling stock to be located at the facility, along with specific parking requirements for stall size, covered, open or heated.

Volume 2 - HVAC, Plumbing, Electrical and Specialty Systems

- Building heating, cooling and ventilating systems, controls and equipment, including performance requirements for environmental comfort, humidity control, hours of operation, etc.
- Building plumbing and wet systems.
- Building electrical systems (general power, lighting, emergency power, etc.).
- Data-Communications and Audio-visual Systems .
- Security systems.
- Fire Protection Systems.
- Updated Preliminary Equipment List.
- Preliminary Energy Analysis Report setting preliminary Energy Use Intensity (EUI) Goal and proposing potential strategies to achieve goals.

Volume 3 – Site Systems

- Earthwork: Clearing, grading.
- Stormwater Management Systems: Conveyance, pre-treatment, retention.
- Wet Utility Systems (domestic water, fire flow water, sanitary sewer).
- Dry Utility Systems (electrical power distribution, site lighting, data-communications distribution).
- Landscaping & Irrigation.
- Hardscaping and pedestrian systems.
- On-site surfacing for driveways, parking areas, etc.
- Perimeter security fencing and gates.
- Off-Site Systems: streets and sidewalks, utilities, trails, etc.

TASK 3 – SITE INVESTIGATIONS & REGULATORY ANALYSIS

3A – Surveying

.01 - Coordination with City Survey Group

- Provide direction to City Survey staff for additional survey data and information needed for survey updating.

3B - Traffic Engineering

.01- Traffic Study (See Exhibit C.4 for detailed work scope)

- Provide updated trip generation data and comparative analysis with the traffic study information from the previous development approved by Clark County.
- Communicate with Clark County and the City to review data and confirm potential transportation improvement requirements.

- Provide budgetary estimating for off-site work associated with traffic improvements associated with the new development.

3C – Geotechnical (See Exhibit C.6 for detailed work scope)

.01 - Field Services

- Provide field services for borings and test pits to collect geotechnical data necessary for determining rainwater infiltration rates, soil bearing capacities, roadway section design recommendations, retaining wall design recommendations, and recommendations for wet soils weather work.

.02 – Geotechnical Report

- Prepare a report providing the interpretation of soils data and recommendations for rainwater infiltration rates, soil bearing capacities for foundation support, roadway section design recommendations, seismic design parameters, retaining wall design recommendations, and recommendations for wet soils weather work.
- Assist the Design Team with recommendations as needed during the development of site concepts as related to geotechnical considerations.

3D – Environmental (See Exhibit C.6 for detailed work scope.)

.01 - Level 1 Environmental Review

- Prepare a Phase 1 Environmental Assessment (ESA) to confirm historic uses
- Prepare a report providing findings and identification and evaluation of potential data gaps, and conclusions and recommendations regarding conditions indicative of releases or threatened releases of hazardous substances.

3E – Utilities (See Exhibits C.1 and C.3 for other detailed work scope descriptions.)

.01 - Water:

- Investigate water availability to the site including fire flow capacity. Obtain a letter of water availability, determine connection charges.
- Provide summary report as part of a collective Utilities Investigation Report.

.02 - Sewer:

- Investigate sewer availability, connection charges, and other relevant information to inform discussions, design strategies, alternatives, and decisions throughout other work scope tasks.
- Provide summary report as part of a collective Utilities Investigation Report.

.03 - Electrical:

- Investigate and research existing electrical distribution and power grid capacity with Clark Public Utilities. Inquiries to Clark PUD will include understanding known or planned projects that may impact the overall grid capacity for the Operations site.
- Prepare a summary of key data and information to inform discussions, design strategies, alternatives, and decisions throughout other work scope tasks.
- Provide summary report as part of a collective Utilities Investigation Report.

.04 - Natural Gas:

- Investigate natural gas availability, connection charges, and other relevant information to inform discussions, design strategies, alternatives, and decisions throughout other work scope tasks.
- Provide summary report as part of a collective Utilities Investigation Report.

.05 - Communications/Data:

- Investigate cable and fiber availability, connection charges, and other relevant information to inform discussions, design strategies (including connecting the new campus to the Downtown facilities), alternatives, and decisions throughout other work scope tasks.
- Provide summary report as part of a collective Utilities Investigation Report.

3F – Storm Water Management

.01 - Investigations and Research

- Investigate and research storm water management regulations, permitting requirements, and other data and information to inform site design discussions and alternatives.
- Provide a preliminary summary of findings report or memorandum.

3G – Regulatory Research and Process

.01 - Land Use Development Review and Research

- Confirm land use and building permit requirements, timeframes, and permit costs.
- Engage the City’s planning, environmental, engineering, building and fire departments in a preliminary site plan review meeting to review site development questions and obtain initial comments and feedback regarding City requirements.
- Engage Clark County in preliminary discussions, building on discussions already in motion between the City and the County regarding transportation requirements. In particular, work with the County representatives to confirm the deletion of any requirements for the internal roadway previously required in the County’s master plan.
- Develop a preliminary SEPA checklist as a guide to inform site development discussions, and as the precursor to the eventual final SEPA checklist that will be completed for formal site plan review.

.02 – Building Code Review and Research

- Prepare initial building code review summarizing primary life safety code, accessibility, and plumbing code information for each structure. (Note: these code items are key elements in driving initial predesign phase decisions regarding building design.)
- Discuss and confirm City’s desired upgrades to seismic Risk Level.
- Meet with City of Vancouver planning and building staff to review proposed preliminary site and building development plans and confirm key building code interpretations.
- Summary of land use permit requirements, time frames and anticipated permit fee costs.

TASK 4 – SUSTAINABILITY

4A – Sustainability Goals and Benchmarking Approach

.01 – Sustainability Goals Development

- Organize and conduct an initial meeting with the City’s Sustainability Stakeholder Team to review and discuss the City’s sustainability goals, policies for green building, carbon neutrality, energy and water conservation, and other sustainable goals and outcomes. Of primary review and incorporation into the Project will be the City’s Climate Action Plan (published March 7, 2022), particularly goals for increasing tree canopy and carbon reduction through maximum electrification of the facility.
- Supplementing the City’s Climate Action Plan, the process for evaluating sustainability strategies for the Project will utilize the AIA’s Committee on the Environment (COTE) 10-point Framework for Design Excellence categories: Design for Integration, Design for Community, Design for Ecology, Design for Water, Design for Economy, Design for Energy, Design for Wellness, Design for Resources, Design for Change, and Design for Discovery.
- Discussions from this meeting will inform other stakeholder and program team discussions.
- Conduct up to two other videoconference meetings with key City staff for follow-up and additional assessment of sustainability information as the planning process progresses.

.02 – Sustainability Certification Approach and Research

- Based on discussions and goal setting with the City’s Sustainability Team, assist the City in determining a preferred benchmarking program for the project such as LEED, Green Globes, Envision, or other program.
- Based on the selected program’s assessment and scoring system, prepare a preliminary “scorecard” to identify initial anticipated benchmarking goals for the project.

4B – Sustainability Strategies and Analysis

.01 – Preliminary Energy Analysis

- Initial Energy Use Intensity (EUI) targets for each building.
- Analysis of energy strategies with emphasis on electrification strategies.

.02 – Ground Source Heat Exchange Investigations

- Provide soil conductivity testing to determine the anticipated level of soil conductivity performance for a geo-exchange well system.
- Provide an energy and cost benefit analysis for a geo-exchange system.
- An estimate for test boring on site is included under Reimbursables.

.03 – PV / BESS Analysis

- PV Systems Analysis: Prepare an analysis of photovoltaic (PV) energy production potential for the site including total output potential, first cost, life cycle costs and payback, summary of incentives, and other options and considerations.
- Battery Electric Storage Systems: Prepare an analysis of back-up power strategies including PV system back-up.

.04 – Daylighting Analysis

- Review parameters and metric for daylighting strategies for the main office building and operations buildings.

.05 – Carbon Analysis

- Explore materials alternatives for superstructure, cladding, and other materials for embodied carbon using “Tally” program.
- In addition to sustainable goals related to carbon reduction, evaluate materials alternatives with respect to materials availability, cost, maintenance, and other factors.

.06 - Mechanical Systems LCCA

- Perform a Life Cycle Cost Analysis comparing alternative HVAC systems.

.07 – Water Resources Analysis

- Prepare a water sustainability analysis, identifying all water usage anticipated on the site, compared with the annual water rainfall on site.
- Develop alternative strategies for water conservation and reuse.
- Prepare life cycle cost analysis for potential strategies.

TASK 5 – CONCEPTUAL DESIGN

5A – Preliminary Building Layout Alternatives

.01 - Program Assignments to Buildings

- Based on design criteria and information developed during Task 4, prepare updated preliminary site plan configuration drawings showing building locations, driveways, and other general site features.
- Based on design criteria information developed during Task 4, prepare preliminary building floor plans and other graphics as needed to convey design concepts.

.02 - Building Massing Studies

- Develop alternative building massing studies for each building, considering clear height for programmatic requirements and the exploration of upper stories for area efficiencies, land use optimization, and consolidation of functional adjacencies both horizontally and vertically.
- Preparation of building massing studies will assist in the development of daylighting studies in Task 5.

5B – Preliminary Site Layout Alternatives

.01 - Preliminary Site Configuration Alternatives

- Develop alternative approaches to site layouts exploring optimum workflow circulation, safety, growth potential, operational resilience, sustainability strategies, neighbor compatibility, and cost economy.
- Develop preliminary Civil systems layouts, exploring optimization, resilience, sustainability and economy for major site systems, particularly storm water management and utilities systems distribution.

5C – Conceptual Design Workshops

.01 - Alternatives Review Workshop

- Schedule and conduct an in-person workshop to review the conceptual layout alternatives with City staff as determined by the Management Teams and Advisory Committee.
- The workshop is intended to identify a preferred alternative for site configuration and general building footprint configurations.

.02 - Preferred Site and Building Layout Configurations

- Based on feedback from the Site Layout Alternatives, prepare the preferred conceptual site layout.
- Prepare an updated preliminary site-civil layout for the preferred site alternative.
- Note: If further evaluation is required to reach consensus on a preferred site layout alternative, additional exploration will be provided, and a follow-up videoconference will be scheduled to review such additional information. This additional site layout exploration may be completed under the SD1 Phase 1B work.

TASK 6 – COST AND BUDGET MANAGEMENT

6A – Cost Modeling

.01 - Preliminary Cost Model

- Develop a Cost Model structure for use in assessing anticipated ranges of costs. Engage the Management Team to consider alignment with City asset management strategies where appropriate.
- Using a Target Value Design (TVD) approach, prepare an initial Cost Model as part of the site and building alternatives exploration.

.02 - Cost Model Review

- Conduct a Design Team workshop to review the preliminary cost model and determine adjustments and updates as needed prior to meeting with the City. Issue the preliminary cost model to the Management Team for review prior to the video conference noted below.
- Conduct a video conference cost model review workshop with the City's Management Team and Advisory Team. The Cost Model will allow for initial discussions of major systems and design elements in relationship to total project costs.
- Prepare an updated Cost Model based on discussions and City input.

.03 - Major Systems Comparative Analysis

- Meet with the Management Team and members of the OPR Team to review and confirm the Project elements that will be evaluated within a comparative analysis process, and the criteria that will be considered for each analysis.
- Prepare basic cost-benefit comparisons for major systems including pavement surfacing (concrete vs asphalt); superstructure (steel (including pre-engineered vs custom steel), concrete, wood, hybrid); and building envelope systems.
- Note: HVAC life cycle cost analysis is included under Task 4, Sustainability.

6B – Predesign Cost Estimating

.01 – Preferred Concept Predesign Cost Estimate

- Based on the preferred alternative layout for the site and buildings, prepare a Predesign level cost estimate accounting for all elements of the Project.
- The estimate will be organized to identify construction costs for each building and all site and off-site work, accounting for general contractor overhead and profit, design contingencies, future escalation factors, Owner’s management reserve contingencies, equipment and furnishings, and other elements as determined.

6C – Budget Development

- Develop a full Project Budget accounting for Soft Costs including sales tax, professional services, permitting costs, utilities connections, construction phase services, and other costs as identified. Engage the Management Team in the process of developing the Project Budget structure to ensure alignment with City management needs.
- Facilitate an in-person review meeting to discuss the estimated costs, determine potential cost saving alternatives, and confirm a tentative Project Budget.

TASK 7 – COMMUNITY OUTREACH

.01 - Technical Advisory Group

- Prepare and assemble data and materials for the City’s use in presenting Project information to a Technical Advisory Group.

.01 – Other Outreach Assistance

- Prepare data and graphic materials as needed for outreach purposes conducted by the City.

TASK 8 – GC/CM ASSISTANCE

.01 – GC/CM Process Assistance

- Assist the City in evaluating the GC/CM delivery method for the project as needed and requested.

TASK 9 – PREDESIGN REPORT

9A – Draft Predesign Report

Provide a draft Predesign Report in electronic .pdf format collecting and presenting all Predesign documentation. The report package will include:

- A Summary Report providing a comprehensive narrative of the project including project history and background, purpose, mission and goals, City benefit for service levels, program, conceptual design, project budget, sustainability strategies and metrics, human-centric/DEI approach, and other categories as appropriate.
- Appendices providing all final Predesign Deliverables
- Assistance to Public Works for presenting the documentation and recommendations to the City Council.

9B – Final Predesign Report and Transition to Phase 1B

- Based on feedback from the City, prepare a final Predesign report in .pdf format incorporating the City’s review comments.
- Meet with the Management Team to confirm direction for proceeding into Phase 1B, updating the Project Schedule, confirming the Project Budget, and confirming adjustments to be made to the Project Delivery Plan.

PHASE 1B - SCHEMATIC DESIGN 1 (SD1)

1 – PROJECT ADMINISTRATION

1A - General Project Management

- Provide on-going, day to day management of the Project including normal correspondence, coordination with Design Team members, coordination with the City’s Project Manager, scheduling of activities, and Smartsheet documentation management.
- Provide an updated Project Schedule in Smartsheet identifying in greater detail, key project activities and major deliverables through SD-1, and activities and key preliminary milestones for the full project through design, construction documents, permitting and construction.
- Provide monthly status updates with each monthly invoice for work completed.

1B – Updated Project Delivery Plan

- Based on feedback under Phase 1 Task 9B, provide an updated Project Delivery Plan incorporating the findings and conclusions, adjusting project goals as needed, formalizing the Project Budget, refining the Project Schedule, and defining the overall Project Scope.
- The updated Project Delivery Plan will be issued to all Design Team members and City Stakeholder Teams, providing Project definition as the Project advances to the subsequent phases.

2 – SCHEMATIC 1 BUILDING DESIGN

2A – SD1 Building Design

Note: All work under Task 2 for building design will coincide with the work scope identified under Task 3 for site design

.01 - Alternative Architectural Design Concepts

- The Design Team will develop up to two alternative architectural building designs conveying architectural character, materiality, massing, etc.
- Drawings will include floor plans, building sections and elevations, two- and three-dimensional drawings and graphics (see Task 2F), and other drawings as needed to convey initial design intent.
- Provide architectural design narratives to convey design intent and inspiration for each concept.
- Design graphics will illustrate floor plan layouts including departmental and functional adjacencies, furnishing and equipment layouts, vertical circulation, access points, operational workflow, and other design information.
- See Task 2G for Design Review Meetings.

.02 – Updated Building Design (SD1)

- Based on the feedback from the initial SD1 concept review meetings, further refine the floor plan layouts and architectural character studies for each building.
- Prepare comparative analysis between competing designs if needed, including cost/value differences, sustainable feature differences, and other criteria as determined with the City.

03 – Refined Architectural Design

- Based on discussions and conclusions from the Management Team and Advisory Committee meeting, (Task 2G) prepare a final package of SD1 design documents including drawings, narratives, and a summary of overall project design relative to project goals.

2B – Updated Program Document

- Based on the SD1 refined drawings and discussions with the City’s Stakeholder Teams, refine the space program and room data sheets accordingly.
- As needed, provide final refinements to the Program if changed criteria assumptions and metrics are discovered.

2C – Building Basis of Design Narratives

- Conduct up to two videoconference meetings with each of the OPR Stakeholder groups to review the Predesign OPR documents and further discuss building and site systems in context with the emerging SD1 design.
- Provide preliminary “Basis of Design” narratives for each building and site system to further define the intended systems, materials, and products to be carried forward into the next design phase, and for updated cost estimating:
 - Structural Systems
 - Architectural Systems
 - HVAC Systems
 - Plumbing Systems
 - Electrical Systems
 - Low Voltage Systems (Data/Comm, Security, Audio Visual)
 - Shop Equipment and Storage Systems
 - Elevator Conveying Systems
 - Furnishings
 - Environmental Graphics
 - Appliances

2D – Updated Equipment List

- Conduct up to two videoconference meetings with the Equipment Services and Shared Functions Stakeholder Teams to review the Predesign Phase Equipment List in context with the emerging SD1 design drawings.
- Based on input and feedback from the City’s Stakeholder Program Teams, provide an updated Preliminary Equipment List identifying all shop equipment, storage systems, and fueling and washing systems, organized by functional area and including preliminary cost data.
- Identify each equipment item as either Owner-Furnished/Owner-Installed (OF/OI); Owner Furnished/Contractor Installed (OF/CI), or Contractor Furnished/Contractor Installed (CF/CI).

2E - Updated Office Standards

- Conduct one in person meeting and up to three videoconference meetings with the Office Standards and DEI Stakeholders Teams.
- Based on input and feedback from the City's Stakeholder Teams, provide an updated Office Standards document.
- Comments and feedback will be documented in Smartsheet.

2F – Renderings and Graphics

- Revit and Lumion, develop two dimensional and three-dimensional architectural design graphics conveying design character as architectural design concepts are explored.
- Provide use of virtual reality tools as part of the in-person SD1 design workshops.

2G – Design Review Meetings

.01 - Initial SD1 In-Person Design Review Meetings

- Schedule and conduct in-person design review sessions in a selected week, to meet with the various Stakeholder Teams for the review of the alternative designs. Stakeholder Teams will include the Advisory Team, Program Teams, Sustainability Team, OPR Teams, and DEI/Office Standards Team(s).
- Engage each Stakeholder Team in the process of evaluating the alternative designs with respect to the Project Goals and the criteria established in the Predesign Phase.
- Confirm design decision-making process for advancing forward with a preferred design.
- Note: At this stage, floor plans, building massing, building heights and stories, and other operational features may be decided upon while the architectural expression may yet require further development and Stakeholder input.

.02 – Follow-up SD1 Design Meetings

- Schedule and conduct in-person design review sessions in a selected week to meet with the various Stakeholder Teams to review the updated design and comparative documentation.
- Based on the discussions and feedback from each Stakeholder Team, meet with the Management Team and Advisory Committee to evaluate the integration of all information and determine if the project design can meet or improve upon the Project Goals established in the updated Project Delivery Plan.
- Conduct follow-up videoconference meetings as needed with Stakeholder representatives to provide additional clarity or review preliminary updates.

3 – SCHEMATIC 1 SITE DESIGN

3A – SD1 Architectural Site Design

- Concurrent with the building design work described under SD1 Task 2, up to two alternative site plan layouts will be explored unless a preferred site layout is already selected in the Predesign Phase.
- The site layouts will further develop and consider the preliminary site exploration developed in the Predesign Phase for the full property.

3B – SD1 Civil and Landscape Site Design

- Prepare preliminary site plan drawings exploring and integrating site-civil systems with the site plan concepts.
- Drawings will explore preliminary storm water management approaches, mass grading, wet and dry utilities distribution, and surfacing considerations.

3C – Site Basis of Design Narratives

- Earthwork: Clearing, grading.
- Stormwater Management Systems: Conveyance, pre-treatment, retention.
- Wet Utility Systems (domestic water, fire flow water, sanitary sewer).
- Dry Utility Systems (electrical power distribution, site lighting, data-communications distribution).
- Landscaping & Irrigation.
- Hardscaping and pedestrian systems.
- On-site surfacing for driveways and parking areas.
- Perimeter security fencing and gates.
- Off-Site Systems: streets and sidewalks, utilities, and trails.

3D – Design Review Meetings

- See Task 2G. Preliminary site design review meetings will generally run concurrent with the building design review meetings.
- Conduct follow-up videoconference meetings as needed to further clarify and refine information associated with the site plan process.

4 – SUSTAINABILITY

4A - Benchmarking Scorecard

- Depending on the direction determined under the Phase 1 Task 4 work, provide an initial “scorecard” or other benchmarking summary establishing goal levels for key sustainability criteria.

4B – Updated Energy Study

- Based on data developed from the emerging SD1 design for each building and the site, provide an updated Energy Study incorporating:
 - Daylighting analysis.
 - Updated Energy EUI analysis with selected energy strategies.
 - Calculated Net Zero energy and carbon level analysis towards the 2030 Challenge goals.
 - Updated PV/BESS analysis.
 - Updated geo-exchange analysis.
 - Emphasis on carbon-neutral design and campus electrification.

4C – Sustainability Report

- Consolidating all Sustainability information, documentation, recommendations, and decisions, prepare a Sustainability Report.

- Identify how the project will be designed to address the stated goals and policies of the City’s Green Building Policy and Climate Action Plan, with particular emphasis on addressing the topics of tree canopy and campus electrification.

4D – Updated Carbon Analysis

- Based on the emerging SD1 design concepts, provide an updated analysis of embodied carbon represented throughout the various buildings using “Tally”.
- Conduct a videoconference meeting with the Sustainability Stakeholder Team to review findings of the Tally program.

5 – REGULATORY

5A - Pre-Application Process

- Assemble conceptual site plan, conceptual utility plan and storm plan in ACAD
- Prepare and submit Pre-application packets for City and County.
- Attend Pre-application Conferences with the Agencies.
- Review Pre-application notes and discuss with team.

5B – Additional Regulatory Investigation

- Coordinate additional discussions with Agency staff regarding the need for interagency agreements addressing approval requirements of transferred/annexed property.
- Discuss Road Modification history and requirements with County transportation staff.
- Continue development of SEPA Checklist in preparation for SEPA submittal under Phase 2 work scope.

5C - Code Analysis and Compliance

- As the SD1 design progresses, prepare an updated preliminary building code analysis using the 2018 International Building Code (IBC) and all other codes as adopted by the City of Vancouver.
- Confirm when the City intends to adopt the 2021 IBC.

6 – COST AND BUDGET MANAGEMENT

6A – Target Value Design Analysis

- As part of the on-going development of the SD1 design documents, as the Project design progresses, provide review of design options during regular Management Team meetings relative to cost Target Values, adjusting the cost model in preparation for the SD1 Cost Estimate.

6B – Updated Comprehensive Project Cost Estimate

- Based on the SD1 design confirmed with the City’s Management Team through the design process, prepare a comprehensive cost estimate for all site work, off-site work, buildings, soft costs, contingencies.
- Engage the Management Team in structuring the Comprehensive Project Estimate as appropriate and practical to align with and consider executed City budget and expenditure categories and line items.
- Provide market escalation analysis and incorporate escalation adjustments into the estimate.

6C – Project Budget Confirmation

- Conduct an in-person scope and cost review workshop with the City’s Management Team and other Stakeholders as determined. This meeting is intended provide confirmation of the overall scope of the project, conceptual architectural design, and Project Budget.

7 – COMMUNITY OUTREACH

7A – Technical Advisory Committee

- Within the available fee budget, assist the City as needed and requested to meet with and communicate with a Technical Advisory Committee.

7B – Outreach Materials

- Within the available fee budget, provide graphics, data, and narratives as requested for the City to use in its community outreach efforts.

8 – GC/CM ASSISTANCE

8A – PRC Process Assistance

- Within the available fee budget, assist the City in the process of pursuing PRC approval for GC/CM project delivery.
- It is assumed that the City will secure a third-party Owner’s Representative firm to lead the process of PRC approvals.
- Ideally, a GC/CM entity will be selected and become a part of the Project Team prior to the completion of the SD1 Phase work.

9 – SD 1 FINAL DELIVERABLES & APPROVALS

SD1 Documents

- Assemble a final draft package of all SD1 documents.
- SD Report: Prepare a written report summarizing the SD1 work and providing an overall summary of the project scope, schedule, budget, and approach to meeting or improving upon the City’s goals.
- Conduct a videoconference with the City’s Management Team and Project Sponsors to review the SD1 final draft report, address questions, and determine next steps.
- The City will review the final draft SD1 documents and provide written comments for incorporation into a Final SD1 deliverable.

SD1 Presentation – Transition to Phase 2 Scope

- Based on comments received from the City, prepare a final SD1 package of documents.
- Participate in a presentation to the City Council if requested.
- Confirm next steps for moving forward into the Phase 2 work scope.

PREDESIGN THROUGH SD 1

**CITY OF VANCOUVER
Operations Center
(VPOC)**

**EXHIBIT "A.1"
MASTER FEE SCHEDULE**

| TASK NO. | PROJECT TASKS | TCF Architecture | SubConsultant Team Members (Contracted under TCF- See Separate Exhibits for Detailed Work Scope) | | | | | | | | | | | | TOTALS |
|----------|---------------|------------------|---|------------------------------------|--------------------------------------|---|------------------------------------|--|---|--|--|---|---|---|--------|
| | | | Exhibit C.1 MacKay Sposito (Civil-Ldsc) | Exhibit C.2 PCS (Structural) | Exhibit C.3 Interface (MEP/FP) | Exhibit C.4 WSP (Equip/Ops/ Traffic) | Exhibit C.5 RCCG (Cost Est.) | Exhibit C.6 NV5 (Geotech- Enviro) | Exhibit C.7 Open Square (Office Systems) | Exhibit C.8 2020 Eng. (Water Systems) | Exhibit C.9 Point North (Outreach) | Exhibit C.10 Hendricks (Enviro Graphics) | Exhibit C.11 AINW (Cultural Resources) | Exhibit C.12 Lerch Bates (Elevator) |  | Exhibit C.13 ABBAE (Envelope) |

PHASE 1A - PREDESIGN

| TASK 1 - PROJECT ADMINISTRATION & DATA GATHERING | | | | | | | | | | | | | | | | | |
|--|---|--|-----------------|-----------------|------------|-----------------|----------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------------|
| 1A | General Project Management: | | \$54,100 | \$5,220 | | | | | | | | | | | | | |
| 1B | Data Gathering - Research - Project Library | | \$11,180 | \$4,620 | | \$12,800 | \$2,579 | | | | | | | | | | |
| 1C | Project Delivery Plan - Draft and Updates | | \$14,250 | \$2,900 | | \$3,910 | | | | | | | | | | | |
| | Travel Time Budget | | \$7,980 | | | | | | | | | | | | | | |
| | SUBTOTAL | | \$87,510 | \$12,740 | \$0 | \$16,710 | \$2,579 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$119,539 |

| TASK 2 - PROGRAMMING & DESIGN CRITERIA | | | | | | | | | | | | | | | | | |
|--|----------------------------------|--|------------------|-----------------|----------------|-----------------|-----------------|------------|------------|-----------------|------------|------------|------------|------------|------------|------------|------------------|
| 2A | Facility Tours | | \$7,950 | \$2,180 | | \$4,800 | \$10,187 | | | | | | | | | | |
| 2B | Pre-Workshop Preparation | | \$52,700 | \$1,955 | | \$3,340 | \$7,623 | | \$5,000 | | | | | | | | |
| 2C | Program Workshops and Follow-ups | | \$60,000 | \$6,615 | | \$20,480 | \$21,228 | | \$3,000 | | | | | | | | |
| 2D | Space Program | | \$24,500 | | | | \$15,414 | | \$1,000 | | | | | | | | |
| 2E | Design Criteria | | \$51,900 | \$2,960 | \$4,320 | \$11,960 | \$35,245 | | \$11,000 | | | | | | | | |
| | Travel Time Budget | | \$7,360 | \$1,700 | | \$5,440 | | | | | | | | | | | |
| | SUBTOTAL | | \$204,410 | \$15,410 | \$4,320 | \$46,020 | \$89,697 | \$0 | \$0 | \$20,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$379,857 |

| TASK 3 - SITE INVESTIGATIONS AND REGULATORY PROCESS | | | | | | | | | | | | | | | | | |
|---|--|--|-----------------|-----------------|------------|----------------|----------------|------------|-----------------|------------|------------|------------|------------|----------------|------------|------------|------------------|
| 3A | Survey Coordination with City | | \$310 | \$1,480 | | | | | | | | | | | | | |
| 3B | Traffic Engineering | | \$3,760 | \$1,050 | | | \$9,582 | | | | | | | | | | |
| 3C | Geotechnical - Field Investigations and Report | | \$2,240 | \$1,160 | | | | | \$69,325 | | | | | | | | |
| 3D | Environmental - Phase 1 | | \$1,580 | \$1,160 | | | | | \$4,100 | | | | \$3,000 | | | | |
| 3E | Utilities Investigations - Research | | \$1,860 | | | | | | | | | | | | | | |
| 3E.01 | Water | | \$0 | \$740 | | \$1,510 | | | | | | | | | | | |
| 3E.02 | Sewer | | \$0 | \$740 | | | | | | | | | | | | | |
| 3E.03 | Electrical | | \$0 | | | \$1,380 | | | | | | | | | | | |
| 3E.04 | Natural Gas | | \$0 | \$370 | | \$840 | | | | | | | | | | | |
| 3E.05 | Data/Comm | | \$0 | | | \$1,380 | | | | | | | | | | | |
| 3F | Storm Water Management - Investigations & Research | | \$620 | \$6,040 | | | | | | | | | | | | | |
| 3G | Regulatory Research and Process | | \$11,000 | \$6,330 | | \$1,570 | | | | | | | | | | | |
| | Travel Time Budget | | \$1,940 | \$370 | | | | | | | | | | | | | |
| | SUBTOTAL | | \$23,310 | \$19,440 | \$0 | \$6,680 | \$9,582 | \$0 | \$73,425 | \$0 | \$0 | \$0 | \$0 | \$3,000 | \$0 | \$0 | \$135,437 |

| TASK 4 - SUSTAINABILITY | | | | | | | | | | | | | | | | | |
|-------------------------|--|--|-----------------|----------------|----------------|-----------------|------------|------------|------------|------------|----------------|------------|------------|------------|------------|----------------|------------------|
| 4A | Sustainability Goals and Benchmarking Approach | | \$14,120 | \$3,780 | | \$2,880 | | | | | \$1,500 | | | | | | |
| 4B | Sustainability Strategies and Analysis | | \$28,060 | \$2,300 | \$2,160 | | | | | | \$1,500 | | | | | | \$3,000 |
| 4B.01 | Preliminary Energy Analysis Study | | \$1,600 | | | \$13,120 | | | | | | | | | | | |
| 4B.02 | Ground Source Heat Exchange Investigations/Analysis (See Reimb Line for On-site Drilling Budget) | | \$1,600 | | | \$10,000 | | | | | | | | | | | |
| 4B.03 | PV/BESS Analysis | | \$1,600 | | | \$5,520 | | | | | | | | | | | |
| 4B.04 | Preliminary Daylighting Analysis | | \$1,600 | | | \$6,060 | | | | | | | | | | | |
| 4B.05 | Carbon Analysis | | \$6,200 | | \$1,280 | \$500 | | | | | | | | | | | |
| 4B.06 | HVAC Systems LCCA | | \$1,600 | | | \$11,160 | | | | | | | | | | | |
| 4B.07 | Water Resources Analysis | | \$1,600 | | | \$2,380 | | | | \$5,000 | | | | | | | |
| | Travel Time Budget | | \$1,700 | | | | | | | | | | | | | | |
| | SUBTOTAL | | \$59,680 | \$6,080 | \$3,440 | \$51,620 | \$0 | \$0 | \$0 | \$0 | \$8,000 | \$0 | \$0 | \$0 | \$0 | \$3,000 | \$131,820 |

PREDESIGN THROUGH SD 1

CITY OF VANCOUVER
Operations Center
(VPOC)

EXHIBIT "A.1"
MASTER FEE SCHEDULE

| TASK NO. | PROJECT TASKS | TCF Architecture | SubConsultant Team Members (Contracted under TCF- See Separate Exhibits for Detailed Work Scope) | | | | | | | | | | | TOTALS | | |
|---|---|------------------|---|------------------------------------|--------------------------------------|---|------------------------------------|--|---|--|--|---|---|----------------|---|-------------------------------------|
| | | | Exhibit C.1 MacKay Sposito (Civil-Ldsc) | Exhibit C.2 PCS (Structural) | Exhibit C.3 Interface (MEP/FP) | Exhibit C.4 WSP (Equip/Ops/ Traffic) | Exhibit C.5 RCCG (Cost Est.) | Exhibit C.6 NV5 (Geotech- Enviro) | Exhibit C.7 Open Square (Office Systems) | Exhibit C.8 2020 Eng. (Water Systems) | Exhibit C.9 Point North (Outreach) | Exhibit C.10 Hendricks (Enviro Graphics) | Exhibit C.11 AINW (Cultural Resources) | | Exhibit C.12 Lerch Bates (Elevator) | Exhibit C.13 ABBAE (Envelope) |
| TASK 5 - CONCEPTUAL DESIGN | | | | | | | | | | | | | | | | |
| 5A | Preliminary Building Layouts | \$41,160 | | \$21,760 | \$5,820 | \$21,211 | | | | | | | | | | |
| 5B | Preliminary Site Layouts | \$24,620 | \$31,770 | | \$2,980 | \$16,117 | | | | | | | | | | |
| 5C | Site & Bldg Alternatives Workshop and Follow-up | \$33,580 | \$8,810 | | \$4,260 | \$31,894 | | | | | | | | | | |
| | Travel Time Budget | \$6,360 | | | \$1,420 | | | | | | | | | | | |
| | SUBTOTAL | \$105,720 | \$40,580 | \$21,760 | \$14,480 | \$69,222 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$251,762 |
| TASK 6 - COST BUDGETING AND MANAGEMENT | | | | | | | | | | | | | | | | |
| 6A | Cost Modeling and Target Value Design Process | \$0 | | | | | | | | | | | | | | |
| 6A.01 | Cost Model Structure and Prelim Modeling | \$11,480 | \$4,600 | \$2,160 | \$3,520 | \$7,000 | | | | | | | | | | |
| 6A.02 | Cost Model Review Workshop | \$8,840 | \$1,480 | | \$2,560 | \$1,086 | | | | | | | | | | |
| 6A.03 | Comparative Estimating for Major Systems | \$3,820 | \$1,480 | | \$5,980 | \$6,000 | | | | | | | | | | |
| 6B | Predesign Estimating | \$5,780 | \$4,380 | | \$1,420 | \$6,624 | \$13,825 | | | | | | | | | |
| 6C | Project Budget Development Process | \$6,160 | \$2,940 | | | | | | | | | | | | | |
| | Travel Time Budget | \$1,820 | | | | | | | | | | | | | | |
| | SUBTOTAL | \$37,900 | \$14,880 | \$2,160 | \$13,480 | \$7,710 | \$26,825 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$102,955 |
| TASK 7 - COMMUNITY OUTREACH ASSISTANCE | | | | | | | | | | | | | | | | |
| 7A | Technical Advisory Group - Assistance | \$1,820 | | | | | | | | | | | | | | |
| 7B | Preparation of Outreach Materials | \$8,100 | \$2,730 | | | | | | | | \$10,000 | | | | | |
| | Travel Time Budget | \$0 | | | | | | | | | | | | | | |
| | SUBTOTAL | \$9,920 | \$2,730 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$10,000 | \$0 | \$0 | \$0 | \$0 | \$22,650 |
| TASK 8 - GC/CM ASSISTANCE | | | | | | | | | | | | | | | | |
| 8A | GC/CM Process Assistance | \$5,460 | | | | | | | | | | | | | | |
| | Travel Time Budget | \$0 | | | | | | | | | | | | | | |
| | SUBTOTAL | \$5,460 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,460 |
| TASK 9 - PREDESIGN DELIVERABLES, PRESENTATIONS | | | | | | | | | | | | | | | | |
| 9A | Draft Pre-design Report / Presentation | \$16,000 | | | \$3,000 | \$2,497 | | | | | | | | | | |
| 9B | Final Pre-design Report / Presentation | \$6,960 | | | \$1,220 | \$2,497 | | | | | | | | | | |
| | Travel Time Budget | \$3,020 | | | \$500 | | | | | | | | | | | |
| | SUBTOTAL | \$25,980 | \$0 | \$0 | \$4,720 | \$4,994 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$35,694 |
| | SUBTOTAL PER TEAM MEMBER - ALL TASKS | \$559,890 | \$111,860 | \$31,680 | \$153,710 | \$183,784 | \$26,825 | \$73,425 | \$20,000 | \$8,000 | \$10,000 | \$0 | \$3,000 | \$0 | \$3,000 | \$1,185,174 |
| | REIMBURSABLE EXPENSE BUDGETS | \$12,500 | \$1,000 | \$500 | \$53,000 | \$16,598 | \$0 | \$500 | \$500 | \$500 | \$500 | \$0 | \$500 | \$0 | \$0 | \$86,098 |
| | SUBTOTAL PER FIRM - (Incl Sub-Cons. Reimb Exp Budgets) | \$112,860 | \$32,180 | \$206,710 | \$200,382 | \$26,825 | \$73,925 | \$20,500 | \$8,500 | \$10,500 | \$0 | \$3,500 | \$0 | \$3,000 | \$1,271,272 | |
| | TCFA MARKUP ON CONSULTANT SERVICES (10%) | N/A | \$11,286 | \$3,218 | \$20,671 | \$20,038 | \$2,683 | \$7,393 | \$2,050 | \$850 | \$1,050 | \$0 | \$350 | \$0 | \$300 | \$69,888 |
| | TOTAL PER FIRM - ALL TASKS (Incl. Mark-ups) | \$572,390 | \$124,146 | \$35,398 | \$227,381 | \$220,420 | \$29,508 | \$81,318 | \$22,550 | \$9,350 | \$11,550 | \$0 | \$3,850 | \$0 | \$3,300 | \$1,341,160 |
| | TOTAL PHASE 1A PREDESIGN FEE BUDGET (Not To Exceed) | | | | | | | | | | | | | | | \$1,341,160 |

PREDESIGN THROUGH SD 1

CITY OF VANCOUVER
Operations Center
(VPOC)

EXHIBIT "A.1"
MASTER FEE SCHEDULE

| TASK NO. | PROJECT TASKS | TCF Architecture | SubConsultant Team Members (Contracted under TCF- See Separate Exhibits for Detailed Work Scope) | | | | | | | | | | | | | TOTALS |
|----------|---------------|------------------|---|------------------------------------|--------------------------------------|---|------------------------------------|--|---|--|--|---|---|---|-------------------------------------|--------|
| | | | Exhibit C.1 MacKay Sposito (Civil-Ldsc) | Exhibit C.2 PCS (Structural) | Exhibit C.3 Interface (MEP/FP) | Exhibit C.4 WSP (Equip/Ops/ Traffic) | Exhibit C.5 RCCG (Cost Est.) | Exhibit C.6 NV5 (Geotech- Enviro) | Exhibit C.7 Open Square (Office Systems) | Exhibit C.8 2020 Eng. (Water Systems) | Exhibit C.9 Point North (Outreach) | Exhibit C.10 Hendricks (Enviro Graphics) | Exhibit C.11 AINW (Cultural Resources) | Exhibit C.12 Lerch Bates (Elevator) | Exhibit C.13 ABBAE (Envelope) | |

PHASE 1B - SCHEMATIC DESIGN 1 (SD1)

| TASK 1 - PROJECT ADMINISTRATION & DATA GATHERING | | | | | | | | | | | | | | | | | |
|--|---|--|-----------------|----------------|------------|-----------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-----------------|
| 1A | General Project Management: | | \$36,900 | \$5,484 | | \$9,520 | | | | | | | | | | | |
| 1B | Project Delivery Plan - Draft and Updates | | \$7,050 | | | \$4,080 | | | | | | | | | | | |
| | Travel Time Budget | | \$3,800 | | | | | | | | | | | | | | |
| | SUBTOTAL | | \$47,750 | \$5,484 | \$0 | \$13,600 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$66,834 |

| TASK 2 - SCHEMATIC 1 BUILDING DESIGN | | | | | | | | | | | | | | | | | |
|--------------------------------------|----------------------------|--|------------------|------------|-----------------|------------------|------------------|------------|------------|-----------------|------------|------------|------------|------------|----------------|----------------|------------------|
| 2A | SD1 Building Design | | \$336,050 | | \$77,440 | \$14,300 | \$28,899 | | | | | | | | | | |
| 2B | Updated Program Document | | \$8,300 | | | \$1,480 | \$15,471 | | | | | | | | | | |
| 2C | Basis of Design Narratives | | \$12,940 | \$5,000 | | \$90,000 | \$39,687 | | | | | | | \$4,000 | \$3,000 | | |
| 2D | Updated Equipment List | | \$1,550 | | | | \$11,782 | | | | | | | | | | |
| 2E | Updated Office Standards | | \$18,020 | | | | | | \$5,000 | | | | | | | | |
| 2F | Renderings and Graphics | | \$23,630 | | | | | | | | | | | | | | |
| 2G | Design review Meetings | | \$43,900 | | \$8,880 | \$40,000 | \$15,934 | | \$5,000 | | | | | | | | |
| | Travel Time Budget | | \$9,940 | | | \$6,320 | | | | | | | | | | | |
| | SUBTOTAL | | \$454,330 | \$0 | \$91,320 | \$152,100 | \$111,773 | \$0 | \$0 | \$10,000 | \$0 | \$0 | \$0 | \$0 | \$4,000 | \$3,000 | \$826,523 |

| TASK 3 - SCHEMATIC 1 SITE DESIGN | | | | | | | | | | | | | | | | | |
|----------------------------------|--------------------------------|--|-----------------|-----------------|------------|-----------------|-----------------|------------|------------|------------|----------------|------------|------------|------------|------------|------------|------------------|
| 3A | SD1 Architectural Site Design | | \$64,200 | | | | \$16,542 | | | | | | | | | | |
| 3B | SD1 Civil and Landscape Design | | \$3,960 | \$53,426 | | | | | | | \$2,000 | | | | | | |
| 3C | Site Systems Basis of Design | | \$620 | \$2,288 | | \$14,994 | | | | | | | | | | | |
| 3D | Design Review Meetings | | \$3,260 | \$9,468 | | \$12,240 | \$4,484 | | | | | | | | | | |
| | Travel Time Budget | | \$1,440 | | | \$2,960 | | | | | | | | | | | |
| | SUBTOTAL | | \$73,480 | \$65,182 | \$0 | \$30,194 | \$21,026 | \$0 | \$0 | \$0 | \$2,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$191,882 |

| TASK 4 - SUSTAINABILITY | | | | | | | | | | | | | | | | | |
|-------------------------|--|--|-----------------|----------------|----------------|-----------------|------------|------------|------------|----------------|------------|------------|------------|------------|------------|------------|------------------|
| 4A | Benchmarking Scorecard | | \$17,220 | \$2,268 | | \$5,440 | | | | \$1,500 | | | | | | | |
| 4B | Updated Energy Study (Incl Daylighting, PV,) | | \$2,860 | | | \$30,480 | | | | | | | | | | | |
| 4C | Sustainability Report | | \$15,560 | \$5,139 | | \$15,088 | | | | \$1,500 | | | | | | | |
| 4D | Updated Carbon Analysis | | \$7,240 | | \$2,380 | \$1,000 | | | | | | | | | | | |
| | Travel Time Budget | | \$540 | | | \$1,000 | | | | \$1,500 | | | | | | | |
| | SUBTOTAL | | \$43,420 | \$7,407 | \$2,380 | \$53,008 | \$0 | \$0 | \$0 | \$4,500 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$110,715 |

| TASK 5 - REGULATORY | | | | | | | | | | | | | | | | | |
|---------------------|--|--|-----------------|-----------------|----------------|-----------------|------------|------------|------------|------------|------------|------------|----------------|------------|------------|------------|-----------------|
| 5A | Pre-Application Process (City and County) | | \$14,220 | \$8,503 | | | | | | | | | | | | | |
| 5B | Preliminary SEPA Checklist - Landuse Submittal Documents | | \$3,730 | \$4,430 | | | | | | | | | \$2,000 | | | | |
| 5C | Code Analysis and Compliance Research | | \$13,870 | | \$1,600 | \$11,864 | | | | | | | | | | | |
| | Travel Time Budget | | \$0 | | | | | | | | | | | | | | |
| | SUBTOTAL | | \$31,820 | \$12,933 | \$1,600 | \$11,864 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,000 | \$0 | \$0 | \$0 | \$60,217 |

| TASK 6 - COST BUDGETING AND MANAGEMENT | | | | | | | | | | | | | | | | | |
|--|--|--|-----------------|----------------|----------------|-----------------|------------|-----------------|------------|------------|------------|------------|------------|------------|------------|------------|------------------|
| 6A | Target Value Design Analysis | | \$21,780 | \$3,326 | \$3,200 | \$20,080 | | \$9,250 | | | | | | | | | |
| 6B | Updated Comprehensive Project Estimate | | \$9,750 | \$2,550 | | \$2,840 | | \$35,890 | | | | | | | | | |
| 6C | Project Budget Confirmation Process | | \$4,500 | \$3,348 | | \$740 | | | | | | | | | | | |
| | Travel Time Budget | | \$1,240 | | | | | | | | | | | | | | |
| | SUBTOTAL | | \$37,270 | \$9,224 | \$3,200 | \$23,660 | \$0 | \$45,140 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$118,494 |

PREDESIGN THROUGH SD 1

**CITY OF VANCOUVER
Operations Center
(VPOC)**

**EXHIBIT "A.1"
MASTER FEE SCHEDULE**

| TASK NO. | PROJECT TASKS | TCF Architecture | SubConsultant Team Members (Contracted under TCF- See Separate Exhibits for Detailed Work Scope) | | | | | | | | | | | | | TOTALS | |
|---|--|--------------------|---|------------------------------------|--------------------------------------|---|------------------------------------|--|---|--|--|---|---|---|-------------------------------------|--------------------|------------------|
| | | | Exhibit C.1 MacKay Sposito (Civil-Ldsc) | Exhibit C.2 PCS (Structural) | Exhibit C.3 Interface (MEP/FP) | Exhibit C.4 WSP (Equip/Ops/ Traffic) | Exhibit C.5 RCCG (Cost Est.) | Exhibit C.6 NV5 (Geotech- Enviro) | Exhibit C.7 Open Square (Office Systems) | Exhibit C.8 2020 Eng. (Water Systems) | Exhibit C.9 Point North (Outreach) | Exhibit C.10 Hendricks (Enviro Graphics) | Exhibit C.11 AINW (Cultural Resources) | Exhibit C.12 Lerch Bates (Elevator) | Exhibit C.13 ABBAE (Envelope) | | |
| TASK 7 - COMMUNITY OUTREACH ASSISTANCE | | | | | | | | | | | | | | | | | |
| 7A | Technical Advisory Group - Assistance | \$1,240 | | | | | | | | | | | | | | | |
| 7B | Preparation of Outreach Materials | \$9,360 | \$5,466 | | | | | | | | | \$5,000 | \$3,000 | | | | |
| | Travel Time Budget | \$0 | \$761 | | | | | | | | | | | | | | |
| | SUBTOTAL | \$10,600 | \$6,227 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,000 | \$3,000 | \$0 | \$0 | \$0 | \$24,827 |
| TASK 8 - GC/CM ASSISTANCE | | | | | | | | | | | | | | | | | |
| 8A | PRC Process Assistance | \$7,300 | | | | | | | | | | | | | | | |
| 8B | GC/CM Selection Process Assistance | \$3,720 | | | | | | | | | | | | | | | |
| | Travel Time Budget | \$1,900 | | | | | | | | | | | | | | | |
| | SUBTOTAL | \$12,920 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$12,920 |
| TASK 9 - SD1 DELIVERABLES, PRESENTATIONS & APPROVALS | | | | | | | | | | | | | | | | | |
| 9A | SD1 Deliverables Report Package | \$58,980 | \$3,252 | | \$4,026 | \$7,594 | | | | | | | | | | | |
| 9B | SD1 - Presentation - Transition to Phase 2 Scope | \$6,360 | \$2,404 | | \$1,960 | \$4,371 | | | | | | | | | | | |
| | General Meetings - Unassigned | \$12,980 | \$19,400 | | | | | | | | | | | | | | |
| | Travel Time Budget | \$6,680 | | | \$1,480 | | | | | | | | | | | | |
| | SUBTOTAL | \$85,000 | \$25,056 | \$0 | \$7,466 | \$11,965 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$129,487 |
| SUBTOTAL PER TEAM MEMBER - ALL TASKS | | \$796,590 | \$131,513 | \$98,500 | \$291,892 | \$144,764 | \$45,140 | \$0 | \$10,000 | \$6,500 | \$5,000 | \$3,000 | \$2,000 | \$4,000 | \$3,000 | \$1,541,899 | |
| REIMBURSABLE EXPENSE BUDGETS | | \$12,500 | \$1,000 | \$500 | \$1,000 | \$0 | \$0 | \$500 | \$500 | \$500 | | | | \$0 | \$0 | \$16,500 | |
| SUBTOTAL PER FIRM - (Incl Sub-Cons. Reimb Exp Budgets) | | | \$132,513 | \$99,000 | \$292,892 | \$144,764 | \$45,140 | \$500 | \$10,500 | \$7,000 | \$5,000 | \$3,000 | \$2,000 | \$4,000 | \$3,000 | \$1,558,399 | |
| TCFA MARKUP ON CONSULTANT SERVICES (10%) | | N/A | \$13,251 | \$9,900 | \$29,289 | \$14,476 | \$4,514 | \$50 | \$1,050 | \$700 | \$500 | \$300 | \$200 | \$400 | \$300 | \$74,931 | |
| TOTAL PHASE 1B PER FIRM - ALL TASKS (Incl. Mark-ups) | | \$809,090 | \$145,764 | \$108,900 | \$322,181 | \$159,240 | \$49,654 | \$550 | \$11,550 | \$7,700 | \$5,500 | \$3,300 | \$2,200 | \$4,400 | \$3,300 | \$1,633,330 | |
| SUMMARY OF COMBINED LABOR FEE BUDGETS | | \$1,356,480 | \$243,373 | \$130,180 | \$445,602 | \$328,548 | \$71,965 | \$73,425 | \$30,000 | \$14,500 | \$15,000 | \$3,000 | \$5,000 | \$4,000 | \$6,000 | \$2,727,073 | |
| TOTAL COMBINED PHASE 1 REIMBURSABLES FEE BUDGET | | \$25,000 | \$2,000 | \$1,000 | \$54,000 | \$16,598 | \$0 | \$1,000 | \$1,000 | \$1,000 | \$500 | \$0 | \$500 | \$0 | \$0 | \$102,598 | |
| TOTAL COMBINED PHASE 1 MARK-UPS | | | \$24,537 | \$13,118 | \$49,960 | \$34,515 | \$7,197 | \$7,443 | \$3,100 | \$1,550 | \$1,550 | \$300 | \$550 | \$400 | \$600 | \$144,819 | |
| COMBINED PHASE 1 BUDGET (Hourly Not To Exceed) | | | | | | | | | | | | | | | | \$2,974,490 | |

**PHASE 1 DESIGN SCOPE
Predesign Through SD1**

**City of Vancouver
Operations Center**

**EXHIBIT A.1a
TCF Architecture
Hours-Rates-Fee Budgets**

| TASK NO. | PROJECT TASKS | TCF Architecture Architecture / Planning Project Management | | | | | | | | | | | | | |
|----------|---------------|---|-------------------|------------------------------------|----------------------------------|-----------------------------------|----------------------------------|--------------------------|--------------------------|-------------------------------------|---------------------------------|-----------------------|----------------------|-----------------------------|-----------------|
| | | Managing Principal Randy | Principal Mark | Architect / Designer 9 Scott | Architect/ Designer 8 Gail | Architect / Designer 7 Kyle | Architect/ Designer 6 Ryan | Architect/ Designer 5 | Architect/ Designer 4 | Architect/ Designer 2 Kristin | Architect/ Designer 3 TBD | Architect 2 Jeremy | Designer 2 TBD | Project Coordinator Teta | Admin Assistant |

PHASE 1A - PREDESIGN

| TASK 1 - PROJECT ADMINISTRATION | | | | | | | | | | | | | | | |
|---------------------------------|---|--------------------|-------|-------|---------|---------|----------|-------|-------|-------|-------|-------|-------|----------|------|
| 1A | General Project Management: | 80 | | | | | 120 | | | | | | | | 100 |
| 1B | Data Gathering - Research - Project Library | 10 | | | | 12 | 40 | | | | | | | | |
| 1C | Project Delivery Plan - Draft and Updates | 20 | | | 20 | 10 | 20 | | | | | | | | |
| | Travel Time Budget | 20 | | | 4 | 4 | 4 | | | | | | | | |
| | HOURS | 130 | 0 | 0 | 24 | 26 | 184 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 |
| | HOURLY RATE | \$300 | \$275 | \$185 | \$175 | \$165 | \$155 | \$145 | \$135 | \$125 | \$125 | \$115 | \$115 | \$115 | \$95 |
| | FEES | \$39,000 | \$0 | \$0 | \$4,200 | \$4,290 | \$28,520 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$11,500 | \$0 |
| | SUBTOTAL | \$87,510.00 | | | | | | | | | | | | | |

| TASK 2 - PROGRAMMING AND DESIGN CRITERIA | | | | | | | | | | | | | | | |
|--|----------------------------------|------------------|-------|-------|----------|----------|----------|-------|-------|----------|-------|-------|----------|-------|------|
| 2A | Facility Tours | 10 | | | 10 | 10 | 10 | | | | | | | | |
| 2B | Pre-Workshop Preparation | 40 | | | 80 | 60 | 60 | | | 60 | | | | | |
| 2C | Program Workshops and Follow-ups | 40 | | | 80 | 80 | 40 | | | 80 | | | 40 | | |
| 2D | Space Program | 10 | | | 40 | 20 | 40 | | | 40 | | | | | |
| 2E | Design Criteria | 20 | | | 60 | 120 | 40 | | | 20 | | | 60 | | |
| | Travel Time Budget | 8 | | | 8 | 8 | 8 | | | 8 | | | | | |
| | HOURS | 128 | 0 | 0 | 278 | 298 | 198 | 0 | 0 | 208 | 0 | 0 | 100 | 0 | 0 |
| | HOURLY RATE | \$300 | \$275 | \$185 | \$175 | \$165 | \$155 | \$145 | \$135 | \$125 | \$125 | \$115 | \$115 | \$115 | \$95 |
| | FEES | \$38,400 | \$0 | \$0 | \$48,650 | \$49,170 | \$30,690 | \$0 | \$0 | \$26,000 | \$0 | \$0 | \$11,500 | \$0 | \$0 |
| | SUBTOTAL | \$204,410 | | | | | | | | | | | | | |

| TASK 3 - SITE INVESTIGATIONS AND REGULATORY PROCESS | | | | | | | | | | | | | | | |
|---|--|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|
| 3A | Survey Coordination with City | | | | | | 2 | | | | | | | | |
| 3B | Traffic Engineering | 4 | | | | 8 | 8 | | | | | | | | |
| 3C | Geotechnical - Field Investigations and Report | 1 | | | | 8 | 4 | | | | | | | | |
| 3D | Environmental - Phase 1 | 1 | | | | 4 | 4 | | | | | | | | |
| 3E | Utilities Investigations - Research | | | | | | 12 | | | | | | | | |
| 3E.01 | Water | | | | | | | | | | | | | | |
| 3E.02 | Sewer | | | | | | | | | | | | | | |
| 3E.03 | Electrical | | | | | | | | | | | | | | |
| 3E.04 | Natural Gas | | | | | | | | | | | | | | |
| 3E.05 | Data/Comm | | | | | | | | | | | | | | |
| 3F | Storm Water Management - Investigations & Research | | | | | | 4 | | | | | | | | |
| 3G | Regulatory Research and Process | 2 | | | 4 | 40 | 20 | | | | | | | | |
| | Travel Time Budget | | | | | 8 | 4 | | | | | | | | |
| | HOURS | 8 | 0 | 0 | 4 | 68 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | HOURLY RATE | \$300 | \$275 | \$185 | \$175 | \$165 | \$155 | \$145 | \$135 | \$125 | \$125 | \$115 | \$115 | \$115 | \$95 |

**PHASE 1 DESIGN SCOPE
Predesign Through SD1**

**City of Vancouver
Operations Center**

**EXHIBIT A.1a
TCF Architecture
Hours-Rates-Fee Budgets**

| | | | | | | | | | | | | | | | |
|-----------------|-----------------|-----|-----|-------|----------|---------|-----|-----|-----|-----|-----|-----|-----|-----|--|
| FEES | \$2,400 | \$0 | \$0 | \$700 | \$11,220 | \$8,990 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| SUBTOTAL | \$23,310 | | | | | | | | | | | | | | |

| TASK 4 - SUSTAINABILITY | | | | | | | | | | | | | | | | |
|--------------------------------|---|-----------------|-------|-------|-------|---------|---------|-------|-------|----------|-------|---------|---------|-------|------|--|
| 4A | Sustainability Goals and Benchmarking Approach | 20 | | | | | 4 | | | 60 | | | | | | |
| 4B | Sustainability Strategies and Analysis | 30 | | | 12 | 16 | | | | 80 | | | 40 | | | |
| 4B.01 | Preliminary Energy Analysis Study | 2 | | | | | | | | 8 | | | | | | |
| 4B.02 | Ground Source Heat Exchange Investigations/Analysis | 2 | | | | | | | | 8 | | | | | | |
| 4B.03 | PV/BESS Analysis | 2 | | | | | | | | 8 | | | | | | |
| 4B.04 | Daylighting Analysis | 2 | | | | | | | | 8 | | | | | | |
| 4B.05 | Carbon Analysis | 2 | | | | | | | | 8 | | 40 | | | | |
| 4B.06 | HVAC Systems LCCA | 2 | | | | | | | | 8 | | | | | | |
| 4B.07 | Water Resources | 2 | | | | | | | | 8 | | | | | | |
| | Travel Time Budget | 4 | | | | | | | | 4 | | | | | | |
| | HOURS | 68 | 0 | 0 | 0 | 12 | 20 | 0 | 0 | 200 | 0 | 40 | 40 | 0 | 0 | |
| | HOURLY RATE | \$300 | \$275 | \$185 | \$175 | \$165 | \$155 | \$145 | \$135 | \$125 | \$125 | \$115 | \$115 | \$115 | \$95 | |
| | FEES | \$20,400 | \$0 | \$0 | \$0 | \$1,980 | \$3,100 | \$0 | \$0 | \$25,000 | \$0 | \$4,600 | \$4,600 | \$0 | \$0 | |
| | SUBTOTAL | \$59,680 | | | | | | | | | | | | | | |

| TASK 5 - CONCEPTUAL DESIGN | | | | | | | | | | | | | | | | |
|-----------------------------------|---|------------------|-------|---------|----------|----------|---------|-------|-------|----------|-------|---------|----------|-------|------|--|
| 5A | Preliminary Building Layouts | 16 | | 20 | 12 | 60 | 12 | | | 40 | | 40 | 80 | | | |
| 5B | Preliminary Site Layouts | 16 | | 12 | 8 | 40 | | | | 40 | | | 40 | | | |
| 5C | Site & Bldg Alternatives Workshop and Follow-up | 16 | | 8 | 40 | 40 | 40 | | | 60 | | | | | | |
| | Travel Time Budget | 8 | | | 8 | 8 | 8 | | | | | | | | | |
| | HOURS | 56 | 0 | 40 | 68 | 148 | 60 | 0 | 0 | 140 | 0 | 40 | 120 | 0 | 0 | |
| | HOURLY RATE | \$300 | \$275 | \$185 | \$175 | \$165 | \$155 | \$145 | \$135 | \$125 | \$125 | \$115 | \$115 | \$115 | \$95 | |
| | FEES | \$16,800 | \$0 | \$7,400 | \$11,900 | \$24,420 | \$9,300 | \$0 | \$0 | \$17,500 | \$0 | \$4,600 | \$13,800 | \$0 | \$0 | |
| | SUBTOTAL | \$105,720 | | | | | | | | | | | | | | |

| TASK 6 - COST AND BUDGET MANAGEMENT | | | | | | | | | | | | | | | | |
|--|---|-----------------|-------|-------|---------|----------|----------|-------|-------|-------|-------|-------|-------|-------|------|--|
| 6A | Cost Modeling and Target Value Design Process | | | | | | | | | | | | | | | |
| 6A.01 | Cost Model Structure and Prelim Modeling | 8 | | | 8 | 24 | 24 | | | | | | | | | |
| 6A.02 | Cost Model Review and Updates | 8 | | | | 24 | 16 | | | | | | | | | |
| 6A.03 | Comparative Estimating for Major Systems | 2 | | | | 12 | 8 | | | | | | | | | |
| 6B | Predesign Estimating | 4 | | | 4 | 16 | 8 | | | | | | | | | |
| 6C | Project Budget Development Process | 12 | | | | 8 | 8 | | | | | | | | | |
| | Travel Time Budget | 4 | | | | | 4 | | | | | | | | | |
| | HOURS | 38 | 0 | 0 | 12 | 84 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | HOURLY RATE | \$300 | \$275 | \$185 | \$175 | \$165 | \$155 | \$145 | \$135 | \$125 | \$125 | \$115 | \$115 | \$115 | \$95 | |
| | FEES | \$11,400 | \$0 | \$0 | \$2,100 | \$13,860 | \$10,540 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| | SUBTOTAL | \$37,900 | | | | | | | | | | | | | | |

**PHASE 1 DESIGN SCOPE
Predesign Through SD1**

**City of Vancouver
Operations Center**

**EXHIBIT A.1a
TCF Architecture
Hours-Rates-Fee Budgets**

| TASK 7 - COMMUNITY OUTREACH | | | | | | | | | | | | | | | |
|---|--|--|------------------|-------|-------|---------|-------|---------|-------|-------|---------|-------|-------|---------|---------|
| 7A | Technincal Advisory Group - Assistance | | 4 | | | | | 4 | | | | | | | |
| 7B | Preparation of Outreach Materials | | 2 | | | 8 | | | | | 12 | | | 40 | |
| | Travel Time Budget | | | | | | | | | | | | | | |
| | HOURS | | 6 | 0 | 0 | 8 | 0 | 4 | 0 | 0 | 12 | 0 | 0 | 40 | 0 |
| | HOURLY RATE | | \$300 | \$275 | \$185 | \$175 | \$165 | \$155 | \$145 | \$135 | \$125 | \$125 | \$115 | \$115 | \$115 |
| | FEES | | \$1,800 | \$0 | \$0 | \$1,400 | \$0 | \$620 | \$0 | \$0 | \$1,500 | \$0 | \$0 | \$4,600 | \$0 |
| | SUBTOTAL | | \$9,920 | | | | | | | | | | | | |
| TASK 8 - GC/CM ASSISTANCE | | | | | | | | | | | | | | | |
| 8A | GC/CM Process Assistance | | 12 | | | | | 12 | | | | | | | |
| | Travel Time Budget | | | | | | | | | | | | | | |
| | HOURS | | 12 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | HOURLY RATE | | \$300 | \$275 | \$185 | \$175 | \$165 | \$155 | \$145 | \$135 | \$125 | \$125 | \$115 | \$115 | \$115 |
| | FEES | | \$3,600 | \$0 | \$0 | \$0 | \$0 | \$1,860 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | SUBTOTAL | | \$5,460 | | | | | | | | | | | | |
| TASK 9 - PREDESIGN REPORT, PRESENTATIONS & OTHER TASKS | | | | | | | | | | | | | | | |
| 9A | Draft Predesign Report / Presentation | | 12 | | | 20 | 4 | 20 | | | 8 | | | 16 | 20 |
| 9B | Final Predesign Report / Presentation | | 8 | | | 8 | | 8 | | | 8 | | | 8 | |
| | Travel Time | | 8 | | | | | 4 | | | | | | | |
| | HOURS | | 28 | 0 | 0 | 28 | 4 | 32 | 0 | 0 | 16 | 0 | 0 | 24 | 20 |
| | HOURLY RATE | | \$300 | \$275 | \$185 | \$175 | \$165 | \$155 | \$145 | \$135 | \$125 | \$125 | \$115 | \$115 | \$115 |
| | FEES | | \$8,400 | \$0 | \$0 | \$4,900 | \$660 | \$4,960 | \$0 | \$0 | \$2,000 | \$0 | \$0 | \$2,760 | \$2,300 |
| | SUBTOTAL | | \$25,980 | | | | | | | | | | | | |
| SUBTOTAL ALL TASKS | | | \$559,890 | | | | | | | | | | | | |
| REIMBURSABLE EXPENSE BUDGETS | | | \$12,500 | | | | | | | | | | | | |
| TCFA MARKUP ON CONSULTANT SERVICES (10%) | | | N/A | | | | | | | | | | | | |
| TOTAL PHASE 1A - PREDESIGN | | | \$572,390 | | | | | | | | | | | | |

| PHASE 1A SUMMARY | | | | | | | | | | | | | | | | |
|-------------------------|--|--|--------|-------|-------|--------|--------|--------|-------|-------|--------|-------|--------|--------|--------|-------|
| | Predesign Summary of Hours | | 474 | 0 | 40 | 422 | 640 | 636 | 0 | 0 | 576 | 0 | 80 | 324 | 120 | 0 |
| 17 | Average hrs/Week | | 28 | 0 | 2 | 25 | 38 | 37 | 0 | 0 | 34 | 0 | 5 | 19 | 7 | 0 |
| 650 | Approx % of Avail Time (Sept-Jan) 17 Weeks | | 72.92% | 0.00% | 6.15% | 64.92% | 98.46% | 97.85% | 0.00% | 0.00% | 88.62% | 0.00% | 12.31% | 49.85% | 18.46% | 0.00% |

**PHASE 1 DESIGN SCOPE
Predesign Through SD1**

**City of Vancouver
Operations Center**

**EXHIBIT A.1a
TCF Architecture
Hours-Rates-Fee Budgets**

| PHASE 1B - SCHEMATIC DESIGN 1 (SD1) | | | | | | | | | | | | | | | |
|---|--|------------------|-------|----------|----------|----------|----------|----------|----------|----------|----------|---------|-----------|----------|---------|
| TASK 1 - PROJECT ADMINISTRATION | | | | | | | | | | | | | | | |
| 1A | General Project Management: | 20 | | | | | 100 | | | | | | | 80 | 40 |
| 1B | Project Delivery Plan Updates | 4 | | | 10 | | 24 | | | | | | | | |
| | Travel Time Budget | 8 | | | | | 8 | | | | | | | | |
| | HOURS | 32 | 0 | 0 | 10 | 0 | 132 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 40 |
| | HOURLY RATE | \$310 | \$285 | \$195 | \$185 | \$175 | \$165 | \$155 | \$145 | \$135 | \$135 | \$125 | \$125 | \$125 | \$105 |
| | FEES | \$9,920 | \$0 | \$0 | \$1,850 | \$0 | \$21,780 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$10,000 | \$4,200 |
| | SUBTOTAL | \$47,750 | | | | | | | | | | | | | |
| TASK 2 - SCHEMATIC 1 BUILDING DESIGN | | | | | | | | | | | | | | | |
| 2A | SD1 Building Design | 20 | | 120 | 200 | 120 | 50 | 80 | 500 | 200 | 80 | 40 | 900 | | |
| 2B | Updated Program Document | 2 | | | 16 | 4 | 8 | | | 20 | | | | | |
| 2C | Basis of Design Narratives | 4 | | | 24 | 24 | 12 | | | 8 | | | | | |
| 2D | Updated Equipment List | 1 | | | | 4 | | | | 4 | | | | | |
| 2E | Updated Office Standards | 2 | | | 40 | | | | | | | | 80 | | |
| 2F | Renderings and Graphics | 1 | | 16 | 20 | | | | | | | 12 | 120 | | |
| 2G | Design Review Meetings | 20 | | 20 | 80 | 40 | 40 | | | 40 | | | | | |
| | Travel Time Budget | 8 | | 4 | 12 | 12 | 8 | | | 4 | | 4 | | | |
| | HOURS | 58 | 0 | 160 | 392 | 204 | 118 | 80 | 500 | 276 | 80 | 56 | 1,100 | 0 | 0 |
| | HOURLY RATE | \$310 | \$285 | \$195 | \$185 | \$175 | \$165 | \$155 | \$145 | \$135 | \$135 | \$125 | \$125 | \$125 | \$105 |
| | FEES | \$17,980 | \$0 | \$31,200 | \$72,520 | \$35,700 | \$19,470 | \$12,400 | \$72,500 | \$37,260 | \$10,800 | \$7,000 | \$137,500 | \$0 | \$0 |
| | SUBTOTAL | \$454,330 | | | | | | | | | | | | | |
| TASK 3 - SCHEMATIC 1 SITE DESIGN | | | | | | | | | | | | | | | |
| 3A | SD1 Architectural Site Design | 10 | | 40 | | 80 | 40 | | | 20 | | | 240 | | |
| 3B | SD1 Civil and Landscape Design | 4 | | | | 8 | 8 | | | | | | | | |
| 3C | Site Systems Basis of Design | 2 | | | | | | | | | | | | | |
| 3D | Design Review Meetings | 8 | | 4 | | | | | | | | | | | |
| | Travel Time Budget | | | | 4 | 4 | | | | | | | | | |
| | HOURS | 24 | 0 | 44 | 4 | 92 | 48 | 0 | 0 | 20 | 0 | 0 | 240 | 0 | 0 |
| | HOURLY RATE | \$310 | \$285 | \$195 | \$185 | \$175 | \$165 | \$155 | \$145 | \$135 | \$135 | \$125 | \$125 | \$125 | \$105 |
| | FEES | \$7,440 | \$0 | \$8,580 | \$740 | \$16,100 | \$7,920 | \$0 | \$0 | \$2,700 | \$0 | \$0 | \$30,000 | \$0 | \$0 |
| | SUBTOTAL | \$73,480 | | | | | | | | | | | | | |
| TASK 4 - SUSTAINABILITY | | | | | | | | | | | | | | | |
| 4A | Benchmarking Scorecard | 4 | | | 8 | 8 | | | | 60 | | | 40 | | |
| 4B | Updated Energy Study (Incl Daylighting, PV,) | 4 | | | | | | | | 12 | | | | | |
| 4C | Sustainability Report - Meetings | 16 | | | | | | | | 60 | | | 20 | | |
| 4D | Updated Carbon Analysis | 2 | | | | | | | | 12 | | 40 | | | |
| | Travel Time Budget | | | | | | | | | 4 | | | | | |
| | HOURS | 26 | 0 | 0 | 8 | 8 | 0 | 0 | 0 | 148 | 0 | 40 | 60 | 0 | 0 |
| | HOURLY RATE | \$310 | \$285 | \$195 | \$185 | \$175 | \$165 | \$155 | \$145 | \$135 | \$135 | \$125 | \$125 | \$125 | \$105 |
| | FEES | \$8,060 | \$0 | \$0 | \$1,480 | \$1,400 | \$0 | \$0 | \$0 | \$19,980 | \$0 | \$5,000 | \$7,500 | \$0 | \$0 |
| | SUBTOTAL | \$43,420 | | | | | | | | | | | | | |

**PHASE 1 DESIGN SCOPE
Predesign Through SD1**

**City of Vancouver
Operations Center**

**EXHIBIT A.1a
TCF Architecture
Hours-Rates-Fee Budgets**

| TASK 5 - REGULATORY | | | | | | | | | | | | | | | |
|----------------------------|--|-----------------|-------|-------|---------|----------|---------|---------|-------|-------|-------|-------|-------|-------|-------|
| 5A | Pre-Application Process | | | | | 40 | 40 | | | | | | | | |
| 5B | SEPA Checklist - Landuse Submittal Documents | | | | | 12 | 8 | | | | | | | | |
| 5C | Building Code Analysis | | | | 8 | 40 | 12 | 20 | | | | | | | |
| | Travel Time Budget | | | | | | | | | | | | | | |
| | HOURS | 4 | 0 | 0 | 8 | 92 | 60 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | HOURLY RATE | \$310 | \$285 | \$195 | \$185 | \$175 | \$165 | \$155 | \$145 | \$135 | \$135 | \$125 | \$125 | \$125 | \$105 |
| | FEES | \$1,240 | \$0 | \$0 | \$1,480 | \$16,100 | \$9,900 | \$3,100 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | SUBTOTAL | \$31,820 | | | | | | | | | | | | | |

| TASK 6 - COST AND BUDGET MANAGEMENT | | | | | | | | | | | | | | | |
|--|--|-----------------|-------|-------|---------|---------|----------|-------|-------|---------|-------|-------|-------|-------|-------|
| 6A | Target Value Design Analysis | | | 4 | 12 | 40 | 40 | | | 20 | | | | | |
| 6B | Updated Comprehensive Project Estimate | | | | 12 | 10 | 20 | | | | | | | | |
| 6C | Project Budget Confirmation Process | | | | | 4 | 8 | | | | | | | | |
| | Travel Time Budget | | | | | | | | | | | | | | |
| | HOURS | 28 | 0 | 4 | 24 | 54 | 68 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 |
| | HOURLY RATE | \$310 | \$285 | \$195 | \$185 | \$175 | \$165 | \$155 | \$145 | \$135 | \$135 | \$125 | \$125 | \$125 | \$105 |
| | FEES | \$8,680 | \$0 | \$780 | \$4,440 | \$9,450 | \$11,220 | \$0 | \$0 | \$2,700 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | SUBTOTAL | \$37,270 | | | | | | | | | | | | | |

| TASK 7 - COMMUNITY OUTREACH | | | | | | | | | | | | | | | |
|------------------------------------|--|-----------------|-------|-------|---------|-------|-------|-------|-------|-------|-------|-------|---------|-------|-------|
| 7A | Technincal Advisory Group - Assistance | | | | | | | | | | | | | | |
| 7B | Preparation of Outreach Materials | | | | 20 | | 4 | | | | | | 40 | | |
| | Travel Time Budget | | | | | | | | | | | | | | |
| | HOURS | 4 | 0 | 0 | 20 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 0 |
| | HOURLY RATE | \$310 | \$285 | \$195 | \$185 | \$175 | \$165 | \$155 | \$145 | \$135 | \$135 | \$125 | \$125 | \$125 | \$105 |
| | FEES | \$1,240 | \$0 | \$0 | \$3,700 | \$0 | \$660 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,000 | \$0 | \$0 |
| | SUBTOTAL | \$10,600 | | | | | | | | | | | | | |

| TASK 8 - GC/CM ASSISTANCE | | | | | | | | | | | | | | | |
|----------------------------------|------------------------------------|-----------------|-------|-------|-------|---------|---------|-------|-------|-------|-------|-------|-------|-------|-------|
| 8A | PRC Process Assistance | | | | | 20 | 8 | | | | | | | | |
| 8B | GC/CM Selection Process Assistance | | | | | | | | | | | | | | |
| | Travel Time Budget | | | | | | 4 | | | | | | | | |
| | HOURS | 24 | 0 | 0 | 0 | 20 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | HOURLY RATE | \$310 | \$285 | \$195 | \$185 | \$175 | \$165 | \$155 | \$145 | \$135 | \$135 | \$125 | \$125 | \$125 | \$105 |
| | FEES | \$7,440 | \$0 | \$0 | \$0 | \$3,500 | \$1,980 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | SUBTOTAL | \$12,920 | | | | | | | | | | | | | |

**PHASE 1 DESIGN SCOPE
Predesign Through SD1**

**City of Vancouver
Operations Center**

**EXHIBIT A.1a
TCF Architecture
Hours-Rates-Fee Budgets**

| TASK 9 - SD1 FINAL DELIVERABLES, PRESENTATIONS & APPROVALS | | | | | | | | | | | | | | | |
|---|--|-----------------------|-------|-------|---------|----------|----------|-------|-------|---------|-------|-------|----------|---------|-------|
| 9A | SD1 Deliverables Report Package | 4 | | 4 | 16 | 40 | 40 | | | 40 | | | 240 | 40 | |
| 9B | SD1 - Presentation - Transition to Phase 2 Scope | 12 | | | | | 16 | | | | | | | | |
| 9C | General Meetings - Unassigned | 8 | | | 20 | 20 | 20 | | | | | | | | |
| | Travel Time | 8 | | | 8 | 8 | 8 | | | | | | | | |
| | HOURS | 32 | 0 | 4 | 44 | 68 | 84 | 0 | 0 | 40 | 0 | 0 | 240 | 40 | 0 |
| | HOURLY RATE | \$310 | \$285 | \$195 | \$185 | \$175 | \$165 | \$155 | \$145 | \$135 | \$135 | \$125 | \$125 | \$125 | \$105 |
| | FEES | \$9,920 | \$0 | \$780 | \$8,140 | \$11,900 | \$13,860 | \$0 | \$0 | \$5,400 | \$0 | \$0 | \$30,000 | \$5,000 | \$0 |
| | SUBTOTAL | \$85,000 | | | | | | | | | | | | | |
| SUBTOTAL PER TEAM MEMBER - ALL TASKS | | \$796,590 | | | | | | | | | | | | | |
| REIMBURSABLE EXPENSE BUDGETS | | \$12,500 | | | | | | | | | | | | | |
| SUBTOTAL PER TEAM MEMBER - | | | | | | | | | | | | | | | |
| TCFA MARKUP ON CONSULTANT SERVICES (10%) | | N/A | | | | | | | | | | | | | |
| TOTAL PHASE 1B - SCHEMATIC DESIGN 1 | | \$809,090 | | | | | | | | | | | | | |
| TOTAL PHASE 1A AND PHASE 1B FEE BUDGET | | \$1,356,480.00 | | | | | | | | | | | | | |

| PHASE 1B (SD1) SUMMARY | | | | | | | | | | | | | | | |
|-------------------------------|---|--------|-------|--------|--------|--------|--------|--------|--------|--------|--------|--------|---------|--------|-------|
| | SD1 Summary of Hours | 232 | 0 | 212 | 510 | 538 | 526 | 100 | 500 | 504 | 80 | 96 | 1,680 | 120 | 40 |
| 13 | Average hrs/Week | 18 | 0 | 16 | 39 | 41 | 40 | 8 | 38 | 39 | 6 | 7 | 129 | 9 | 3 |
| 550 | Approx % of Avail Time (Jan-Mar) 13 Weeks | 42.18% | 0.00% | 38.55% | 92.73% | 97.82% | 95.64% | 18.18% | 90.91% | 91.64% | 14.55% | 17.45% | 305.45% | 21.82% | 7.27% |

| HOURS SUMMARY | RANDY | MARK | SCOTT | GAIL | KYLE | RYAN | TBD | TBD | KRISTIN | TBD | JEREMY | TBD | TETA | |
|---|--------------|-------------|--------------|-------------|-------------|-------------|------------|------------|----------------|------------|---------------|------------|-------------|---------|
| | 706 | 0 | 252 | 932 | 1,178 | 1,162 | 100 | 500 | 1,080 | 80 | 176 | 2,004 | 240 | 40 |
| 30 Average hrs per week over 30 weeks | 24 | 0 | 8 | 31 | 39 | 39 | 3 | 17 | 36 | 3 | 6 | 67 | 8 | 1 |
| 1200 Percentage Available | 58.83% | 0.00% | 21.00% | 77.67% | 98.17% | 96.83% | 8.33% | 41.67% | 90.00% | 6.67% | 14.67% | 167.00% | 20.00% | 3.33% |
| Total Fee Budget Value per person | \$214,120 | \$0 | \$48,740 | \$168,200 | \$199,750 | \$185,370 | \$15,500 | \$72,500 | \$140,040 | \$10,800 | \$21,200 | \$247,260 | \$28,800 | \$4,200 |
| Travel Time | 84 | 0 | 4 | 44 | 52 | 60 | 0 | 0 | 20 | 0 | 4 | 0 | 0 | 0 |
| 4 Bill at 4 hours per round trip - total trips: | 21 | 0 | 1 | 11 | 13 | 15 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 |

| REIMBURSABLES BUDGET | | | | |
|-----------------------------|------------|-------------|---------|-----------------|
| Travel | | | | |
| Mileage | Rnd Trips | Total Miles | \$/Mile | Total |
| 300 | 25 | 7500 | \$0.625 | \$4,688 |
| Hotel | | | | |
| Night Stays | Cost/Night | | | Total |
| 100 | \$150 | | | \$15,000 |
| Meals | | | | |
| Meal Qty | | | | Total |
| 200 | \$25 | | | \$5,000 |
| Printing / Misc | | | | 1000 |
| TOTAL REIMB BUDGET | | | | \$24,688 |

2022 Hourly Rate and Reimbursable Expense Schedule

Effective: January 1, 2022 through December, 2022

| Description | Rates |
|--|----------------------|
| TCF Personnel: | |
| Principal-In-Charge - Managing Principal | \$300.00 / hour |
| Principal | \$275.00 / hour |
| Associate Principal | \$205.00 / hour |
| Designer / Architect 9 | \$185.00 / hour |
| Designer / Architect 8 | \$175.00 / hour |
| Designer / Architect 7 | \$165.00 / hour |
| Designer / Architect 6 | \$155.00 / hour |
| Designer / Architect 5 | \$145.00 / hour |
| Designer / Architect 4 | \$135.00 / hour |
| Designer / Architect 3 | \$125.00 / hour |
| Designer / Architect 2 | \$115.00 / hour |
| Designer / Architect 1 | \$105.00 / hour |
| Graphic Designer | \$155.00 / hour |
| Project Coordinator | \$115.00 / hour |
| Administrative Support | \$95.00 / hour |
| Subconsultant Services: | |
| Subconsultant Services Contracted Through TCF | Direct Cost plus 10% |
| Reimbursable Expenses: | |
| Mileage | Current Federal Rate |
| Other Expenses: (Meals, air travel, per diem, reproductions, shipping, postage, etc.) | Direct Cost plus 10% |

2023 Hourly Rate and Reimbursable Expense Schedule

Effective: January 1, 2023 through December, 2023

| Description | Rates |
|--|----------------------|
| TCF Personnel: | |
| Principal-In-Charge - Managing Principal | \$310.00 / hour |
| Principal | \$285.00 / hour |
| Associate Principal | \$215.00 / hour |
| Designer / Architect 9 | \$195.00 / hour |
| Designer / Architect 8 | \$185.00 / hour |
| Designer / Architect 7 | \$175.00 / hour |
| Designer / Architect 6 | \$165.00 / hour |
| Designer / Architect 5 | \$155.00 / hour |
| Designer / Architect 4 | \$145.00 / hour |
| Designer / Architect 3 | \$135.00 / hour |
| Designer / Architect 2 | \$125.00 / hour |
| Designer / Architect 1 | \$115.00 / hour |
| Graphic Designer | \$165.00 / hour |
| Project Coordinator | \$125.00 / hour |
| Administrative Support | \$105.00 / hour |
| Subconsultant Services: | |
| Subconsultant Services Contracted Through TCF | Direct Cost plus 10% |
| Reimbursable Expenses: | |
| Mileage | Current Federal Rate |
| Other Expenses: (Meals, air travel, per diem, reproductions, shipping, postage, etc.) | Direct Cost plus 10% |

Notes:

1. TCF Personnel Categories: Categories are based on experience and job responsibilities. Not all personnel are licensed architects.
2. Rate may be adjusted at the beginning of each calendar year. Rates will not be increased by more than 10% for any one category for a year for any project under contract.
3. Billing rates may, on occasion, be blended to approximately reflect specific personnel as well as specific tasks and services rendered.

CONSULTANT EXHIBITS

| | | |
|---------------------|---|---|
| Exhibit C.1 | Civil Engineering | MacKay Sposito |
| Exhibit C.1 | Landscape Architecture | MacKay Sposito |
| Exhibit C.2 | Structural Engineering | PCS Structural Solutions |
| Exhibit C.3 | HVAC/Plumbing/Fire Protection | Interface Engineering |
| Exhibit C.3 | Electrical & Low Voltage | Interface Engineering |
| Exhibit C.4 | Traffic Engineering | WSP (Portland, OR Office) |
| Exhibit C.4 | Equipment / Operations | WSP (Houston, TX Office) |
| Exhibit C.5 | Cost Estimating | RC Cost Group |
| Exhibit C.6 | Geotechnical & Environmental | NV5 |
| Exhibit C.7 | Office Systems | Open Square (Rates) |
| Exhibit C.8 | Sustainable Water Systems | 2020 Engineering (Rates) |
| Exhibit C.9 | Community Outreach | PointNorth (Rates) |
| Exhibit C.10 | Environmental Graphics | Jinger Hendricks Design Studio (Rates) |
| Exhibit C.11 | Cultural Resource Consulting | AINW (Rates) |
| Exhibit C.12 | Elevator Consulting | Lerch Bates (Rates) |
| Exhibit C.13 | Envelope Consulting | ABBAE (Rates) |



Vancouver Office

18405 SE Mill Plain Boulevard, Suite 100 Vancouver, WA 98683
360.695.3411 www.mackaysposito.com

July 25, 2022

TCF Architecture
Attn: Randy Cook,
Managing Principal
902 North Second St.
Tacoma, WA 98403

RE: DRAFT PROPOSAL FOR PROFESSIONAL LAND USE PLANNING, CIVIL ENGINEER, AND LANDSCAPE ARCHITECTURE SERVICES FOR PHASE I OF THE VANCOUVER OPERATIONS CENTER IN VANCOUVER, WASHINGTON

Dear Randy:

We are pleased to offer this proposal for Land Use Planning and Professional Engineering Services you requested for the first phase of the development of the Vancouver Operations Center in Vancouver, Washington. Phase I encompasses Predesign through phase 1 of Schematic Design.

This proposal, along with the attachment, represents our proposal to provide these professional services. We appreciate the opportunity to provide this proposal for your consideration.

If you have any questions or concerns, please feel free to call.

Sincerely,
MacKay Sposito

Jason Irving, PE
Senior Engineer & Principal

Scope of Work

(Exhibit "A")

City of Vancouver

Engineering and Related Services Operations Center Replacement - Phase I Predesign through SD-1

PHASE 1A PROFESSIONAL PREDESIGN

1.1 TASK 1 - PROJECT ADMINISTRATION

- Review existing documentation;
- Participate in Project Delivery Plan;
- Project budget review and management;
- Contract administration;
- Project scheduling;
- Monthly progress status reports;

1.2 TASK 2 - PROGRAMMING

- Participate in a tour of the existing Operations Facilities;
- Assist in workshop preparation;
- Participate in Program Workshops and follow-ups (up to 30 hrs);
- Participate in Preliminary Owners Performance Requirements meeting for Volume-3 Site Systems;

1.3 TASK 3 - SITE INVESTIGATIONS AND REGULATORY PROCESS

- Review site topography/survey (by City) and perform field assessment;
- Review traffic study and research impacts to site plan;
- Coordinate geotechnical test pit locations; review and comment on geotechnical report;
- Review Phase I Environmental report;
- Research availability and capacity of existing water/sewer systems including fire flow;
- Obtain letter of water availability, and determine water/sewer connection charges;
- Research stormwater regulations and permitting requirements;
- Review jurisdictional permit history;
- Research land use permitting tracks and regulatory codes;
- Research building permit requirements;
- Prepare a preliminary SEPA checklist for in-house review and to inform preapplications;

1.4 TASK 4 - SUSTAINABILITY GOALS

- Participate in Sustainability Goals Workshop and meetings (up to 20 hrs);
- Participate in the development of sustainability strategies as needed (up to 12 hrs);

1.5 TASK 5 - CONCEPTUAL DESIGN

- Prepare site plan base / digital model (based on survey CAD and surface files provided by City);

- Develop stormwater strategies;
- Develop preliminary Civil system distribution options;
- Develop schematic Landscape concepts
- Attend follow up meeting with Berger
- Develop up to three (3) conceptual site layouts;
- Participate in site alternatives exploration workshop;
- Develop preferred concept based on review;
- Participate in one further evaluation cycle and plan development as needed;

1.6 TASK 6 - COST AND BUDGET MANAGEMENT

- Contribute to the development of a Cost Model structure;
- Participate in workshops to review preliminary Cost Model;
- Provide any needed updates following preliminary model review;
- Contribute to basic cost-benefit comparisons for major systems;
- Prepare a Predesign-level cost estimate accounting for all civil and landscape project elements;

1.7 TASK 7 - COMMUNITY OUTREACH

- Prepare data and graphic materials needed for outreach purposes conducted by the City;

Phase 1A Deliverables:

- Monthly administration reports
- Comments on Project Delivery Plan
- Traffic and circulation review memo
- Phase I Environmental review memo
- Program diagrams for workshops, with followup revised diagrams and notes
- Initiate draft of Volume 3 OPRs
- Field assessment of City survey
- Comments on geotechnical report
- Water/sewer capacity report
- Water availability letter
- Sewer connection charge calculation
- Land permitting track report
- Building permit requirements memo
- Stormwater requirements and strategies memo
- Preliminary draft of SEPA checklist
- Sustainability goals commentary
- Site plan base/digital model
- Preliminary civil strategies for stormwater, water, sewer
- Conceptual site layouts (up to three)
- Preferred concept plan
- Components for Cost Model structure including cost-benefit comparisons
- Predesign-level cost estimate for civil, landscape and planning

PHASE 1B SCHEMATIC DESIGN (SD1) INCL. PRELIMINARY LAND USE**1.8 TASK 3 - SCHEMATIC 1 SITE DESIGN**

- Prepare Preliminary Storm Drainage, Grading and Erosion Control Plans;
- Prepare Preliminary Technical Information Report (TIR);
- Prepare Preliminary Utility Plans (water and sanitary sewer);
- Participate in development of Early Site Work Phasing Plan;
- Prepare Preliminary Landscape Plans
- Prepare Engineering Basis of Design narrative
- Prepare Landscape Basis of Design narrative
- Finalize Phase I Schematic Design plans and assemble package for first review
- Participate in Schematic Design meetings (4 meetings at 3hrs each for ENG and LS)

1.9 TASK 4 - SUSTAINABILITY

- Participate in evaluation of benchmarking scorecard
- Contribute to development of sustainability report

1.10 TASK 5 - REGULATORY

5A-Pre-Application Process

- Assemble conceptual site plan, conceptual utility plan and storm plan in ACAD;
- Prepare and submit Pre-application packets for City and County;
- Attend Preapplication Conferences with the Agencies;
- Review Preapplication notes and discuss with team;

5B-Additional Regulatory Investigation

- Coordinate additional discussions with Agency staff regarding the need for interagency agreements addressing approval requirements of transferred/annexed property;
- Discuss any Road Modification history and requirements with County transportation staff;
- Continue development of SEPA Checklist;

1.11 TASK 6 - COST AND BUDGET MANAGEMENT

- Participate in Target Value Design Analysis;
- Update civil and landscape portions of Comprehensive Project Estimate;
- Participate in project budget confirmation process;

1.12 TASK 7 - COMMUNITY OUTREACH

- Prepare updated data and graphic materials needed for outreach purposes conducted by the City;

1.13 TASK 9 - SD1 FINAL DELIVERABLES

- Prepare civil and landscape portions of SD1 Deliverables Report Package;
- Participate in SD1 Presentation discussion of transition to Phase 2 Scope;

1.14 GENERAL MEETINGS

- Additional meeting time to be assigned as needed

Phase 1B Deliverables:

- Preliminary Storm Drainage TIR report and plan
- Preliminary Grading and Erosion Control plans
- Preliminary Utility plans (water/sewer)
- Early Site Work Phasing plan
- Preliminary Landscape plans
- Preliminary Basis of Design narratives for engineering and landscape
- Preliminary SD1 design package sufficient for use at preapplications
- Preapplication packages for City and County
- Sustainability report sections
- Comments on agency agreements and road modifications
- Second draft of SEPA checklist
- Updates to project estimates
- Outreach materials for City community outreach program

Fees

**(Exhibit "B") Fees
City of Vancouver
Engineering and Related Services Operations Center Replacement**

-- -Please see attached Fee Schedule Excel Worksheet---

Application and/or submittal fees are not included in the fee amount.

MacKay Sposito will bill you on a Time & Materials basis. You will be invoiced monthly for our services and reimbursable expenses as the work progresses. Our fees are based upon payment within 30 days and continuous progress of the project.

Approvals and Permits:

- Preapplication Conference (City of Vancouver)
- Preapplication Conference (Clark County)

Assumptions:

- This scope assumes the project will generally follow the CVOP Project Schedule as of July 19, 2022;
- Work will be based on adequate survey work provided by the City of Vancouver;
- Sufficient survey data, CAD files, and any required updates/additions will be provided by the City;
- All meetings will be held virtually or locally (Vancouver, WA);
- This scope assumes utilities are available to the site;
- Traffic engineering work and improvements in the rights-of-way will be performed by others;
- Civil and landscape design will be in accordance with City of Vancouver standards;
- MacKay Sposito shall not be responsible for changes to the documents required by the jurisdiction based upon rules, regulations, codes or requirements of the jurisdiction that are not written regulations or correspondence from the jurisdiction. Changes required due to unwritten rules, regulations, codes or requirements by the jurisdiction shall be considered additional services that are not part of this contract;

Excluded Services and Services Provided by Others:

- Land Surveying Services
- Building Permits;
- ROW Permitting;
- Preparation and processing of any appeals;
- Preparation and processing of any Variance Requests;
- Preparation and processing of any Road Modifications;
- Traffic Engineering;
- Geotechnical Services;

- Arborist Services;
- Street Lighting design;
- Lighting/Electrical design;
- Design of fencing, retaining walls, or sound walls;
- Off-site Improvements other than frontage improvements;
- Design of electrical, telecommunications, gas, or cable television services;

**PHASE 1 DESIGN SCOPE
Pre-design Through SD1**

**City of Vancouver
Operations Center**

**EXHIBIT C.1
MACKAY SPOSITO**

| TASK NO. | PROJECT TASKS | MACKAY SPOSITO | | | | | | | |
|----------|---------------|---------------------|--------------------------|----------------|---------|------------------|----------------|---------------|--------------------|
| | | Principle in Charge | Project Manager - Design | Senior Planner | Planner | Project Engineer | Design Tech IV | Planning Tech | LA Project Manager | Landscape Architect II |

PHASE 1A - PREDESIGN (2022)

TASK 1 - PROJECT ADMINISTRATION

| | | | | | | | | | | |
|----|---|----------|------------|------------|------------|------------|----------|----------|------------|--------------------|
| 1A | General Project Management: | | 12 | 8 | | | | | 8 | |
| 1B | Data Gathering - Research - Project Library | | 4 | 3 | 6 | 4 | | | 4 | 6 |
| 1C | Project Delivery Plan - Draft and Updates | | 2 | 6 | 2 | 2 | | | 2 | 2 |
| | Travel Time Budget | | | | | | | | | |
| | HOURS | 0 | 18 | 17 | 8 | 6 | 0 | 0 | 14 | 8 |
| | HOURLY RATE | \$260.00 | \$195.00 | \$200.00 | \$165.00 | \$185.00 | \$145.00 | \$130.00 | \$160.00 | \$145.00 |
| | FEES | \$0.00 | \$3,510.00 | \$3,400.00 | \$1,320.00 | \$1,110.00 | \$0.00 | \$0.00 | \$2,240.00 | \$1,160.00 |
| | SUBTOTAL | | | | | | | | | \$12,740.00 |

TASK 2 - PROGRAMMING

| | | | | | | | | | | |
|----|----------------------------------|----------|------------|------------|------------|------------|----------|----------|------------|--------------------|
| 2A | Facility Tours | | 4 | | 4 | 4 | | | | |
| 2B | Pre-Workshop Preparation | | 3 | | 3 | 3 | | | 2 | |
| 2C | Program Workshops and Follow-ups | | 3 | 3 | 10 | 10 | | | 3 | 10 |
| 2D | Space Program | | | | | | | | | |
| 2E | Design Criteria | | 4 | 4 | | 4 | | | 4 | |
| | Travel Time Budget | | 2 | | 2 | 2 | | | 2 | 2 |
| | HOURS | 0 | 16 | 7 | 19 | 23 | 0 | 0 | 11 | 12 |
| | HOURLY RATE | \$260.00 | \$195.00 | \$200.00 | \$165.00 | \$185.00 | \$145.00 | \$130.00 | \$160.00 | \$145.00 |
| | FEES | \$0.00 | \$3,120.00 | \$1,400.00 | \$3,135.00 | \$4,255.00 | \$0.00 | \$0.00 | \$1,760.00 | \$1,740.00 |
| | SUBTOTAL | | | | | | | | | \$15,410.00 |

TASK 3 - SITE INVESTIGATIONS AND REGULATORY PROCESS

| | | | | | | | | | | |
|-------|--|----------|------------|------------|------------|-------------|----------|------------|----------|--------------------|
| 3A | Survey Coordination with City | | | | | 8 | | | | |
| 3B | Traffic Engineering | | | | 3 | 3 | | | | |
| 3C | Geotechnical - Field Investigations and Report | | 2 | 2 | | 2 | | | | |
| 3D | Environmental - Phase 1 Report Review | | 2 | 2 | | 2 | | | | |
| 3E | Utilities Investigations - Research | | | | | | | | | |
| 3E.01 | Water | | | | | 4 | | | | |
| 3E.02 | Sewer | | | | | 4 | | | | |
| 3E.03 | Electrical | | | | | | | | | |
| 3E.04 | Natural Gas | | | | | 2 | | | | |
| 3E.05 | Data/Comm | | | | | | | | | |
| 3F | Storm Water Management - Investigations & Research | | 12 | | | 20 | | | | |
| 3G | Regulatory Research and Process | | 2 | 2 | 12 | 8 | | 16 | | |
| | Travel Time Budget | | | | | 2 | | | | |
| | HOURS | 0 | 18 | 6 | 15 | 55 | 0 | 16 | 0 | 0 |
| | HOURLY RATE | \$260.00 | \$195.00 | \$200.00 | \$165.00 | \$185.00 | \$145.00 | \$130.00 | \$160.00 | \$145.00 |
| | FEES | \$0.00 | \$3,510.00 | \$1,200.00 | \$2,475.00 | \$10,175.00 | \$0.00 | \$2,080.00 | \$0.00 | \$0.00 |
| | SUBTOTAL | | | | | | | | | \$19,440.00 |

TASK 4 - SUSTAINABILITY

| | | | | | | | | | | |
|-------|---|----------|----------|----------|------------|------------|----------|----------|----------|-------------------|
| 4A | Sustainability Goals and Benchmarking Approach | | | | 4 | 12 | | | 2 | 4 |
| 4B | Sustainability Strategies and Analysis | | | | 4 | 4 | | | 2 | 4 |
| 4B.01 | Preliminary Energy Analysis Study | | | | | | | | | |
| 4B.02 | Ground Source Heat Exchange Investigations/Analysis | | | | | | | | | |
| 4B.03 | PV/BESS Analysis | | | | | | | | | |
| 4B.04 | Daylighting Analysis | | | | | | | | | |
| 4B.05 | Carbon Analysis | | | | | | | | | |
| 4B.06 | HVAC Systems LCCA | | | | | | | | | |
| | Travel Time Budget | | | | | | | | | |
| | HOURS | 0 | 0 | 0 | 8 | 16 | 0 | 0 | 4 | 8 |
| | HOURLY RATE | \$260.00 | \$195.00 | \$200.00 | \$165.00 | \$185.00 | \$145.00 | \$130.00 | \$160.00 | \$145.00 |
| | FEES | \$0.00 | \$0.00 | \$0.00 | \$1,320.00 | \$2,960.00 | \$0.00 | \$0.00 | \$640.00 | \$1,160.00 |
| | SUBTOTAL | | | | | | | | | \$6,080.00 |

TASK 5 - CONCEPTUAL DESIGN

| | | | | | | | | | | |
|----|------------------------------|--|----|---|----|----|----|--|----|----|
| 5A | Preliminary Building Layouts | | | | 4 | | | | | |
| 5B | Preliminary Site Layouts | | 16 | 8 | 60 | 40 | 30 | | 12 | 24 |

**PHASE 1 DESIGN SCOPE
Pre-design Through SD1**

**City of Vancouver
Operations Center**

**EXHIBIT C.1
MACKAY SPOSITO**

| | | | | | | | | | | |
|----|---|----------|------------|------------|-------------|-------------|------------|----------|------------|--------------------|
| 5C | Site & Bldg Alternatives Workshop and Follow-up | | 4 | 4 | 6 | 16 | | | 6 | 16 |
| | Travel Time Budget | | | | | | | | | |
| | HOURS | 0 | 20 | 12 | 66 | 56 | 30 | 0 | 18 | 40 |
| | HOURLY RATE | \$260.00 | \$195.00 | \$200.00 | \$165.00 | \$185.00 | \$145.00 | \$130.00 | \$160.00 | \$145.00 |
| | FEES | \$0.00 | \$3,900.00 | \$2,400.00 | \$10,890.00 | \$10,360.00 | \$4,350.00 | \$0.00 | \$2,880.00 | \$5,800.00 |
| | SUBTOTAL | | | | | | | | | \$40,580.00 |

| TASK 6 - COST AND BUDGET MANAGEMENT | | | | | | | | | | |
|--|---|----------|------------|----------|----------|------------|----------|----------|------------|--------------------|
| 6A | Cost Modeling and Target Value Design Process | | 4 | | | 10 | 4 | | 2 | 2 |
| 6A.01 | Cost Model Structure and Prelim Modeling | | 4 | | | | | | | |
| 6A.02 | Cost Model Review Workshop | | 2 | 2 | | 2 | | | 2 | |
| 6A.03 | Comparative Estimating for Major Systems | | | | | 8 | | | | |
| 6B | Pre-design Estimating | | 4 | | | 16 | | | 4 | |
| 6C | Project Budget Development Process | | 8 | | | 4 | | | 4 | |
| | Travel Time Budget | | | | | | | | | |
| | HOURS | 0 | 22 | 2 | 0 | 40 | 4 | 0 | 12 | 2 |
| | HOURLY RATE | \$260.00 | \$195.00 | \$200.00 | \$165.00 | \$185.00 | \$145.00 | \$130.00 | \$160.00 | \$145.00 |
| | FEES | \$0.00 | \$4,290.00 | \$400.00 | \$0.00 | \$7,400.00 | \$580.00 | \$0.00 | \$1,920.00 | \$290.00 |
| | SUBTOTAL | | | | | | | | | \$14,880.00 |

**PHASE 1 DESIGN SCOPE
Pre-design Through SD1**

**City of Vancouver
Operations Center**

**EXHIBIT C.1
MACKAY SPOSITO**

| TASK 7 - COMMUNITY OUTREACH | | | | | | | | | | |
|---|--|---------------------|----------|----------|----------|----------|----------|----------|----------|-------------------|
| 7A | Technical Advisory Group - Assistance | | | | | | | | | |
| 7B | Preparation of Outreach Materials | | | | 4 | 4 | | | 2 | 2 |
| | Travel Time Budget | | | | | | | | | |
| | HOURS | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 2 | 2 |
| | HOURLY RATE | \$260.00 | \$195.00 | \$200.00 | \$165.00 | \$185.00 | \$145.00 | \$130.00 | \$160.00 | \$145.00 |
| | FEES | \$0.00 | \$0.00 | \$0.00 | \$660.00 | \$740.00 | \$0.00 | \$0.00 | \$320.00 | \$290.00 |
| | SUBTOTAL | | | | | | | | | \$2,730.00 |
| TASK 8 - GC/CM ASSISTANCE | | | | | | | | | | |
| 8A | GC/CM Process Assistance | | | | | | | | | |
| | Travel Time Budget | | | | | | | | | |
| | HOURS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | HOURLY RATE | \$260.00 | \$195.00 | \$200.00 | \$165.00 | \$185.00 | \$145.00 | \$130.00 | \$160.00 | \$145.00 |
| | FEES | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | SUBTOTAL | | | | | | | | | \$0.00 |
| TASK 9 - PREDESIGN REPORT, PRESENTATIONS & OTHER TASKS | | | | | | | | | | |
| 9A | Draft Pre-design Report / Presentation | | | | | | | | | |
| 9B | Final Pre-design Report / Presentation | | | | | | | | | |
| | Travel Time | | | | | | | | | |
| | HOURS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | HOURLY RATE | \$260.00 | \$195.00 | \$200.00 | \$165.00 | \$185.00 | \$145.00 | \$130.00 | \$160.00 | \$145.00 |
| | FEES | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | SUBTOTAL | | | | | | | | | \$0.00 |
| SUBTOTAL PER TEAM MEMBER - ALL TASKS | | \$111,860.00 | | | | | | | | |
| REIMBURSABLE EXPENSE BUDGETS | | \$0.00 | | | | | | | | |

**PHASE 1 DESIGN SCOPE
Predesign Through SD1**

**City of Vancouver
Operations Center**

**EXHIBIT C.1
MACKAY SPOSITO**

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| | |
| Landscape Designer III | |
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PHASE 1 DESIGN SCOPE
Pre-design Through SD1

City of Vancouver
Operations Center

EXHIBIT C.1
MACKAY SPOSITO

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| \$120.00 | \$0.00 |
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**PHASE 1 DESIGN SCOPE
Pre-design Through SD1**

**City of Vancouver
Operations Center**

**EXHIBIT C.1
MACKAY SPOSITO**

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|----------|--------|
| | |
| 6 | |
| 6 | 0 |
| \$120.00 | \$0.00 |
| \$720.00 | \$0.00 |
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| 0 | 0 |
| \$120.00 | \$0.00 |
| \$0.00 | \$0.00 |
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| | |
| 0 | 0 |
| \$120.00 | \$0.00 |
| \$0.00 | \$0.00 |
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| | |

MacKay Sposito

2022-2023 SW Washington Rates

Updated 9/14/2022

| | 2022 | 2023 | | 2022 | 2023 |
|-----------------------------|-------------|-------------|-----------------------------------|-------------|-------------|
| Senior Principal | \$315 | \$331 | Project Manager – Survey | \$180 | \$189 |
| Principal | \$260 | \$273 | Land Surveyor IV | \$160 | \$168 |
| Engineering Manager | \$220 | \$231 | Land Surveyor III | \$150 | \$158 |
| Project Engineer | \$185 | \$194 | Land Surveyor II | \$140 | \$147 |
| Engineer IV | \$170 | \$179 | Land Surveyor I | \$130 | \$137 |
| Engineer III | \$155 | \$163 | Survey Technician IV | \$130 | \$137 |
| Engineer II | \$140 | \$147 | Survey Technician III | \$115 | \$121 |
| Engineer I | \$120 | \$126 | Survey Technician II | \$105 | \$110 |
| Project Manager – Design | \$195 | \$205 | Survey Technician I | \$95 | \$100 |
| Project Controls Manager | \$225 | \$236 | Survey Aid | \$75 | \$79 |
| Contract Administrator | \$165 | \$173 | Survey Party Chief | \$140 | \$147 |
| Project Coordinator II | \$130 | \$137 | Survey Instrument Person | \$100 | \$105 |
| Project Coordinator I | \$120 | \$126 | GIS Mapping Specialist | \$140 | \$147 |
| Design Technician IV | \$145 | \$152 | GIS Mapping Specialist II | \$150 | \$158 |
| Design Technician III | \$135 | \$142 | Senior Construction Manager | \$220 | \$231 |
| Design Technician II | \$125 | \$131 | Construction Manager | \$185 | \$194 |
| Design Technician I | \$105 | \$110 | Construction Inspector V | \$195 | \$205 |
| Landscape Manager | \$190 | \$200 | Construction Inspector IV | \$165 | \$173 |
| Project Manager – Landscape | \$160 | \$168 | Construction Inspector III | \$140 | \$147 |
| Landscape Architect II | \$145 | \$152 | Construction Inspector II | \$130 | \$137 |
| Landscape Architect I | \$125 | \$131 | Construction Inspector I | \$115 | \$121 |
| Landscape Designer III | \$120 | \$126 | Public Involvement Associate/Mgr. | \$150 | \$158 |
| Landscape Designer II | \$110 | \$116 | Public Involvement Coordinator | \$100 | \$105 |
| Landscape Designer I | \$100 | \$105 | Creative Designer | \$95 | \$100 |
| Planning Director | \$235 | \$247 | Stormwater Analyst | \$130 | \$137 |
| Planning Manager | \$210 | \$221 | Environmental Manager II | \$175 | \$184 |
| Senior Planner | \$200 | \$210 | Environmental Manager I | \$160 | \$168 |
| Planner | \$165 | \$173 | Environmental Specialist III | \$155 | \$163 |
| Planning Technician | \$130 | \$137 | Environmental Specialist II | \$125 | \$131 |
| Land Development Assistant | \$95 | \$100 | Environmental Specialist I | \$110 | \$116 |
| Accounting Manager | \$195 | \$205 | Natural Resource Specialist IV | \$140 | \$147 |
| Project Accountant | \$135 | \$142 | Natural Resource Specialist III | \$130 | \$137 |
| Administrative Manager | \$135 | \$142 | Natural Resource Specialist II | \$115 | \$121 |
| Administrative Assistant | \$95 | \$100 | Natural Resource Specialist I | \$105 | \$110 |
| Clerical | \$84 | \$88 | UAV Pilot | \$145 | \$152 |
| Survey Manager | \$200 | \$210 | | | |

The above rates cover salaries, overhead and profit. All other materials and expenses will be billed on an actual cost plus 10% basis. Overtime rates will be 1.5 times unless otherwise negotiated. These rates will be adjusted annually or as necessary to reflect market conditions. Sub-Consultants costs will be on actual cost plus 10% to compensate MacKay Sposito for Business Occupation Tax and administrative costs.

Per diem rates for travel within the continental United States will be billed in accordance with the rates published by the Office of Governmentwide Policy, General Services Administration (GSA) for the applicable fiscal year. Mileage will be billed in accordance with standard mileage rates published by the Internal Revenue Service.

Engineering categories are in accordance with ASCE Classifications. Rates detailed above do not apply to Federal or State contracts with specific Wage Determinations or mandated prevailing wage/fringe benefits minimum.



| | |
|----------|--|
| Seattle | 1011 Western Avenue, Suite 810 \| Seattle, WA 98104 \| 206.292.5076 |
| Tacoma | 1250 Pacific Avenue, Suite 701 \| Tacoma, WA 98402 \| 253.383.2797 |
| Portland | 101 SW Main Street, Suite 280 \| Portland, OR 97204 \| 503.232.3746 |
| | www.pcs-structural.com |

September 19, 2022

TCF Architecture
902 N 2nd St
Tacoma, WA 98403

ATTN: Randy Cook

RE: *Vancouver Public Works Operations Center
Structural Engineering/Consultation Proposal
Phase 1 – Predesign through Schematic Design 1*

Dear Randy:

Thank you for this opportunity to propose our Phase 1 Structural Engineering services for the Vancouver Public Works Operations Center project in Vancouver, Washington.

SCOPE OF SERVICES

We will provide all Structural Engineering services including recommendations regarding basic structural materials and systems, analysis and development of conceptual design solutions as required for Phase 1 of this project. Phase 1 includes predesign services and preliminary schematic design services.

Our scope of services and resulting fees are based on the following:

- Three to four story, 80,000+ square foot Crew and Office Building.
- Fleet Building.
- Warehouse and Storage Building.
- Shops Building.
- Fuel and Wash Building.
- Open Canopy Structures.
- The MACC is estimated to be about \$120 million.
- Deliverables will include structural narratives, and schematic level foundation and framing plans.
- Basic structural modeling using Revit 2023 or earlier version is included for development of conceptual structural designs.
- It is assumed that the schedule for Phase 1 will last until early 2023.



**Connected Teams.
Bold Solutions.**

TCF Architecture
Randy Cook
*Vancouver Public Works Operations Center
Structural Engineering/Consultation Proposal
Phase 1 – Predesign through Schematic Design 1*

- We will assist and coordinate structural design criteria for the building, including the building Risk Category, special loading criteria, and special vibration criteria. We will coordinate and review requirements for the geotechnical engineering study. Predesign Tasks 2 and 3.
- We will use the Tally plug-in for Revit to assist in evaluating environmental impacts of structural materials. Predesign and SD Tasks 4.
- For predesign we will recommend basic structural information for preliminary building concepts, layout and cost estimating. Predesign Tasks 5 and 6.
- Schematic Design level structural concepts for each building including framing systems, lateral systems and foundations. We will provide schematic level drawings and structural narratives. SD Tasks 2 and 9.
- Coordination and assistance with other disciplines and the cost estimator for predesign and SD tasks.

FEES

Our fee proposal is based on the Guidelines for Determining Architect/Engineer Fees for Public Works Projects, and on similar projects that we have previously completed. Our fees are determined by the estimated hours and billing rates for various tasks that we will perform for Phase 1 of this project. The expected level of work for this phase is consistent with approximately 75% of a full SD package, and our fee reflects that percentage.

Our fee for Phase 1 of this project will be **\$137,540**. Billing will be on an Hourly Not to Exceed (HNTE) basis. The fee amount may be modified only with prior written approval if the scope of services is changed.

Thank you for this opportunity to be of continued service. If there are any questions regarding this proposal, please feel free to call. We look forward to hearing from you.

Very truly yours,

PCS STRUCTURAL SOLUTIONS

A handwritten signature in blue ink that reads "Jack J. Pinkard".

Jack J. Pinkard, S.E.
Senior Principal

JJPmap
22-634



| | |
|------------------------|---|
| Seattle | 1011 Western Avenue, Suite 810 \| Seattle, WA 98104 \| 206.292.5076 |
| Tacoma | 1250 Pacific Avenue, Suite 701 \| Tacoma, WA 98402 \| 253.383.2797 |
| Portland | 101 SW Main Street, Suite 280 \| Portland, OR 97204 \| 503.232.3746 |
| www.pcs-structural.com | |

HOURLY RATES EFFECTIVE May 1, 2022
(Subject to Change After November 1, 2022)

| | |
|--|----------|
| Associate Principal and Principal | \$185.00 |
| to | |
| ..... | \$250.00 |
| | |
| Project Manager/Associate Engineer | \$155.00 |
| to | |
| ..... | \$195.00 |
| | |
| Design Engineer/Project Engineer | \$115.00 |
| to | |
| ..... | \$165.00 |
| | |
| CAD/BIM Technician | \$100.00 |
| to | |
| ..... | \$170.00 |
| | |
| Clerical | \$75.00 |
| to | |
| ..... | \$120.00 |



| | |
|----------|--|
| Seattle | 1011 Western Avenue, Suite 810 \| Seattle, WA 98104 \| 206.292.5076 |
| Tacoma | 1250 Pacific Avenue, Suite 701 \| Tacoma, WA 98402 \| 253.383.2797 |
| Portland | 101 SW Main Street, Suite 280 \| Portland, OR 97204 \| 503.232.3746 |
| | www.pcs-structural.com |

HOURLY RATES EFFECTIVE January 1, 2023

| | |
|--|----------|
| Associate Principal and Principal | \$205.00 |
| to | |
| ..... | \$275.00 |
| | |
| Project Manager/Associate Engineer | \$170.00 |
| to | |
| ..... | \$215.00 |
| | |
| Design Engineer/Project Engineer | \$125.00 |
| to | |
| ..... | \$185.00 |
| | |
| CAD/BIM Technician | \$110.00 |
| to | |
| ..... | \$190.00 |
| | |
| Clerical | \$85.00 |
| to | |
| ..... | \$140.00 |

PHASE 1 DESIGN SCOPE
Pre-design Through SD1

City of Vancouver
Operations Center

EXHIBIT C.2
PCS STRUCTURAL SOLUTIONS

| TASK NO. | PROJECT TASKS | PCS STRUCTURAL SOLUTIONS Structural Engineering | | | | | | | | | |
|----------|---------------|--|-----------------|------------------|-----------------|-----------------|----------|--------------------|-------|-------|-------|
| | | Principal in Charge | Project Manager | Project Engineer | Design Engineer | Director of BIM | BIM Tech | Sustainability SME | TITLE | TITLE | TITLE |

PHASE 1A - PREDESIGN

| TASK 1 - PROJECT ADMINISTRATION | | | | | | | | | | | |
|--|---|---------------|----------|----------|----------|----------|----------|----------|--------|--------|--------|
| 1A | General Project Management: | | | | | | | | | | |
| 1B | Data Gathering - Research - Project Library | | | | | | | | | | |
| 1C | Project Delivery Plan - Draft and Updates | | | | | | | | | | |
| | Travel Time Budget | | | | | | | | | | |
| | HOURS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | HOURLY RATE | \$220.00 | \$160.00 | \$160.00 | \$125.00 | \$170.00 | \$130.00 | \$160.00 | \$0.00 | \$0.00 | \$0.00 |
| | FEEES | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | SUBTOTAL | \$0.00 | | | | | | | | | |

| TASK 2 - PROGRAMMING | | | | | | | | | | | |
|-----------------------------|----------------------------------|-------------------|------------|----------|----------|----------|----------|----------|--------|--------|--------|
| 2A | Facility Tours | | | | | | | | | | |
| 2B | Pre-Workshop Preparation | | | | | | | | | | |
| 2C | Program Workshops and Follow-ups | | | | | | | | | | |
| 2D | Space Program | | | | | | | | | | |
| 2E | Design Criteria | 8 | 16 | | | | | | | | |
| | Travel Time Budget | | | | | | | | | | |
| | HOURS | 8 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | HOURLY RATE | \$220.00 | \$160.00 | \$160.00 | \$125.00 | \$170.00 | \$130.00 | \$160.00 | \$0.00 | \$0.00 | \$0.00 |
| | FEEES | \$1,760.00 | \$2,560.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | SUBTOTAL | \$4,320.00 | | | | | | | | | |

| TASK 3 - SITE INVESTIGATIONS AND REGULATORY PROCESS | | | | | | | | | | | |
|--|--|---------------|----------|----------|----------|----------|----------|----------|--------|--------|--------|
| 3A | Survey Coordination with City | | | | | | | | | | |
| 3B | Traffic Engineering | | | | | | | | | | |
| 3C | Geotechnical - Field Investigations and Report | | | | | | | | | | |
| 3D | Environmental - Phase 1 | | | | | | | | | | |
| 3E | Utilities Investigations - Research | | | | | | | | | | |
| 3E.01 | Water | | | | | | | | | | |
| 3E.02 | Sewer | | | | | | | | | | |
| 3E.03 | Electrical | | | | | | | | | | |
| 3E.04 | Natural Gas | | | | | | | | | | |
| 3E.05 | Data/Comm | | | | | | | | | | |
| 3F | Storm Water Management - Investigations & Research | | | | | | | | | | |
| 3G | Regulatory Research and Process | | | | | | | | | | |
| | Travel Time Budget | | | | | | | | | | |
| | HOURS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | HOURLY RATE | \$220.00 | \$160.00 | \$160.00 | \$125.00 | \$170.00 | \$130.00 | \$160.00 | \$0.00 | \$0.00 | \$0.00 |
| | FEEES | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | SUBTOTAL | \$0.00 | | | | | | | | | |

| TASK 4 - SUSTAINABILITY | | | | | | | | | | | |
|--------------------------------|---|-------------------|------------|----------|----------|----------|----------|------------|--------|--------|--------|
| 4A | Sustainability Goals and Benchmarking Approach | | | | | | | | | | |
| 4B | Sustainability Strategies and Analysis | 4 | 4 | | | | | 4 | | | |
| 4B.01 | Preliminary Energy Analysis Study | | | | | | | | | | |
| 4B.02 | Ground Source Heat Exchange Investigations/Analysis | | | | | | | | | | |
| 4B.03 | PV/BESS Analysis | | | | | | | | | | |
| 4B.04 | Daylighting Analysis | | | | | | | | | | |
| 4B.05 | Carbon Analysis | | 4 | | | | | 4 | | | |
| 4B.06 | HVAC Systems LCCA | | | | | | | | | | |
| | Travel Time Budget | | | | | | | | | | |
| | HOURS | 4 | 8 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | HOURLY RATE | \$220.00 | \$160.00 | \$160.00 | \$125.00 | \$170.00 | \$130.00 | \$160.00 | \$0.00 | \$0.00 | \$0.00 |
| | FEEES | \$880.00 | \$1,280.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$1,280.00 | \$0.00 | \$0.00 | \$0.00 |
| | SUBTOTAL | \$3,440.00 | | | | | | | | | |

| TASK 5 - CONCEPTUAL DESIGN | | | | | | | | | | | |
|-----------------------------------|---|----|----|--|--|---|----|--|--|--|--|
| 5A | Preliminary Building Layouts | 40 | 40 | | | 8 | 40 | | | | |
| 5B | Preliminary Site Layouts | | | | | | | | | | |
| 5C | Site & Bldg Alternatives Workshop and Follow-up | | | | | | | | | | |

**PHASE 1 DESIGN SCOPE
Predesign Through SD1**

**City of Vancouver
Operations Center**

**EXHIBIT C.2
PCS STRUCTURAL SOLUTIONS**

| | | | | | | | | | | | | |
|--|--------------------|--------------------|------------|----------|----------|------------|------------|----------|--------|--------|--------|--------|
| | Travel Time Budget | | | | | | | | | | | |
| | HOURS | 40 | 40 | 0 | 0 | 8 | 40 | 0 | 0 | 0 | 0 | 0 |
| | HOURLY RATE | \$220.00 | \$160.00 | \$160.00 | \$125.00 | \$170.00 | \$130.00 | \$160.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | FEES | \$8,800.00 | \$6,400.00 | \$0.00 | \$0.00 | \$1,360.00 | \$5,200.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | SUBTOTAL | \$21,760.00 | | | | | | | | | | |

TASK 6 - COST AND BUDGET MANAGEMENT

| | | | | | | | | | | | | |
|-------|---|-------------------|------------|----------|----------|----------|----------|----------|--------|--------|--------|--------|
| 6A | Cost Modeling and Target Value Design Process | | | | | | | | | | | |
| 6A.01 | Cost Model Structure and Prelim Modeling | 4 | 8 | | | | | | | | | |
| 6A.02 | Cost Model Review Workshop | | | | | | | | | | | |
| 6A.03 | Comparative Estimating for Major Systems | | | | | | | | | | | |
| 6B | Predesign Estimating | | | | | | | | | | | |
| 6C | Project Budget Development Process | | | | | | | | | | | |
| | Travel Time Budget | | | | | | | | | | | |
| | HOURS | 4 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | HOURLY RATE | \$220.00 | \$160.00 | \$160.00 | \$125.00 | \$170.00 | \$130.00 | \$160.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | FEES | \$880.00 | \$1,280.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | SUBTOTAL | \$2,160.00 | | | | | | | | | | |

**PHASE 1 DESIGN SCOPE
Pre-design Through SD1**

**City of Vancouver
Operations Center**

**EXHIBIT C.2
PCS STRUCTURAL SOLUTIONS**

| TASK 7 - COMMUNITY OUTREACH | | | | | | | | | | | | |
|-----------------------------|---------------------------------------|---------------|----------|----------|----------|----------|----------|----------|--------|--------|--------|--------|
| 7A | Technical Advisory Group - Assistance | | | | | | | | | | | |
| 7B | Preparation of Outreach Materials | | | | | | | | | | | |
| | Travel Time Budget | | | | | | | | | | | |
| | HOURS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | HOURLY RATE | \$220.00 | \$160.00 | \$160.00 | \$125.00 | \$170.00 | \$130.00 | \$160.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | FEES | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | SUBTOTAL | \$0.00 | | | | | | | | | | |

| TASK 8 - GC/CM ASSISTANCE | | | | | | | | | | | | |
|---------------------------|--------------------------|---------------|----------|----------|----------|----------|----------|----------|--------|--------|--------|--------|
| 8A | GC/CM Process Assistance | | | | | | | | | | | |
| | Travel Time Budget | | | | | | | | | | | |
| | HOURS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | HOURLY RATE | \$220.00 | \$160.00 | \$160.00 | \$125.00 | \$170.00 | \$130.00 | \$160.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | FEES | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | SUBTOTAL | \$0.00 | | | | | | | | | | |

| TASK 9 - PREDESIGN REPORT, PRESENTATIONS & OTHER TASKS | | | | | | | | | | | | |
|--|--|---------------|----------|----------|----------|----------|----------|----------|--------|--------|--------|--------|
| 9A | Draft Pre-design Report / Presentation | 0 | 0 | | | | | | | | | |
| 9B | Final Pre-design Report / Presentation | | | | | | | | | | | |
| | Travel Time Budget | | | | | | | | | | | |
| | HOURS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | HOURLY RATE | \$220.00 | \$160.00 | \$160.00 | \$125.00 | \$170.00 | \$130.00 | \$160.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | FEES | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | SUBTOTAL | \$0.00 | | | | | | | | | | |

| | | | | | | | | | | | | |
|---|--------------------|--|--|--|--|--|--|--|--|--|--|--|
| SUBTOTAL PER TEAM MEMBER - ALL TASKS | \$31,680.00 | | | | | | | | | | | |
| REIMBURSABLE EXPENSE BUDGETS | \$0.00 | | | | | | | | | | | |
| TOTAL PHASE 1A - PREDESIGN | \$31,680.00 | | | | | | | | | | | |

PHASE 1B - SCHEMATIC DESIGN 1 (SD1)

| TASK 1 - PROJECT ADMINISTRATION | | | | | | | | | | | | |
|---------------------------------|---|---------------|----------|----------|----------|----------|----------|----------|--------|--------|--------|--------|
| 1A | General Project Management: | | | | | | | | | | | |
| 1B | Data Gathering - Research - Project Library | | | | | | | | | | | |
| 1C | Project Delivery Plan - Draft and Updates | | | | | | | | | | | |
| | Travel Time Budget | | | | | | | | | | | |
| | HOURS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | HOURLY RATE | \$230.00 | \$170.00 | \$170.00 | \$135.00 | \$180.00 | \$140.00 | \$170.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | FEES | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | SUBTOTAL | \$0.00 | | | | | | | | | | |

| TASK 2 - SCHEMATIC 1 BUILDING DESIGN | | | | | | | | | | | | |
|--------------------------------------|----------------------------|--------------------|-------------|------------|----------|------------|-------------|----------|--------|--------|--------|--------|
| 2A | SD1 Building Design | 80 | 200 | 40 | | 8 | 120 | | | | | |
| 2B | Updated Program Document | | | | | | | | | | | |
| 2C | Basis of Design Narratives | 4 | 24 | | | | | | | | | |
| 2D | Updated Equipment List | | | | | | | | | | | |
| 2E | Updated Office Standards | | | | | | | | | | | |
| 2F | Renderings and Graphics | | | | | | | | | | | |
| 2G | Design review Meetings | 16 | 24 | | | | 8 | | | | | |
| | Travel Time Budget | | | | | | | | | | | |
| | HOURS | 100 | 248 | 40 | 0 | 8 | 128 | 0 | 0 | 0 | 0 | 0 |
| | HOURLY RATE | \$230.00 | \$170.00 | \$170.00 | \$135.00 | \$180.00 | \$140.00 | \$170.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | FEES | \$23,000.00 | \$42,160.00 | \$6,800.00 | \$0.00 | \$1,440.00 | \$17,920.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | SUBTOTAL | \$91,320.00 | | | | | | | | | | |

| TASK 3 - SCHEMATIC 1 SITE DESIGN | | | | | | | | | | | | |
|----------------------------------|--------------------------------|---------------|----------|----------|----------|----------|----------|----------|--------|--------|--------|--------|
| 3A | SD1 Architectural Site Design | | | | | | | | | | | |
| 3B | SD1 Civil and Landscape Design | | | | | | | | | | | |
| 3C | Site Systems Basis of Design | | | | | | | | | | | |
| 3D | Design Review Meetings | | | | | | | | | | | |
| | Travel Time Budget | | | | | | | | | | | |
| | HOURS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | HOURLY RATE | \$230.00 | \$170.00 | \$170.00 | \$135.00 | \$180.00 | \$140.00 | \$170.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | FEES | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | SUBTOTAL | \$0.00 | | | | | | | | | | |

| TASK 4 - SUSTAINABILITY | | | | | | | | | | | | |
|-------------------------|--|---|---|---|---|---|---|---|---|---|---|---|
| 4A | Benchmarking Scorecard | | | | | | | | | | | |
| 4B | Updated Energy Study (Incl Daylighting, PV,) | | | | | | | | | | | |
| 4C | Sustainability Report | | | | | | | | | | | |
| 4D | Updated Carbon Analysis | 2 | 4 | | | | 4 | 4 | | | | |
| | Travel Time Budget | | | | | | | | | | | |
| | HOURS | 2 | 4 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 |

PHASE 1 DESIGN SCOPE
Pre-design Through SD1

City of Vancouver
Operations Center

EXHIBIT C.2
PCS STRUCTURAL SOLUTIONS

| | | | | | | | | | | | |
|-----------------|-------------------|----------|----------|----------|----------|----------|----------|--------|--------|--------|--------|
| HOURLY RATE | \$230.00 | \$170.00 | \$170.00 | \$135.00 | \$180.00 | \$140.00 | \$170.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| FEES | \$460.00 | \$680.00 | \$0.00 | \$0.00 | \$0.00 | \$560.00 | \$680.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| SUBTOTAL | \$2,380.00 | | | | | | | | | | |

TASK 5 - REGULATORY

| | | | | | | | | | | | |
|----|--|-------------------|----------|----------|----------|----------|----------|----------|--------|--------|--------|
| 5A | Pre-Application Process | | | | | | | | | | |
| 5B | SEPA Checklist - Landuse Submittal Documents | | | | | | | | | | |
| 5C | Building Code Analysis | 4 | 4 | | | | | | | | |
| | Travel Time Budget | | | | | | | | | | |
| | HOURS | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | HOURLY RATE | \$230.00 | \$170.00 | \$170.00 | \$135.00 | \$180.00 | \$140.00 | \$170.00 | \$0.00 | \$0.00 | \$0.00 |
| | FEES | \$920.00 | \$680.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | SUBTOTAL | \$1,600.00 | | | | | | | | | |

TASK 6 - COST AND BUDGET MANAGEMENT

| | | | | | | | | | | | |
|----|--|-------------------|------------|----------|----------|----------|----------|----------|--------|--------|--------|
| 6A | Target Value Design Analysis | 8 | 8 | | | | | | | | |
| 6B | Updated Comprehensive Project Estimate | | | | | | | | | | |
| 6C | Project Budget Confirmation Process | | | | | | | | | | |
| | Travel Time Budget | | | | | | | | | | |
| | HOURS | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | HOURLY RATE | \$230.00 | \$170.00 | \$170.00 | \$135.00 | \$180.00 | \$140.00 | \$170.00 | \$0.00 | \$0.00 | \$0.00 |
| | FEES | \$1,840.00 | \$1,360.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | SUBTOTAL | \$3,200.00 | | | | | | | | | |

TASK 7 - COMMUNITY OUTREACH

| | | | | | | | | | | | |
|----|---------------------------------------|---------------|----------|----------|----------|----------|----------|----------|--------|--------|--------|
| 7A | Technical Advisory Group - Assistance | | | | | | | | | | |
| 7B | Preparation of Outreach Materials | | | | | | | | | | |
| | Travel Time Budget | | | | | | | | | | |
| | HOURS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | HOURLY RATE | \$230.00 | \$170.00 | \$170.00 | \$135.00 | \$180.00 | \$140.00 | \$170.00 | \$0.00 | \$0.00 | \$0.00 |
| | FEES | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | SUBTOTAL | \$0.00 | | | | | | | | | |

TASK 8 - GC/CM ASSISTANCE

| | | | | | | | | | | | |
|----|------------------------------------|---------------|----------|----------|----------|----------|----------|----------|--------|--------|--------|
| 8A | PRC Process Assistance | | | | | | | | | | |
| 8B | GC/CM Selection Process Assistance | | | | | | | | | | |
| | Travel Time Budget | | | | | | | | | | |
| | HOURS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | HOURLY RATE | \$230.00 | \$170.00 | \$170.00 | \$135.00 | \$180.00 | \$140.00 | \$170.00 | \$0.00 | \$0.00 | \$0.00 |
| | FEES | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | SUBTOTAL | \$0.00 | | | | | | | | | |

TASK 9 - SD1 FINAL DELIVERABLES

| | | | | | | | | | | | |
|----|--|---------------|----------|----------|----------|----------|----------|----------|--------|--------|--------|
| 9A | SD1 Deliverables Report Package | | | | | | | | | | |
| 9B | SD1 - Presentation - Transition to Phase 2 Scope | | | | | | | | | | |
| | Travel Time | | | | | | | | | | |
| | HOURS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | HOURLY RATE | \$230.00 | \$170.00 | \$170.00 | \$135.00 | \$180.00 | \$140.00 | \$170.00 | \$0.00 | \$0.00 | \$0.00 |
| | FEES | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | SUBTOTAL | \$0.00 | | | | | | | | | |

| | | | | | | | | | | | |
|---|--------------------|--|--|--|--|--|--|--|--|--|--|
| SUBTOTAL PER TEAM MEMBER - ALL TASKS | \$98,500.00 | | | | | | | | | | |
| REIMBURSABLE EXPENSE BUDGETS | \$0.00 | | | | | | | | | | |
| TOTAL PHASE 1B - SCHEMATIC DESIGN 1 | \$98,500.00 | | | | | | | | | | |



100 SW Main Street, Suite 1600
Portland, OR 97204
TEL 503.382.2266
FAX 503.382.2262
www.interfaceengineering.com

Exhibit C.3

CHICAGO
HONOLULU
LOS ANGELES
PORTLAND
SAN FRANCISCO
SEATTLE
WASHINGTON, DC

July 20, 2022

Randy Cook
TCF Architecture
902 N Second
Tacoma, WA 98403

Re: City of Vancouver New Operations Center Phase 1 Predesign & SD1
Professional Services Proposal

Dear Randy:

Thank you for the opportunity to provide you with our proposal for the referenced project. Your project is important to us and we have made an effort to address detailed scopes for all disciplines.

PROJECT DESCRIPTION

Project Owner

City of Vancouver

Project Location

Vancouver, Washington

Building/Project Description

Buildings to include new office, warehouse, shops, fleet services, fuel station and wash bays.

PROJECT SCHEDULE

October 2022 to April 2023

ENGINEERING SERVICES DESCRIPTION

Our scope of services is listed below for the following disciplines: mechanical, electrical, plumbing, fire sprinkler, fire alarm, data telecom, technical security, and A/V systems.

PHASE 1A - PREDESIGN

1 – PROJECT ADMINISTRATION

1B – Data Gathering and Project Library

.02 - Gathering and Review of City-Provided Documentation

- Review of City-provided documents for familiarity and for use of such documents in the development of the Phase 1 work.

1C – Project Delivery Plan

- Prepare a preliminary draft Project Delivery Plan based on known information at the outset of the Project including the City’s existing Project Charter document.

Mechanical and Electrical Engineering
Building Technologies
Commissioning
Energy Consulting
Fire/Life Safety
Lighting Design
Sustainable Design



- Attend a video-conference call meeting with the City's Advisory Committee to review the draft Project Delivery Plan.
- Update the Draft Project Delivery Plan with City edits and comments.

2 – PROGRAMMING AND DESIGN CRITERIA

2A – Facility Tours

.01 - Tour Existing City Operations Facilities

- Participate in a tour of the existing Operations facilities.
- Prepare tour notes and photos.

.02 - Tour Other MOA Facilities

- Participate in tours of Mason County PUD and Pierce County Maintenance facility.
- Prepare tour notes and photos.

2B – Pre-Workshop Preparation

Conduct research and interactive activities with key City Stakeholders via remote communication prior to the facilitation of in-person workshops and meetings for the purposes of building baseline documentation and guiding the City's Stakeholders in their own efforts to prepare for the in-person meetings.

.02 - Fleet Maintenance Program

- Participate in a videoconference with the City's Equipment Services key staff to review the overall fleet maintenance program, program information developed in the previous master plan, and discuss the City's vision and goals for the future
- Documentation from this task will be used in the subsequent in-person programming workshops with the Equipment Services Program Team.

.03 - Fuel Systems Management

- Participate in a videoconference with the City's Equipment Services key staff to review the City's current approach to fleet fueling and the overall management of fuel systems.
- Prepare a preliminary analysis to address current and future considerations and implications of various fuel types and systems relative to operational resilience, sustainability, and cost.

2C – Programming Workshops

Participate in an in-person programming and design criteria sessions with the City's internal Stakeholder Teams and identify preliminary design criteria for building systems for each functional space or area.

- The sessions will take place over several days and will be scheduled and organized in blocks of 2-3 hours each, to be attended by members of the Design Team and the City's Stakeholder Teams as identified in the City Stakeholder Teams Roster. (Exhibit A.01)
- Other videoconference calls may be conducted prior to and following the in-person meetings.



- Notes from each meeting or videoconference will be recorded and organized in Smartsheet by topics.

.01 - Shared Functions Teams In-Person Workshops

Conduct in-person workshop sessions with City's Shared Functions stakeholder teams as identified in the City Stakeholder Teams Roster.

.02 – Departmental Teams In-Person Workshops

Conduct in-person workshop sessions with each of the City's Departmental Stakeholder Teams as identified in the City Stakeholder Teams Roster.

2E - Design Criteria

The Contractor shall prepare a Draft Programmatic Design Criteria document for City review. Following review by the City, a final Programmatic Design Criteria document will be prepared.

.02 – Preliminary Owners Performance Requirements (OPR's)

Participate in meetings with the City's OPR Team to review specific site and building systems for performance requirements and standards, identifying initial OPR criteria and metrics for all site and building systems, organized as follows:

Volume 2 - HVAC, Plumbing, Electrical and Specialty Systems

- Building heating, cooling and ventilating systems, controls and equipment, including performance requirements for environmental comfort, humidity control, hours of operation, etc.
- Building plumbing and wet systems.
- Building electrical systems (general power, lighting, emergency power, etc.).
- Data-Communications and Audio-visual Systems
- Security systems
- Fire Protection Systems
- Updated Preliminary Equipment List.
- Preliminary Energy Analysis Report setting preliminary Energy Use Intensity (EUI) Goal and proposing potential strategies to achieve goals.

Volume 3 – Site Systems

- Wet Utility Systems (Domestic water, fire flow water, sanitary sewer).
- Dry Utility Systems (electrical power distribution, site lighting, data-communications distribution).

TASK 3 – SITE INVESTIGATIONS & REGULATORY ANALYSIS

3E – Utilities

.01 - Water:

- Estimate water and fire flowrates required based on building size and use.



.02 - Sewer:

- Estimate sewer pipe sizes and flows per building.

.03 - Electrical:

- Investigate and research existing and future planned electrical distribution and power grid capacity with Clark Public Utilities.

.04 - Natural gas:

- Investigate availability of gas service pipe size and pressure.

.05 - Communications/Data:

- Investigate service provider options.

3G – Regulatory Research and Process

.02 – Building Code Review and Research

- Prepare initial building code review summarizing mechanical, electrical, fire protection, and plumbing code information for each structure. (Note: these code items are key elements in driving initial predesign phase decisions regarding building design).
- Discuss and confirm City's desired upgrades to seismic Risk Level.

TASK 4 – SUSTAINABILITY

4A – Sustainability Goals and Benchmarking Approach

.01 – Sustainability Goals Development

- Participate in a meeting with the City's Sustainability Stakeholder Team to review and discuss the City's initial sustainability goals, policies for green building, carbon neutrality, energy and water conservation, and other sustainable outcomes.
- This initial process will utilize the AIA's Committee on the Environment (COTE) 10-point Framework for Design Excellence categories: Design for Integration, Design for Community, Design for Ecology, Design for Water, Design for Economy, Design for Energy, Design for Wellness, Design for Resources, Design for Change, and Design for Discovery.
- Discussions from this meeting will inform other stakeholder and program team discussions.
- Up to two other videoconference meetings with key City staff for follow-up and additional assessment of sustainability information as the planning process progresses.

.02 – Sustainability Certification Approach and Research

- Based on discussions and goal setting with the City's Sustainability Team, assist the City in determining a preferred benchmarking program for the project such as LEED, Green Globes, or other programs.



- Based on the selected program’s assessment and scoring system, prepare a preliminary “scorecard” to identify initial anticipated benchmarking goals for the project.

4B – Sustainability Strategies and Analysis

.01 – Preliminary Energy Analysis

- Initial Energy Use Intensity (EUI) targets for each building.
- Analysis of energy strategies

.02 – Ground Source Heat Exchange Investigations

- Provide a ground test bore to determine the anticipated level of soil conductivity, stable ground temperature, diffusivity, and cost of drilling for a closed loop ground coupled geo-exchange system.
- Provide an energy and cost benefit analysis for a geo-exchange system.

.03 – PV / BESS Analysis

- PV Systems Analysis: Prepare an analysis of photovoltaic (PV) energy production potential for the site including total output potential, first cost, life cycle costs and payback, summary of incentives, and other options and considerations.
- Battery Electric Storage Systems: Prepare an analysis to determine feasibility of a battery system to replace diesel generators.

.04 – Daylighting Analysis

- Provide criteria to explore a range of daylighting strategies for the main office building and operations buildings.

.05 – Carbon Analysis

- Provide TCF with the building operational carbon inputs to be used in the Tally” program.

.06 - Mechanical Systems LCCA

- Perform a Life Cycle Cost Analysis comparing alternative HVAC systems.

.07 – Water Resources Analysis

- Develop alternative strategies for water conservation and reuse.
- Prepare life cycle cost analysis for potential strategies.

TASK 5 – CONCEPTUAL DESIGN

5A – Preliminary Building Layout Alternatives

.01 - Program Assignments to Buildings

- Based on design criteria and information developed during Task 4, provide footprints of MEP systems for an updated preliminary site plan.



- Based on design criteria information developed during Task 4, prepare preliminary MEPFT space requirements to be used in building floor plans to convey design concepts.

.02 - Building Massing Studies

- Collaborate with TCF on alternative building massing studies for each building to take advantage of daylighting, passive solar, active solar and natural ventilation.
- Massing studies will assist in the development of daylighting studies in Task 5 as well as energy studies.

5B – Preliminary Site Layout Alternatives

.01 - Preliminary Site Configuration Alternatives

- Develop alternative approaches to site layouts exploring electrical infrastructure and sustainability strategies.

5C – Conceptual Design Workshops

.01 - Alternatives Review Workshop

- Participate in an in-person workshop to review the conceptual layout alternatives with City staff as determined by the Advisory Committee.
- The workshop is intended to identify a preferred alternative for site configuration and general building footprint configurations.

TASK 6 – COST AND BUDGET MANAGEMENT

6A – Cost Modeling

.02 - Cost Model Review

- Participate in a Design Team workshop to review the preliminary cost model and determine adjustments and updates as needed prior to meeting with the City.
- Participate in a cost model review workshop with the City’s Advisory Team. The Cost Model will allow for initial discussions of major systems and design elements in relationship to total project costs.

.03 - Major Systems Comparative Analysis

- Prepare basic cost-benefit comparisons for major systems including electrical and building envelope systems.
- Note: HVAC life cycle cost analysis is included under Task 4, Sustainability.

6B – Predesign Cost Estimating

.01 – Preferred Concept Predesign Cost Estimate

- Provide MEPFT input on the preferred alternative layout for the site and buildings.

TASK 9 – PREDESIGN REPORT



9A – Draft Predesign Report

Provide a draft Predesign Report in electronic .pdf format collecting and presenting all Predesign documentation. The report package will include:

- A Summary Report providing a comprehensive narrative of the project including goals, conceptual design, and sustainability strategies.

9B – Final Predesign Report

Final report incorporating City’s review comments into a pdf electronic format for final submittal to the City.

PHASE 1B - SCHEMATIC DESIGN 1 (SD1)

1 – PROJECT ADMINISTRATION

1B – Data Gathering and Research

Using the data gathered in the predesign, research MEPFT options to be used in the schematic design.

1B – Project delivery plan

Using the data gathered in the predesign provide an update to the project delivery plan.

2 – SCHEMATIC 1 BUILDING DESIGN

2A – SD1 Building Design

Develop schematic level design for each building on the campus. Level of design will explore:

- MEPFT space needs.

2B – Updated Program Document

- As needed, provide final refinements to the Program if changed criteria assumptions and metrics are discovered.

2C – Building Basis of Design Narratives

Provide detailed narratives for each building system to further define the intended systems, materials, and products to be carried forward into the next design phase, and for updated cost estimating.

- HVAC Systems
- Plumbing Systems
- Electrical Systems
- Fire protection systems
- Low Voltage Systems (Data/Comm, Security, Audio Visual)
- Renewable energy systems

3 – SCHEMATIC 1 SITE DESIGN

3C – Site Basis of Design Narratives

- Provide detailed narratives of all MEPFT site systems which will be carried forward in the next phase of design and for cost estimating.



3D – Design Review Meetings

- Participate in design review meetings with stakeholder to discuss systems being proposed for feedback.

4 – SUSTAINABILITY

4A – Benchmarking scorecard

Develop an energy benchmarking matrix for each of the buildings comparing code buildings to our proposed design buildings and compare to the 2030 challenge goal and net zero energy.

4B – Energy, daylighting, and photovoltaic (PV) studies

- Develop an energy analysis for each of the buildings which estimates the energy consumption of the building including all the proposed energy conservation strategies and renewable systems.
- Develop daylight modeling of select spaces and buildings to help reduce glare and inform placement and type of glass and shading devices.
- Develop a PV analysis which lays out the PV panels and predicts renewable power generation. Coordinate with Clark PUD on the amount of renewable energy produced which would feed the electrical grid in a net metering arrangement. Provide an update to the cost estimator.

4C – Sustainability report

- Develop a sustainability report which includes project sustainability goals, energy/water/air quality strategies proposed and a path to net zero energy and water.

5 – REGULATORY

5C - Building Code Analysis

- Provide a preliminary envelope energy code check to ensure the design is on track to comply with the state energy code.

6 – COST AND BUDGET MANAGEMENT

6A – Target Value Design Analysis

- Compare project goals to system selection and resulting first cost and life cycle costs and refine proposed systems giving the highest value.

6B – Updated Comprehensive Project Cost Estimate

- Provide input to the cost estimate for MEPFT systems.



6C – Project Budget Confirmation

- Provide input to the costs estimate and provide any remaining information needed.

9 – SD 1 FINAL DELIVERABLES

9A – SD1 deliverable report package

- Assemble all final documents to be included in the final report.

FEE

Please refer to the VPOC Phase 1 fee schedule dated 7-20-2022 for labor and reimbursable fees.
If you have any questions, please contact this office.

Sincerely,

A handwritten signature in black ink, appearing to read "Andy Frichtl".

Andy Frichtl, PE, LEED AP
Managing Principal

**PHASE 1 DESIGN SCOPE
Predesign Through SD1**

**City of Vancouver
Operations Center**

**EXHIBIT C.3
INTERFACE ENGINEERING**

| TASK NO. | PROJECT TASKS | INTERFACE ENGINEERS | | | | | | | | | | |
|----------|---------------|--|----------------------|----------------------|--------------------------------|--------------------------------|----------------------|----------------------|-----------------|----------|-------|-------|
| | | MEP/FP/Low Voltage Engineering Sustainable Design | | | | | | | | | | |
| | | Senior Mechanical Principal | Mechanical Principal | Electrical Principal | Mechanical Associate Principal | Electrical Associate Principal | Mechanical Associate | Electrical Associate | Senior Engineer | Engineer | Revit | Admin |

PHASE 1A - PREDESIGN

TASK 1 - PROJECT ADMINISTRATION

| | | | | | | | | | | | | |
|----|---|--------------------|------------|------------|------------|------------|----------|----------|----------|----------|----------|----------|
| 1A | General Project Management: | | | | | | | | | | | |
| 1B | Data Gathering - Research - Project Library | 12 | 16 | 16 | 4 | 4 | 2 | 2 | | | | |
| 1C | Project Delivery Plan - Draft and Updates | 6 | 1 | 6 | 1 | 1 | 1 | 1 | | | | |
| | Travel Time Budget | | | | | | | | | | | |
| | HOURS | 18 | 17 | 22 | 5 | 5 | 3 | 3 | 0 | 0 | 0 | 0 |
| | HOURLY RATE | \$250.00 | \$230.00 | \$230.00 | \$210.00 | \$210.00 | \$190.00 | \$190.00 | \$170.00 | \$150.00 | \$120.00 | \$100.00 |
| | FEES | \$4,500.00 | \$3,910.00 | \$5,060.00 | \$1,050.00 | \$1,050.00 | \$570.00 | \$570.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | SUBTOTAL | \$16,710.00 | | | | | | | | | | |

TASK 2 - PROGRAMMING

| | | | | | | | | | | | | |
|----|----------------------------------|--------------------|----------|-----------|----------|--------|----------|--------|----------|--------|--------|--------|
| 2A | Facility Tours | 10 | | 10 | | | | | | | | |
| 2B | Pre-Workshop Preparation | 6 | 2 | 6 | | | | | | | | |
| 2C | Program Workshops and Follow-ups | 16 | 16 | 16 | 16 | | 16 | | 16 | | | |
| 2D | Space Program | | | | | | | | | | | |
| 2E | Design Criteria | 8 | 12 | 12 | 6 | | 6 | | 12 | | | |
| | Travel Time Budget | 8 | 2 | 8 | 2 | | 2 | | 2 | | | |
| | HOURS | 48 | 32 | 52 | 24 | 0 | 24 | 0 | 30 | 0 | 0 | 0 |
| | HOURLY RATE | \$ 250 | \$ 230 | \$ 230 | \$ 210 | \$ 210 | \$ 190 | \$ 190 | \$ 170 | \$ 150 | \$ 120 | \$ 100 |
| | FEES | \$ 12,000 | \$ 7,360 | \$ 11,960 | \$ 5,040 | \$ - | \$ 4,560 | \$ - | \$ 5,100 | \$ - | \$ - | \$ - |
| | SUBTOTAL | \$46,020.00 | | | | | | | | | | |

TASK 3 - SITE INVESTIGATIONS AND REGULATORY PROCESS

| | | | | | | | | | | | | |
|-------|--|-------------------|----------|------------|------------|----------|----------|----------|----------|----------|----------|----------|
| 3A | Survey Coordination with City | | | | | | | | | | | |
| 3B | Traffic Engineering | | | | | | | | | | | |
| 3C | Geotechnical - Field Investigations and Report | | | | | | | | | | | |
| 3D | Environmental - Phase 1 | | | | | | | | | | | |
| 3E | Utilities Investigations - Research | | | | | | | | | | | |
| 3E.01 | Water | 1 | | | 6 | | | | | | | |
| 3E.02 | Sewer | | | | | | | | | | | |
| 3E.03 | Electrical | | | 6 | | | | | | | | |
| 3E.04 | Natural Gas | | | | 4 | | | | | | | |
| 3E.05 | Data/Comm | | | 6 | | | | | | | | |
| 3F | Storm Water Management - Investigations & Research | | | | | | | | | | | |
| 3G | Regulatory Research and Process | 1 | 2 | 2 | 1 | | 1 | | | | | |
| | Travel Time Budget | | | | | | | | | | | |
| | HOURS | 2 | 2 | 14 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| | HOURLY RATE | \$250.00 | \$230.00 | \$230.00 | \$210.00 | \$210.00 | \$190.00 | \$190.00 | \$170.00 | \$150.00 | \$120.00 | \$100.00 |
| | FEES | \$500.00 | \$460.00 | \$3,220.00 | \$2,310.00 | \$0.00 | \$190.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | SUBTOTAL | \$6,680.00 | | | | | | | | | | |

TASK 4 - SUSTAINABILITY

| | | | | | | | | | | | | |
|-------|---|-----------------|----------|---------|-------|-------|-------|-------|-------|-------|-------|-------|
| 4A | Sustainability Goals and Benchmarking Approach | 6 | | 6 | | | | | | | | |
| 4B | Sustainability Strategies and Analysis | | | | | | | | | | | |
| 4B.01 | Preliminary Energy Analysis Study | 12 | 38 | 6 | | | | | | | | |
| 4B.02 | Ground Source Heat Exchange Investigations/Analysis | 40 | | | | | | | | | | |
| 4B.03 | PV/BESS Analysis | | | 24 | | | | | | | | |
| 4B.04 | Daylighting Analysis/criteria | 4 | 20 | 2 | | | | | | | | |
| 4B.05 | Carbon Analysis | 2 | | | | | | | | | | |
| 4B.06 | HVAC Systems LCCA | 6 | 40 | 2 | | | | | | | | |
| 4B.07 | Water Resources | 6 | 6 | | | | | | | | | |
| | Travel Time Budget | | | | | | | | | | | |
| | HOURS | 76 | 104 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | HOURLY RATE | \$250 | \$230 | \$230 | \$210 | \$210 | \$190 | \$190 | \$170 | \$150 | \$120 | \$100 |
| | FEES | \$19,000 | \$23,920 | \$9,200 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | SUBTOTAL | \$52,120 | | | | | | | | | | |

TASK 5 - CONCEPTUAL DESIGN

| | | | | | | | | | | | | |
|----|------------------------------|---|---|---|---|---|---|---|---|--|--|--|
| 5A | Preliminary Building Layouts | 4 | 8 | 6 | 2 | 2 | 2 | 2 | | | | |
| 5B | Preliminary Site Layouts | 2 | 2 | 4 | | | 4 | | 2 | | | |

**PHASE 1 DESIGN SCOPE
Pre-design Through SD1**

**City of Vancouver
Operations Center**

**EXHIBIT C.3
INTERFACE ENGINEERING**

| | | | | | | | | | | | | |
|----|---|--------------------|------------|------------|----------|----------|------------|----------|----------|----------|----------|----------|
| 5C | Site & Bldg Alternatives Workshop and Follow-up | 6 | 6 | 6 | | | | | | | | |
| | Travel Time Budget | 2 | 2 | 2 | | | | | | | | |
| | HOURS | 14 | 18 | 18 | 2 | 2 | 6 | 2 | 2 | 0 | 0 | 0 |
| | HOURLY RATE | \$250.00 | \$230.00 | \$230.00 | \$210.00 | \$210.00 | \$190.00 | \$190.00 | \$170.00 | \$150.00 | \$120.00 | \$100.00 |
| | FEES | \$3,500.00 | \$4,140.00 | \$4,140.00 | \$420.00 | \$420.00 | \$1,140.00 | \$380.00 | \$340.00 | \$0.00 | \$0.00 | \$0.00 |
| | SUBTOTAL | \$14,480.00 | | | | | | | | | | |

TASK 6 - COST AND BUDGET MANAGEMENT

| | | | | | | | | | | | | |
|-------|---|--------------------|------------|------------|------------|----------|------------|----------|------------|----------|----------|----------|
| 6A | Cost Modeling and Target Value Design Process | | | | | | | | | | | |
| 6A.01 | Cost Model Structure and Prelim Modeling | 4 | 2 | 4 | 2 | | 2 | | 2 | | | |
| 6A.02 | Cost Model Review Workshop | 2 | 2 | 2 | 2 | | 2 | | 2 | | | |
| 6A.03 | Comparative Estimating for Major Systems | 12 | 2 | 6 | 2 | | 2 | | 2 | | | |
| 6B | Pre-design Estimating | 2 | 2 | 2 | | | | | | | | |
| 6C | Project Budget Development Process | | | | | | | | | | | |
| | Travel Time Budget | | | | | | | | | | | |
| | HOURS | 20 | 8 | 14 | 6 | 0 | 6 | 0 | 6 | 0 | 0 | 0 |
| | HOURLY RATE | \$250.00 | \$230.00 | \$230.00 | \$210.00 | \$210.00 | \$190.00 | \$190.00 | \$170.00 | \$150.00 | \$120.00 | \$100.00 |
| | FEES | \$5,000.00 | \$1,840.00 | \$3,220.00 | \$1,260.00 | \$0.00 | \$1,140.00 | \$0.00 | \$1,020.00 | \$0.00 | \$0.00 | \$0.00 |
| | SUBTOTAL | \$13,480.00 | | | | | | | | | | |

**PHASE 1 DESIGN SCOPE
Pre-design Through SD1**

**City of Vancouver
Operations Center**

**EXHIBIT C.3
INTERFACE ENGINEERING**

| TASK 7 - COMMUNITY OUTREACH | | | | | | | | | | | | |
|---|--|---------------------|------------|------------|----------|----------|----------|----------|----------|----------|----------|----------|
| 7A | Technical Advisory Group - Assistance | | | | | | | | | | | |
| 7B | Preparation of Outreach Materials | | | | | | | | | | | |
| | Travel Time Budget | | | | | | | | | | | |
| | HOURS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | HOURLY RATE | \$250.00 | \$230.00 | \$230.00 | \$210.00 | \$210.00 | \$190.00 | \$190.00 | \$170.00 | \$150.00 | \$120.00 | \$100.00 |
| | FEES | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | SUBTOTAL | \$0.00 | | | | | | | | | | |
| TASK 8 - GC/CM ASSISTANCE | | | | | | | | | | | | |
| 8A | GC/CM Process Assistance | | | | | | | | | | | |
| | Travel Time Budget | | | | | | | | | | | |
| | HOURS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | HOURLY RATE | \$250.00 | \$230.00 | \$230.00 | \$210.00 | \$210.00 | \$190.00 | \$190.00 | \$170.00 | \$150.00 | \$120.00 | \$100.00 |
| | FEES | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | SUBTOTAL | \$0.00 | | | | | | | | | | |
| TASK 9 - PREDESIGN REPORT, PRESENTATIONS & OTHER TASKS | | | | | | | | | | | | |
| 9A | Draft Pre-design Report / Presentation | 4 | 3 | 2 | 1 | | | | 1 | | 1 | 2 |
| 9B | Final Pre-design Report / Presentation | 1 | 1 | 1 | 1 | | 1 | | 0 | | 1 | 1 |
| | Travel Time | 2 | 2 | 2 | 2 | | | | | | | |
| | HOURS | 7 | 6 | 5 | 4 | 0 | 1 | 0 | 1 | 0 | 2 | 3 |
| | HOURLY RATE | \$250.00 | \$230.00 | \$230.00 | \$210.00 | \$210.00 | \$190.00 | \$190.00 | \$170.00 | \$150.00 | \$120.00 | \$100.00 |
| | FEES | \$1,800.00 | \$1,320.00 | \$1,220.00 | \$780.00 | \$0.00 | \$190.00 | \$0.00 | \$250.00 | \$0.00 | \$220.00 | \$260.00 |
| | SUBTOTAL | \$6,040.00 | | | | | | | | | | |
| SUBTOTAL PER TEAM MEMBER - ALL TASKS | | \$155,530.00 | | | | | | | | | | |
| REIMBURSABLE EXPENSE BUDGETS | | \$53,000.00 | | | | | | | | | | |
| TOTAL PHASE 1A - PREDESIGN | | \$208,530.00 | | | | | | | | | | |

| PHASE 1B - SCHEMATIC DESIGN 1 (SD1) | | | | | | | | | | | | |
|---|--|--------------------|------------|------------|------------|------------|----------|----------|----------|----------|----------|----------|
| TASK 1 - PROJECT ADMINISTRATION | | | | | | | | | | | | |
| 1A | General Project Management: | | | | | | | | | | | |
| 1B | Data Gathering - Research - Project Library | 12 | 8 | 8 | 4 | 4 | 2 | 2 | | | | |
| 1C | Project Delivery Plan - Draft and Updates | 6 | 1 | 6 | 1 | 1 | 1 | 1 | | | | |
| | Travel Time Budget | | | | | | | | | | | |
| | HOURS | 18 | 9 | 14 | 5 | 5 | 3 | 3 | 0 | 0 | 0 | 0 |
| | HOURLY RATE | \$260.00 | \$240.00 | \$240.00 | \$220.00 | \$220.00 | \$200.00 | \$200.00 | \$180.00 | \$156.00 | \$125.00 | \$104.00 |
| | FEES | \$4,680.00 | \$2,160.00 | \$3,360.00 | \$1,100.00 | \$1,100.00 | \$600.00 | \$600.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | SUBTOTAL | \$13,600.00 | | | | | | | | | | |
| TASK 2 - SCHEMATIC 1 BUILDING DESIGN | | | | | | | | | | | | |
| 2A | SD1 Building Design | 12 | 16 | 16 | 4 | 6 | 2 | 2 | | | 4 | |
| 2B | Updated Program Document | 2 | 2 | 2 | | | | | | | | |
| 2C | Basis of Design Narratives | 50 | 90 | 75 | 50 | 40 | 30 | 32 | | | | 50 |
| 2D | Updated Equipment List | | | | | | | | | | | |
| 2E | Updated Office Standards | | | | | | | | | | | |
| 2F | Renderings and Graphics | | | | | | | | | | | |
| 2G | Design review Meetings | 30 | 30 | 30 | 21 | 21 | 21.5 | 21.3 | | | | |
| | Travel Time Budget | 4 | 4 | 4 | 4 | 4 | 4 | 4 | | | | |
| | HOURS | 98 | 142 | 127 | 79 | 71 | 58 | 59 | 0 | 0 | 4 | 50 |
| | HOURLY RATE | \$260 | \$240 | \$240 | \$220 | \$220 | \$200 | \$200 | \$180 | \$156 | \$125 | \$104 |
| | FEES | \$25,480 | \$34,080 | \$30,480 | \$17,380 | \$15,620 | \$11,500 | \$11,860 | \$0 | \$0 | \$500 | \$5,200 |
| | SUBTOTAL | \$152,100 | | | | | | | | | | |
| TASK 3 - SCHEMATIC 1 SITE DESIGN | | | | | | | | | | | | |
| 3A | SD1 Architectural Site Design | | | | | | | | | | | |
| 3B | SD1 Civil and Landscape Design | | | | | | | | | | | |
| 3C | Site Systems Basis of Design | 10 | 14 | 12 | 8 | 4 | 8 | 4 | | | 4 | 6 |
| 3D | Design Review Meetings | 12 | 12 | 12 | 4 | 4 | 4 | 4 | | | | |
| | Travel Time Budget | 4 | 4 | 4 | | | | | | | | |
| | HOURS | 26 | 30 | 28 | 12 | 8 | 12 | 8 | 0 | 0 | 4 | 6 |
| | HOURLY RATE | \$260 | \$240 | \$240 | \$220 | \$220 | \$200 | \$200 | \$180 | \$156 | \$125 | \$104 |
| | FEES | \$6,760 | \$7,200 | \$6,720 | \$2,640 | \$1,760 | \$2,400 | \$1,600 | \$0 | \$0 | \$496 | \$624 |
| | SUBTOTAL | \$30,200 | | | | | | | | | | |
| TASK 4 - SUSTAINABILITY | | | | | | | | | | | | |
| 4A | Benchmarking Scorecard | 8 | 10 | 4 | | | | | | | | |
| 4B | Updated Energy Study (Incl Daylighting, PV,) | 36 | 80 | 8 | | | | | | | | |
| 4C | Sustainability Report | 20 | 32 | 4 | | | | | | | | 12 |
| 4D | Updated Carbon Analysis | 2 | 2 | | | | | | | | | |
| | Travel Time Budget | 2 | 2 | | | | | | | | | |
| | HOURS | 68 | 126 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |

**PHASE 1 DESIGN SCOPE
Pre-design Through SD1**

**City of Vancouver
Operations Center**

**EXHIBIT C.3
INTERFACE ENGINEERING**

| | | | | | | | | | | | | |
|---|--|---------------------|------------|------------|------------|------------|------------|------------|----------|------------|----------|----------|
| | HOURLY RATE | \$260 | \$240 | \$240 | \$220 | \$220 | \$200 | \$200 | \$180 | \$156 | \$125 | \$104 |
| | FEES | \$17,680 | \$30,240 | \$3,840 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,248 |
| | SUBTOTAL | \$53,008 | | | | | | | | | | |
| TASK 5 - REGULATORY | | | | | | | | | | | | |
| 5A | Pre-Application Process | | | | | | | | | | | |
| 5B | SEPA Checklist - Landuse Submittal Documents | | | | | | | | | | | |
| 5C | Building Code Analysis | 2 | 20 | 8 | 4 | | | | | 24 | | |
| | Travel Time Budget | | | | | | | | | | | |
| | HOURS | 2 | 20 | 8 | 4 | 0 | 0 | 0 | 0 | 24 | 0 | 0 |
| | HOURLY RATE | \$260.00 | \$240.00 | \$240.00 | \$220.00 | \$220.00 | \$200.00 | \$200.00 | \$180.00 | \$156.00 | \$125.00 | \$104.00 |
| | FEES | \$520.00 | \$4,800.00 | \$1,920.00 | \$880.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$3,744.00 | \$0.00 | \$0.00 |
| | SUBTOTAL | \$11,864.00 | | | | | | | | | | |
| TASK 6 - COST AND BUDGET MANAGEMENT | | | | | | | | | | | | |
| 6A | Target Value Design Analysis | 24 | 20 | 20 | 6 | 6 | 4 | 4 | | | | |
| 6B | Updated Comprehensive Project Estimate | 4 | 2 | 2 | 1 | 1 | 1 | 1 | | | | |
| 6C | Project Budget Confirmation Process | 1 | 1 | 1 | | | | | | | | |
| | Travel Time Budget | | | | | | | | | | | |
| | HOURS | 29 | 23 | 23 | 7 | 7 | 5 | 5 | 0 | 0 | 0 | 0 |
| | HOURLY RATE | \$260.00 | \$240.00 | \$240.00 | \$220.00 | \$220.00 | \$200.00 | \$200.00 | \$180.00 | \$156.00 | \$125.00 | \$104.00 |
| | FEES | \$7,540.00 | \$5,520.00 | \$5,520.00 | \$1,540.00 | \$1,540.00 | \$1,000.00 | \$1,000.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | SUBTOTAL | \$23,660.00 | | | | | | | | | | |
| TASK 7 - COMMUNITY OUTREACH | | | | | | | | | | | | |
| 7A | Technincal Advisory Group - Assistance | | | | | | | | | | | |
| 7B | Preparation of Outreach Materials | | | | | | | | | | | |
| | Travel Time Budget | | | | | | | | | | | |
| | HOURS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | HOURLY RATE | \$260.00 | \$240.00 | \$240.00 | \$220.00 | \$220.00 | \$200.00 | \$200.00 | \$180.00 | \$156.00 | \$125.00 | \$104.00 |
| | FEES | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | SUBTOTAL | \$0.00 | | | | | | | | | | |
| TASK 8 - GC/CM ASSISTANCE | | | | | | | | | | | | |
| 8A | PRC Process Assistance | | | | | | | | | | | |
| 8B | GC/CM Selection Process Assistance | | | | | | | | | | | |
| | Travel Time Budget | | | | | | | | | | | |
| | HOURS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | HOURLY RATE | \$260.00 | \$240.00 | \$240.00 | \$220.00 | \$220.00 | \$200.00 | \$200.00 | \$180.00 | \$156.00 | \$125.00 | \$104.00 |
| | FEES | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| | SUBTOTAL | \$0.00 | | | | | | | | | | |
| TASK 9 - SD1 FINAL DELIVERABLES | | | | | | | | | | | | |
| 9A | SD1 Deliverables Report Package | 1 | 3 | 3 | 2 | 2 | 2 | 2 | 1 | | 1 | 3 |
| 9B | SD1 - Presentation - Transition to Phase 2 Scope | 2 | 3 | 3 | | | | | | | | 0 |
| | Travel Time | 2 | 2 | 2 | | | | | | | | |
| | HOURS | 5 | 8 | 8 | 2 | 2 | 2 | 2 | 1 | 0 | 1 | 3 |
| | HOURLY RATE | \$260.00 | \$240.00 | \$240.00 | \$220.00 | \$220.00 | \$200.00 | \$200.00 | \$180.00 | \$156.00 | \$125.00 | \$104.00 |
| | FEES | \$1,300.00 | \$1,920.00 | \$1,920.00 | \$440.00 | \$440.00 | \$400.00 | \$400.00 | \$180.00 | \$0.00 | \$125.00 | \$354.64 |
| | SUBTOTAL | \$7,480 | | | | | | | | | | |
| SUBTOTAL PER TEAM MEMBER - ALL TASKS | | \$291,912 | | | | | | | | | | |
| REIMBURSABLE EXPENSE BUDGETS | | \$3,000.00 | | | | | | | | | | |
| TOTAL PHASE 1B - SCHEMATIC DESIGN 1 | | \$294,911.89 | | | | | | | | | | |



Interface Engineering
100 SW Main Street, Suite 1600
Portland, OR 97204
TEL 503.382.2266
FAX 503.382.2262
www.interfaceengineering.com

2022 RATES

| | |
|----------------------------|------------|
| Senior Principal: | \$250/Hour |
| Principal: | \$230/Hour |
| Associate Principal: | \$210/Hour |
| Associate/Project Manager: | \$190/Hour |
| Sr. Engineer/Designer: | \$170/Hour |
| Engineer/Designer: | \$150/Hour |
| Revit Designer/Drafter | \$120/Hour |
| Administrative: | \$100/Hour |

Mechanical and Electrical Engineering
Building Technologies
Commissioning
Energy Consulting
Fire/Life Safety
Lighting Design
Sustainable Design



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2023 RATES

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| Sr. Engineer/Designer: | \$180/Hour |
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Mechanical and Electrical Engineering
Building Technologies
Commissioning
Energy Consulting
Fire/Life Safety
Lighting Design
Sustainable Design

City of Vancouver – New Operations Center
Phase 1 Predesign and Preliminary Schematic Design Services (SD-1)
July 23, 2022
Page 1 of 12

WSP SCOPE OF SERVICES

July 23, 2022

**RE: CITY OF VANCOUVER – NEW OPERATIONS CENTER
TCF Project No. 2022-016
WSP SCOPE & FEE PROPOSAL FOR PROFESSIONAL SERVICES -PHASE 1 WORK SCOPE**

PHASE 1 SCOPE OF SERVICES (PREDESIGN THROUGH PRELIMINARY SCHEMATIC DESIGN (SD-1))

The Contractor shall provide the scope activities and deliverables described herein.

PHASE 1A - PREDESIGN

1 – PROJECT ADMINISTRATION

1A - General Project Management

WSP will include project management hours for Phase 1A (Predesign) under Tasks 2 (Programming and Design Criteria), Task 3B (Traffic Engineering), Task 5 (Conceptual Design), and Task 6B (Pre-Design Cost Estimating)

1B – Data Gathering and Project Library

.01 - City Provided Documentation

No WSP Involvement

.02 - Gathering and Review of City-Provided Documentation

WSP will complete the following task items under Phase 1A, Task 1B.02:

- Review of City-provided documents for familiarity and for use of such documents in the development of the Phase 1 work.

WSP Deliverables for Phase 1A, Task 1B: Questions, if any, that result from the review of documents.

1C – Project Delivery Plan

No WSP Involvement

2 – PROGRAMMING AND DESIGN CRITERIA

2A – Facility Tours

.01 - Tour Existing City Operations Facilities

WSP will complete the following task items under Phase 1A, Task 2A.01:

- Participate in a tour of existing Operations facilities.
- Photographically document the shops and storage areas in the existing Operations facilities.
- Based on observations and discussions during the tour, prepare a programming questionnaire(s) for City stakeholder response prior to the pre-workshop preparation (Phase 1A, Task 2B) and programming workshops (Phase 1A, Task 2C).

.02 - Tour Other MOA Facilities

WSP will complete the following task items under Phase 1A, Task 2A.02:

- Participate in a tour of other MOA facilities in the southern Washington/northern Oregon area.
- Photographically document the shops and storage areas in the other MOA facilities toured.

WSP Assumptions for Phase 1A, Task 2A

- Tours of existing City Operations facilities will take place on one day.
- Tours of other MOA facilities (see Phase 1A, Task 2A.02) will take place over a two-day period immediately before or after the tour of the existing City Operations facilities (i.e. all tours will take place during the same trip to minimize travel expenses).

WSP Deliverables for Phase 1A, Task 2A

- Notes with photographic documentation of existing City Operations facilities and other MOA Facilities.
- Programming questionnaire(s).

2B – Pre-Workshop Preparation

Conduct research and interactive activities with key City Stakeholders via remote communication prior to the facilitation of in-person workshops and meetings for the purposes of building baseline documentation and guiding the City's Stakeholders in their own efforts to prepare for the in-person meetings.

.01 - Warehousing and Inventory Management

WSP will complete the following task items under Phase 1A, Task 2B.01:

- Conduct a videoconference call with the Warehousing and Inventory Management City Stakeholder Team to review current City practices for procurement, new inventory storage and management for all Operations departments.
- Discuss potential approaches for consolidated warehousing and inventory management.
- As part of Task 2A, meet with City staff and review the City's existing inventory storage methods and confirm approximate quantities and types of new inventory storage.
- Develop a preliminary analysis of considerations for the City to consider regarding consolidated inventory management.
- Documentation from this task will be used in the subsequent in-person programming workshops where types of storage and inventory management will be further discussed and evaluated.

.02 - Fleet Maintenance Program

WSP will complete the following task items under Phase 1A, Task 2B.02:

- Conduct a videoconference with the City's Equipment Services key staff to review the overall fleet maintenance program, program information developed in the previous master plan, and discuss the City's vision and goals for the future
- Documentation from this task will be used in the subsequent in-person programming workshops with the Equipment Services Program Team.

.03 - Fuel Systems Management

WSP will complete the following task items under Phase 1A, Task 2B.03:

- Conduct a videoconference with the City’s Equipment Services key staff to review the City’s current approach to fleet fueling and the overall management of fuel systems.
- Prepare a preliminary analysis to address current and future considerations and implications of various fuel types and systems relative to operational resilience, sustainability, and cost.

.04 - Office and Work Environment Standards

No WSP Involvement

.05 - Diversity, Equity, and Inclusion (DEI) / Human-Centric Design

No WSP Involvement

WSP Assumptions for Phase 1A, Task 2B

- No travel is anticipated for Phase 1A, Task 2B.
- Video conference (3 total) will average 4 hours each.
- Fueling may include a range of fuels including gasoline, diesel, CNG/RNG, propane, electric, and hydrogen.

WSP Deliverables for Phase 1A, Task 2B

- Meeting notes of each video conference (3 total) and preliminary analysis as indicated.

2C – Programming Workshops

WSP will complete the following task items under Phase 1A, Task 2C:

- Prepare for and participate in on-site (in-person) programming and design criteria sessions with the City’s internal Stakeholder Teams, exploring and confirming all functional spaces, square footages, diagrammatic space layouts, operational workflow diagrams, adjacency configurations, and the identification of preliminary design criteria for each functional space or area.
- The sessions will take place over several days and will be scheduled and organized in blocks of 2-3 hours each, to be attended by members of the Design Team and the City’s Stakeholder Teams as identified in the City Stakeholder Teams Roster. (Exhibit A.01)
- Other videoconference calls may be conducted prior to and following the in-person meetings as needed to clarify program requirements.
- Review and comment on TCF Architecture prepared notes from each meeting or videoconference.

.01 - Shared Functions Teams In-Person Workshops

WSP will complete the following task items under Phase 1A, Task 2C.01:

- Participate in on-site (in-person) workshop sessions with City’s Shared Functions stakeholder teams as identified in the City Stakeholder Teams Roster.

.02 – Departmental Teams In-Person Workshops

WSP will complete the following task items under Phase 1A, Task 2C.02:

- Participate in on-site (in-person) workshop sessions with each of the City’s Departmental Stakeholder Teams as identified in the City Stakeholder Teams Roster.

WSP Assumptions for Phase 1A, Task 2C

- All programming workshops will take place during one week and will be attended by two WSP staff.
- Up to four other videoconferences (average 1-hour each).

WSP Deliverables for Phase 1A, Task 2C

- Review comments on TCF Architecture prepared notes from each meeting or videoconference.

2D – Space Program

.01 - Personnel Analysis: Existing and Projected Growth

WSP will complete the following task items under Phase 1A, Task 2D.01:

- Review and comment on the Personnel Analysis developed by TCF Architecture.

.02 - Parking Analysis: Existing and Projected Growth

WSP will complete the following task items under Phase 1A, Task 2D.02:

- Review the vehicle and equipment list provided by the City and develop a spreadsheet listing the vehicle/equipment number, year, make, model, description, VIN number (if available), description, and type fuel. The list will be organized by Department.
- Conduct a videoconference with the appropriate City stakeholders to:
 - ✓ Identify vehicles/equipment that are typically connected (i.e. truck, trailer, equipment item on the trailer).
 - ✓ Identify size parking space needed for each vehicle/equipment (including combinations).
 - ✓ Identify type of parking (enclosed/heated, enclosed/unheated, canopy covered, outdoor) to be provided for each vehicle/equipment.
 - ✓ Identify additional vehicles/equipment to be accommodated (i.e. growth).
- Add the information identified during the meeting with City Stakeholders to the vehicle and equipment list spreadsheet.
- Coordinate the parking analysis with the Space Program developed in Phase 1A, Task 2D.03.
- Note that this list will also be used to calculate the type and quantity of repair bays needed in the Vehicle Maintenance Facility.

.03 - Space Program

Based on the programming workshops, TCF Architecture will develop a detailed space program that will:

- Identify functional areas to be located at the new facility.
- Identify space requirements for all administrative, maintenance, and operations functions in the project including:
 - ✓ Requirements for shared spaces, offices, mechanic areas, and crew areas.
 - ✓ Quantity, size, and type of repair bays.
 - ✓ Requirements for all shops.
 - ✓ Requirements for parts storage and warehousing.
 - ✓ Storage requirements for toolboxes and portable equipment.
 - ✓ Requirements for mechanical and electrical support space.
- Identify parking requirements for City vehicles and equipment, employee, visitor, and delivery vehicles.

WSP will complete the following task items under Phase 1A, Task 2D.03:

- Provide input to the space program for all shop areas, storage/warehouse areas, fuel and wash, vehicle parking, and yard areas, using the TCF Architecture developed space program format.
- Participate in a series of video conferences (up to 4) with the City's Departmental Stakeholder Teams as identified in the City Stakeholder Teams Roster to review the draft Space Program.

WSP Assumptions for Phase 1A, Task 2D

- No travel is anticipated for Phase 1A, Task 2D.
- TCF Architecture will provide the space program spreadsheet format.

WSP Deliverables for Phase 1A, Task 2D

- Vehicle/Equipment List and Parking Analysis
- Input to the draft Space Program.
- Input to the final Space Program.

2E - Design Criteria

TCF Architecture will prepare a Draft Programmatic Design Criteria document for City review. Following review by the City, a final Programmatic Design Criteria document will be prepared.

.01 - Preliminary Room Data Sheets

WSP will complete the following task items under Phase 1A, Task 2E.01:

- Prepare Room Data Sheets for all areas related to shops, storage and warehouse, fuel, wash, and yard areas. Each Room Data Sheet will include:
 - ✓ Room layout (two and/or 3-dimensional diagrams) with key dimensional information, diagrammatic equipment and furnishings configurations, and other unique and relevant programmatic information.
 - ✓ Narrative summary of basic building system information to be accommodated in each area, space, or room including architectural requirements (clearances, floor, wall and ceiling finishes, door and window requirements, etc.); HVAC requirements (heating, cooling, ventilation); plumbing and piping requirements; electrical requirements (power and lighting levels); low voltage systems requirements (data-comm, audio-visual, security, other special systems); appliances, furnishings, and equipment.

.02 – Preliminary Owners Performance Requirements (OPR's)

Volume 1: Architectural, Structural, Equipment Systems

WSP will complete the following task items under Phase 1A, Task 2E.02 Under Volume 1:

- An inventory of existing shop equipment was done in August 2017 (almost 5 years ago). WSP will conduct an on-site review of the inventory of existing shop equipment by functional area and will update the inventory as needed. The updated inventory will include description, quantity, manufacturer, model number, utility requirements and condition. It will indicate which items are recommended for reuse in the new facility.
- Develop Preliminary Maintenance Equipment List based on the draft Design Criteria. Equipment shall be listed by functional area and include a description, price, quantity, dimensions, and general utility requirements for each equipment item. The list will incorporate equipment items identified

as reusable on the Equipment Inventory. The Preliminary Equipment List will be reviewed with the City stakeholders during the conceptual design workshops in Phase 1A, Task 5C.

- Review and comment on the Design Criteria Document prepared by TCF Architecture.

Volume 2 - HVAC, Plumbing, Electrical and Specialty Systems

No WSP Involvement

Volume 3 – Site Systems

No WSP Involvement

WSP Assumptions for Phase 1A, Task 2E

- TCF Architecture will provide the room data sheet format.
- TCF Architecture will prepare the Design Criteria Document
- The equipment inventory will be done during a two-day trip with two people. This may be combined with another trip, if possible, to save on travel cost.

WSP Deliverables for Phase 1A, Task 2E

- Room data sheets for all areas related to shops, storage and warehouse, fuel, wash, and yard areas.
- Review comments on the Design Criteria document.
- Inventory of existing shop equipment.
- Preliminary shop equipment list.

TASK 3 – SITE INVESTIGATIONS & REGULATORY ANALYSIS

3A – Surveying

No WSP Involvement

3B - Traffic Engineering

.01 - Traffic Study

WSP will complete the following task items under Phase 1A, Task 3B.01:

- Perform Trip Generation for updated site plan for one development scenario using the most current edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual and by the guidelines specified in the ITE Trip Generation Handbook.
- Comparative analysis with the trip generation estimates from the Transportation Impact Study for the Lechner Campus Master Plan approved by Clark County, Washington.
- Communicate with Clark County and the City to review data and confirm potential transportation improvement requirements.
- Provide strategic guidance on site circulation
- Prepare phase 2 scope of work for the traffic impact analysis study
- Provide high-level cost estimates for traffic improvements associated with the new development.
- Attend pre-app meeting and document a summary memo of traffic impact analysis methods and assumptions based on input from the City.

WSP Assumptions for Phase 1A, Task 3B

- Prime consultant to provide updated site plan and development assumptions

WSP Deliverables for Phase 1A, Task 3B

- Draft and Final Trip generation memo including assumptions and comparison with previous study
- Traffic impact analysis methods and assumptions summary memo
- Phase 2 traffic impact analysis study scope of work and fee estimate

3C – Geotechnical

No WSP Involvement

3D – Environmental

No WSP Involvement

3E – Utilities

No WSP Involvement

3F – Storm Water Management

No WSP Involvement

3G – Regulatory Research and Process

No WSP Involvement

TASK 4 – SUSTAINABILITY

4A – Sustainability Goals and Benchmarking Approach

No WSP Involvement

4B – Sustainability Strategies and Analysis

No WSP Involvement

TASK 5 – CONCEPTUAL DESIGN

5A – Preliminary Building Layout Alternatives

Note that Task 5A is to be done in preparation for Task 5C (Conceptual Design Workshops). The preliminary building layout alternatives will be developed remotely (not on-site) in coordination with TCF Architecture.

.01 - Program Assignments to Buildings

WSP will complete the following task items under Phase 1A, Task 5A.01:

- Based on design criteria and information developed during Task 4, assist TCF Architecture to prepare updated preliminary site plan configuration drawings showing building locations, driveways, and other general site features.
- Based on design criteria information developed during Task 4, assist TCF Architecture to prepare preliminary building floor plans to convey design concepts.

.02 - Building Massing Studies

No WSP Involvement

5B – Preliminary Site Layout Alternatives

Note that Task 5B is to be done in preparation for Task 5C (Conceptual Design Workshops). The preliminary site layout alternatives will be developed remotely (not on-site) in coordination with TCF Architecture.

.01 - Preliminary Site Configuration Alternatives

WSP will complete the following task items under Phase 1A, Task 5B.01:

- Assist TCF Architecture to develop alternative approaches to site layouts exploring optimum workflow circulation, safety, growth potential, operational resilience, sustainability strategies, and cost economy.

5C – Conceptual Design Workshops

.01 - Alternatives Review Workshop

WSP will complete the following task items under Phase 1A, Task 5C.01:

- Participate in a one week on-site (in-person) workshop to review and refine the conceptual layout alternatives with City staff as determined by the Advisory Committee. The conceptual layouts will be refined based on City comments during the workshop. After an initial meeting to review the concepts on Day 1 of the workshop, it is anticipated that the design team will meet with City staff each afternoon to review the refined layouts.
- The workshop is intended to identify a preferred alternative for site configuration and general building footprint configurations.

.02 - Preferred Site and Building Layout Configurations

WSP will complete the following task items under Phase 1A, Task 5C.02:

- Assist TCF Architecture (remotely) to refine the preferred alternative site and building layouts.

WSP Assumptions for Phase 1A, Task 5

- Preliminary building layout alternatives (Task 5A) and site layout alternatives (Task 5B) will be developed remotely (not on-site) in coordination with TCF Architecture
- The on-site (in-person) conceptual design workshop will be a four to five-day workshop with two WSP staff participating.

WSP Deliverables for Phase 1A, Task 5

- Site and building layout sketches.
- Review comments on site and building drawings prepared by TCF Architecture.

TASK 6 – COST AND BUDGET MANAGEMENT

6A – Cost Modeling

.01 - Preliminary Cost Model

No WSP Involvement

.02 - Cost Model Review

WSP will complete the following task items under Phase 1A, Task 6A.02:

- Participate in a videoconference with the Design Team to review the preliminary cost model and determine adjustments and updates as needed prior to meeting with the City.
- Participate in a videoconference with the City’s Advisory Team to review the cost model. The Cost Model will allow for initial discussions of major systems and design elements in relationship to total project costs.

.03 - Major Systems Comparative Analysis

No WSP Involvement

6B – Predesign Cost Estimating

.01 – Preferred Concept Predesign Cost Estimate

WSP will complete the following task items under Phase 1A, Task 6B.01:

- Update the Preliminary Shop Equipment List and Cost Estimate based on review comments received from the City on the Preliminary Shop Equipment List.

6C – Preliminary Project Budget

No WSP Involvement

WSP Assumptions for Phase 1A, Task 6

- No travel is anticipated for Phase 1A, Task 6.

WSP Deliverables for Phase 1A, Task 6

- Updated Preliminary Shop Equipment List and Cost Estimate.

TASK 7 – COMMUNITY OUTREACH

No WSP Involvement

TASK 8 – GC/CM ASSISTANCE

No WSP Involvement

TASK 9 – PREDESIGN REPORT

9A – Draft Predesign Report

WSP will complete the following task items under Phase 1A, Task 9A:

- Review and comment on the draft Predesign Report developed by TCF Architecture.

9B – Final Predesign Report

WSP will complete the following task items under Phase 1A, Task 9B:

- Review and comment on the City’s review comments on the draft Predesign Report
- Review and comment on the final Predesign Report developed by TCF Architecture.

WSP Assumptions for Phase 1A, Task 9

- No travel is anticipated for Phase 1A, Task 9.

WSP Deliverables for Phase 1A, Task 9

- Review comments on the draft and final Predesign Report developed by TCF Architecture.

PHASE 1B - SCHEMATIC DESIGN 1 (SD1)

1 – PROJECT ADMINISTRATION

1A - General Project Management

WSP will include project management hours for Phase 1B (Schematic Design 1) under Tasks 2 (Schematic 1 Building Design) and Task 6B (Updated Comprehensive Project Cost Estimate)

2 – SCHEMATIC 1 BUILDING DESIGN

2A – SD1 Building Design

WSP will complete the following task items under Phase 1B, Task 2A:

- Assist TCF Architecture (remotely) with refinement of the building layouts and operational workflow.
- Develop initial maintenance equipment layouts that provide an efficient, cost effective, safe industrial workflow through the facility. All functional areas identified in the equipment list to be included.

2B – Updated Program Document

WSP will complete the following task items under Phase 1B, Task 2B:

- Based on the SD1 refined drawings and discussions with the City, refine the space program, room data sheets, and design criteria related to shop areas, storage/warehouse areas, fuel and wash, vehicle parking, and yard areas.
- Review and comment on the updated Program Document prepared by TCF Architecture.

2C – Building Basis of Design Narratives

WSP will complete the following task items under Phase 1B, Task 2C:

- Prepare a brief narrative of shop equipment and storage systems.
- Obtain brochures and cutsheets on maintenance equipment shown on the updated Preliminary Shop Equipment List (approximately 100 items).
- Develop an equipment utility matrix to assure coordination of equipment utility requirements with mechanical, electrical, and plumbing disciplines.
- Note that the narrative will be supported by the updated equipment list (Phase 1B, Task 2D), the equipment utility matrix, and the equipment cutsheets and together will constitute the Equipment Information Document.

2D – Updated Equipment List

WSP will complete the following task items under Phase 1B, Task 2D:

- Update the Preliminary Shop Equipment List and Cost Estimate based on the SD1 Building Design.

2E - Updated Office Standards

No WSP Involvement

2F – Renderings and Graphics

No WSP Involvement

WSP Assumptions for Phase 1B, Task 2

- No travel is anticipated for Phase 1B, Task 2.
- Equipment layouts will be prepared on CAD or Revit backgrounds provided by TCF Architecture.

WSP Deliverables for Phase 1B, Task 2

- Input to the updated Program Document
- Equipment Information Document (including cost estimate)
- Initial maintenance equipment layout drawings
- Review comments on the updated Program Document and SD1 drawings

3 – SCHEMATIC 1 SITE DESIGN

3A – SD1 Architectural Site Design

WSP will complete the following task items under Phase 1B, Task 3A:

- Assist TCF Architecture (remotely) with refinement of the site layouts and operational workflow.

3B – SD1 Civil and Landscape Site Design

No WSP Involvement

3C – Site Basis of Design Narratives

No WSP Involvement

3D – Design Review Meetings

WSP will complete the following task items under Phase 1B, Task 3D:

- Participate in up to six (6) virtual design review meetings.

WSP Assumptions for Phase 1B, Task 3

- No travel is anticipated for Phase 1B, Task 3.

WSP Deliverables for Phase 1B, Task 3

- Sketches and review comments

4 – SUSTAINABILITY

No WSP Involvement

5 – REGULATORY

No WSP Involvement

6 – COST AND BUDGET MANAGEMENT

6A – Target Value Design Analysis

No WSP Involvement

6B – Updated Comprehensive Project Cost Estimate

See Phase 1B, Task 2D for the updated Shop Equipment List and Cost Estimate to be incorporated into the updated comprehensive project cost estimate developed by RC Cost Group.

WSP Assumptions for Phase 1B, Task 6

- No travel is anticipated for Phase 1B, Task 6.

WSP Deliverables for Phase 1B, Task 6

- See Phase 1B, Task 2

6C – Project Budget Confirmation

No WSP Involvement

7 – COMMUNITY OUTREACH

No WSP Involvement

8 – GC/CM ASSISTANCE

No WSP Involvement

9 – SD 1 FINAL DELIVERABLES

WSP will complete the following task items under Phase 1B, Task 9:

- Review and comment on the SD1 final deliverables developed by TCF Architecture, with specific focus on compliance with approved design criteria and operational/functional aspects of the project.

WSP Assumptions for Phase 1B, Task 9

- No travel is anticipated for Phase 1B, Task 9.

WSP Deliverables for Phase 1B, Task 9

- Review comments

PHASE 1 DESIGN SCOPE
Predesign Through SD1

City of Vancouver
Operations Center

EXHIBIT C.4
WSP

| CITY OF VANCOUVER - NEW OPERATIONS CENTER WSP FEE PROPOSAL - PHASE 1 | | This fee proposal is based on the WSP Scope of Services dated July 23, 2022 | | | | | | | | July 23, 2022 (Revised September 19, 2022) | | |
|---|--|---|------------------|------------------------|----------------------|--------------------|-------------------------------|-------------------------|--------------------------|---|--------|--------|
| TASK NO. | PROJECT TASKS | WSP | | | | | | | | | | |
| | | Equipment and Operational Planning Traffic Engineering | | | | | | | | | | |
| | | Principal M. Probst | Lead P. Gedda | Equip. Spec. C. Els | Associate Various | QA/QC M. Martin | Traffic Lead A. Carringula | Traffic QA M. Dolata | Traffic Engr. Various | Proj. Acct. V. Huynh | TITLE | TITLE |
| PHASE 1A - PREDESIGN | | | | | | | | | | | | |
| TASK 1 - PROJECT ADMINISTRATION | | | | | | | | | | | | |
| 1A | General Project Management: | NO WSP INVOLVEMENT | | | | | | | | | | |
| 1B | Data Gathering - Research - Project Library | 2 | 4 | | 2 | | 2 | | 2 | 4 | | |
| 1C | Project Delivery Plan - Draft and Updates | NO WSP INVOLVEMENT | | | | | | | | | | |
| | Project Administration - Project Setup | | | | | | | | | | | |
| | HOURS | 2 | 4 | 0 | 2 | 0 | 2 | 0 | 2 | 4 | 0 | 0 |
| | HOURLY RATE | \$318.35 | \$149.64 | \$172.12 | \$107.90 | \$172.12 | \$173.02 | \$214.23 | \$120.60 | \$135.22 | \$0.00 | \$0.00 |
| | FEES | \$636.70 | \$598.56 | \$0.00 | \$215.80 | \$0.00 | \$346.04 | \$0.00 | \$241.20 | \$540.88 | \$0.00 | \$0.00 |
| | SUBTOTAL | \$2,579.18 | | | | | | | | | | |
| TASK 2 - PROGRAMMING | | | | | | | | | | | | |
| 2A | Facility Tours & Documentation | 32 | | | | | | | | | | |
| 2B | Pre-Workshop Preparation | 16 | 16 | | | | | | | 1 | | |
| 2C | Program Workshops and Follow-ups | 48 | 10 | | 40 | | | | | 1 | | |
| 2D | Space Program | | | | | | | | | | | |
| 2D.01 | Personnel Analysis | 2 | | | | | | | | 1 | | |
| 2D.02 | Parking Analysis | 12 | 6 | | | 1 | | | | 1 | | |
| 2D.03 | Space Program | 24 | 10 | | | 2 | | | | 1 | | |
| 2E | Design Criteria | | | | | | | | | | | |
| 2E.01 | Room Data Sheets | 8 | 18 | | 56 | 4 | | | | 1 | | |
| 2E.02 | Inventory of Existing Shop Equipment | 2 | 24 | 2 | 60 | | | | | 1 | | |
| 2E.02 | Preliminary Maintenance Equipment List | 2 | 16 | 24 | 40 | 2 | | | | 1 | | |
| | Project Administration | | | | | | | | | | | |
| | HOURS | 146 | 100 | 26 | 196 | 9 | 0 | 0 | 0 | 8 | 0 | 0 |
| | HOURLY RATE | \$318.35 | \$149.64 | \$172.12 | \$107.90 | \$172.12 | \$173.02 | \$214.23 | \$120.60 | \$135.22 | \$0.00 | \$0.00 |
| | FEES | \$46,479.10 | \$14,964.00 | \$4,475.12 | \$21,148.40 | \$1,549.08 | \$0.00 | \$0.00 | \$0.00 | \$1,081.76 | \$0.00 | \$0.00 |
| | SUBTOTAL | \$89,697.46 | | | | | | | | | | |
| TASK 3 - SITE INVESTIGATIONS AND REGULATORY PROCESS | | | | | | | | | | | | |
| 3A | Survey Coordination with City | NO WSP INVOLVEMENT | | | | | | | | | | |
| 3B | Traffic Engineering | | 1 | | | | 24 | 6 | 32 | 1 | | |
| 3C | Geotechnical - Field Investigations and Report | NO WSP INVOLVEMENT | | | | | | | | | | |
| 3D | Environmental - Phase 1 | NO WSP INVOLVEMENT | | | | | | | | | | |
| 3E | Utilities Investigations - Research | NO WSP INVOLVEMENT | | | | | | | | | | |
| 3E.01 | Water | NO WSP INVOLVEMENT | | | | | | | | | | |
| 3E.02 | Sewer | NO WSP INVOLVEMENT | | | | | | | | | | |
| 3E.03 | Electrical | NO WSP INVOLVEMENT | | | | | | | | | | |
| 3E.04 | Natural Gas | NO WSP INVOLVEMENT | | | | | | | | | | |
| 3E.05 | Data/Comm | NO WSP INVOLVEMENT | | | | | | | | | | |
| 3F | Storm Water Management - Investigations & Research | NO WSP INVOLVEMENT | | | | | | | | | | |
| 3G | Regulatory Research and Process | NO WSP INVOLVEMENT | | | | | | | | | | |
| | Project Administration | | | | | | | | | | | |
| | HOURS | 0 | 1 | 0 | 0 | 0 | 24 | 6 | 32 | 1 | 0 | 0 |
| | HOURLY RATE | \$318.35 | \$149.64 | \$172.12 | \$107.90 | \$172.12 | \$173.02 | \$214.23 | \$120.60 | \$135.22 | \$0.00 | \$0.00 |
| | FEES | \$0.00 | \$149.64 | \$0.00 | \$0.00 | \$0.00 | \$4,152.48 | \$1,285.38 | \$3,859.20 | \$135.22 | \$0.00 | \$0.00 |
| | SUBTOTAL | \$9,581.92 | | | | | | | | | | |
| TASK 4 - SUSTAINABILITY | | | | | | | | | | | | |
| NO WSP INVOLVEMENT | | | | | | | | | | | | |

**PHASE 1 DESIGN SCOPE
Predesign Through SD1**

**City of Vancouver
Operations Center**

**EXHIBIT C.4
WSP**

| TASK NO. | PROJECT TASKS | WSP | | | | | | | | | | TITLE | TITLE |
|---|---|---|-------------------|------------------------|----------------------|--------------------|-------------------------------|-------------------------|--------------------------|-------------------------|---------------------|--------------------|-------|
| | | Equipment and Operational Planning Traffic Engineering | | | | | | | | | | | |
| | | Principal M. Probst | Lead P. Gedda | Equip. Spec. C. Els | Associate Various | QA/QC M. Martin | Traffic Lead A. Carringula | Traffic QA M. Dolata | Traffic Engr. Various | Proj. Acct. V. Huynh | | | |
| TASK 5 - CONCEPTUAL DESIGN | | | | | | | | | | | | | |
| 5A | Preliminary Building Layouts | 40 | 26 | | 40 | | | | | 2 | | | |
| 5B | Preliminary Site Layouts | 24 | 26 | | 40 | | | | | 2 | | | |
| 5C | Site & Bldg Alternatives Workshop and Follow-up | 60 | 26 | | 80 | | | | | 2 | | | |
| | Project Administration | | | | | | | | | | | | |
| | HOOURS | 124 | 78 | 0 | 160 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | |
| | HOURLY RATE | \$318.35 | \$149.64 | \$172.12 | \$107.90 | \$172.12 | \$173.02 | \$214.23 | \$120.60 | \$135.22 | \$0.00 | \$0.00 | |
| | FEES | \$39,475.40 | \$11,671.92 | \$0.00 | \$17,264.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$811.32 | \$0.00 | \$0.00 | |
| | SUBTOTAL | | | | | | | | | | | \$69,222.64 | |
| TASK 6 - COST AND BUDGET MANAGEMENT | | | | | | | | | | | | | |
| 6A | Cost Modeling and Target Value Design Process | | | | | | | | | | | | |
| 6A.01 | Cost Model Structure and Prelim Modeling | | | | | | | | | | | NO WSP INVOLVEMENT | |
| 6A.02 | Cost Model Review Workshop | 2 | 3 | | | | | | | | | | |
| 6A.03 | Major Systems Comparative Analysis | | | | | | | | | | | NO WSP INVOLVEMENT | |
| 6B | Predesign Estimating | 2 | 8 | 12 | 24 | | | | | 1 | | | |
| 6C | Project Budget Development Process | | | | | | | | | | | NO WSP INVOLVEMENT | |
| | Project Administration | | | | | | | | | | | | |
| | HOOURS | 4 | 11 | 12 | 24 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | HOURLY RATE | \$318.35 | \$149.64 | \$172.12 | \$107.90 | \$172.12 | \$173.02 | \$214.23 | \$120.60 | \$135.22 | \$0.00 | \$0.00 | |
| | FEES | \$1,273.40 | \$1,646.04 | \$2,065.44 | \$2,589.60 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$135.22 | \$0.00 | \$0.00 | |
| | SUBTOTAL | | | | | | | | | | | \$7,709.70 | |
| TASK 7 - COMMUNITY OUTREACH | | | | | | | | | | | | | |
| NO WSP INVOLVEMENT | | | | | | | | | | | | | |
| TASK 8 - GC/CM ASSISTANCE | | | | | | | | | | | | | |
| NO WSP INVOLVEMENT | | | | | | | | | | | | | |
| TASK 9 - PREDESIGN REPORT, PRESENTATIONS & OTHER TASKS | | | | | | | | | | | | | |
| 9A | Draft Predesign Report / Presentation | 4 | 6 | | 0 | 1.5 | | | | 0.5 | | | |
| 9B | Final Predesign Report / Presentation | 4 | 6 | | 0 | 1.5 | | | | 0.5 | | | |
| | Project Administration | | | | | | | | | | | | |
| | HOOURS | 8 | 12 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | HOURLY RATE | \$318.35 | \$149.64 | \$172.12 | \$107.90 | \$172.12 | \$173.02 | \$214.23 | \$120.60 | \$135.22 | \$0.00 | \$0.00 | |
| | FEES | \$2,546.80 | \$1,795.68 | \$0.00 | \$0.00 | \$516.36 | \$0.00 | \$0.00 | \$0.00 | \$135.22 | \$0.00 | \$0.00 | |
| | SUBTOTAL | | | | | | | | | | | \$4,994.06 | |
| SUBTOTAL PER TEAM MEMBER - ALL TASKS | | | | | | | | | | | \$183,784.96 | | |
| REIMBURSABLE EXPENSES (see detailed breakdown) | | | | | | | | | | | \$16,598.00 | | |
| TOTAL PHASE 1A - PREDESIGN | | | | | | | | | | | \$200,382.96 | | |
| Phase 1A Reimbursable Expenses Breakdown | | | | | | | | | | | | | |
| | | Airfare (roundtrip) | Hotel (days) | Food (days) | Car Rental (days) | Mileage (miles) | Parking (days) | | | | | TOTAL | |
| | | \$1,200.00 | \$150.00 | \$50.00 | \$120.00 | \$0.63 | \$24.00 | | | | | | |
| | Facility Tours | 1 | 3 | 3 | 3 | 80 | 3 | | | | | | |
| | Programming Workshops | 2 | 10 | 10 | 5 | 160 | 10 | | | | | | |
| | Equipment Inventory | 2 | 4 | 4 | 2 | 160 | 4 | | | | | | |
| | Conceptual Design Workshop | 2 | 10 | 10 | 5 | 160 | 10 | | | | | | |
| | Subtotal | 7 | 27 | 27 | 15 | 560 | 27 | | | | | | |
| | Total Phase 1A Reimbursable Expenses | \$8,400.00 | \$4,050.00 | \$1,350.00 | \$1,800.00 | \$350.00 | \$648.00 | \$16,598.00 | | | | | |

PHASE 1 DESIGN SCOPE
Predesign Through SD1

City of Vancouver
Operations Center

EXHIBIT C.4
WSP

| TASK NO. | PROJECT TASKS | WSP | | | | | | | | | | TITLE | TITLE |
|---|---|---|------------------|------------------------|----------------------|--------------------|----------------------------------|-------------------------|--------------------------|-------------------------|--------|--------|-------|
| | | Equipment and Operational Planning Traffic Engineering | | | | | | | | | | | |
| | | Principal M. Probst | Lead P. Gedda | Equip. Spec. C. Els | Associate Various | QA/QC M. Martin | Traffic Lead A. Carringula | Traffic QA M. Dolata | Traffic Engr. Various | Proj. Acct. V. Huynh | | | |
| PHASE 1B - SCHEMATIC DESIGN 1 (SD1) | | | | | | | | | | | | | |
| TASK 1 - PROJECT ADMINISTRATION | | NO WSP INVOLVEMENT | | | | | | | | | | | |
| TASK 2 - SCHEMATIC 1 BUILDING DESIGN | | | | | | | | | | | | | |
| 2A | SD1 Building Design (incl. Equip Layouts) | 40 | 42 | | 80 | | | | | 2 | | | |
| 2B | Updated Program Document | 16 | 26 | | 40 | 8 | | | | 2 | | | |
| 2C | Basis of Design Narratives/Cuts/Matrix | 24 | 42 | 40 | 160 | | | | | 2 | | | |
| 2D | Updated Equipment List | 8 | 10 | 16 | 40 | | | | | 2 | | | |
| 2E | Updated Office Standards | NO WSP INVOLVEMENT | | | | | | | | | | | |
| 2F | Renderings and Graphics | NO WSP INVOLVEMENT | | | | | | | | | | | |
| 2G | Design Review Meetings | 16 | 40 | | 40 | | | | | | | | |
| | Project Administration | | | | | | | | | | | | |
| | HOURS | 104 | 160 | 56 | 360 | 8 | 0 | 0 | 0 | 8 | 0 | 0 | |
| | HOURLY RATE | \$329.49 | \$154.88 | \$178.14 | \$111.68 | \$178.14 | \$179.08 | \$221.73 | \$124.82 | \$139.95 | \$0.00 | \$0.00 | |
| | FEES | \$34,266.96 | \$24,780.80 | \$9,975.84 | \$40,204.80 | \$1,425.12 | \$0.00 | \$0.00 | \$0.00 | \$1,119.60 | \$0.00 | \$0.00 | |
| | SUBTOTAL | \$111,773.12 | | | | | | | | | | | |
| TASK 3 - SCHEMATIC 1 SITE DESIGN | | | | | | | | | | | | | |
| 3A | SD1 Architectural Site Design | 24 | 26 | | 40 | | | | | 1 | | | |
| 3B | SD1 Civil and Landscape Design | NO WSP INVOLVEMENT | | | | | | | | | | | |
| 3C | Site Systems Basis of Design | NO WSP INVOLVEMENT | | | | | | | | | | | |
| 3D | Design Review Meetings | 4 | 8 | | 16 | | | | | 1 | | | |
| | Project Administration | | | | | | | | | | | | |
| | HOURS | 28 | 34 | 0 | 56 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | |
| | HOURLY RATE | \$329.49 | \$154.88 | \$178.14 | \$111.68 | \$178.14 | \$179.08 | \$221.73 | \$124.82 | \$139.95 | \$0.00 | \$0.00 | |
| | FEES | \$9,225.72 | \$5,265.92 | \$0.00 | \$6,254.08 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$279.90 | \$0.00 | \$0.00 | |
| | SUBTOTAL | \$21,025.62 | | | | | | | | | | | |
| TASK 4 - SUSTAINABILITY | | NO WSP INVOLVEMENT | | | | | | | | | | | |
| TASK 5 - REGULATORY | | NO WSP INVOLVEMENT | | | | | | | | | | | |
| TASK 6 - COST AND BUDGET MANAGEMENT | | | | | | | | | | | | | |
| 6A | Target Value Design Analysis | | | | | | | | | | | | |
| 6B | Updated Comprehensive Project Estimate | SEE PHASE 1B, TASK 2D | | | | | | | | | | | |
| 6C | Project Budget Confirmation Process | NO WSP INVOLVEMENT | | | | | | | | | | | |
| | Project Administration | | | | | | | | | | | | |
| | HOURS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | HOURLY RATE | \$329.49 | \$154.88 | \$178.14 | \$111.68 | \$178.14 | \$179.08 | \$221.73 | \$124.82 | \$139.95 | \$0.00 | \$0.00 | |
| | FEES | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | |
| | SUBTOTAL | \$0.00 | | | | | | | | | | | |

**PHASE 1 DESIGN SCOPE
Pre-design Through SD1**

**City of Vancouver
Operations Center**

**EXHIBIT C.4
WSP**

| TASK NO. | PROJECT TASKS | WSP | | | | | | | | | | TITLE | TITLE |
|---|--|---|-------------------------|------------------------|------------------------------|----------------------------|-------------------------------|-------------------------|--------------------------|-------------------------|--------|-------------------|--------------|
| | | Equipment and Operational Planning Traffic Engineering | | | | | | | | | | | |
| | | Principal M. Probst | Lead P. Gedda | Equip. Spec. C. Els | Associate Various | QA/QC M. Martin | Traffic Lead A. Carringula | Traffic QA M. Dolata | Traffic Engr. Various | Proj. Acct. V. Huynh | | | |
| TASK 7 - COMMUNITY OUTREACH | | NO WSP INVOLVEMENT | | | | | | | | | | | |
| TASK 8 - GC/CM ASSISTANCE | | NO WSP INVOLVEMENT | | | | | | | | | | | |
| TASK 9 - SD1 FINAL DELIVERABLES | | | | | | | | | | | | | |
| 9A | SD1 Deliverables Report Package | 12 | 18 | | | 4 | | | | | 1 | | |
| 9B | SD1 - Presentation - Transition to Phase 2 Scope | 8 | 8 | | | 2 | | | | | 1 | | |
| | Project Administration | | | | | | | | | | | | |
| | HOURS | 20 | 26 | 0 | 0 | 6 | 0 | 0 | 0 | 2 | 0 | 0 | |
| | HOURLY RATE | \$329.49 | \$154.88 | \$178.14 | \$111.68 | \$178.14 | \$179.08 | \$221.73 | \$124.82 | \$139.95 | \$0.00 | \$0.00 | |
| | FEES | \$6,589.80 | \$4,026.88 | \$0.00 | \$0.00 | \$1,068.84 | \$0.00 | \$0.00 | \$0.00 | \$279.90 | \$0.00 | \$0.00 | |
| | SUBTOTAL | \$11,965.42 | | | | | | | | | | | |
| SUBTOTAL PER TEAM MEMBER - ALL TASKS | | \$144,764.16 | | | | | | | | | | | |
| REIMBURSABLE EXPENSES (see detailed breakdown) | | \$0.00 | | | | | | | | | | | |
| TOTAL PHASE 1B - SCHEMATIC DESIGN 1 | | \$144,764.16 | | | | | | | | | | | |
| Phase 1B Reimbursable Expenses Breakdown | | Airfare (roundtrip) | Hotel (days) | Food (days) | Car Rental (days) | Mileage (miles) | Parking (days) | | | | | | TOTAL |
| | | \$1,200.00 | \$150.00 | \$50.00 | \$120.00 | \$0.63 | \$24.00 | | | | | | |
| | Subtotal | - | - | - | - | - | - | | | | | | |
| | Total Phase 1A Reimbursable Expenses | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | | | | \$0.00 | |
| SUMMARY | | TOTAL | | | | | | | | | | | |
| Phase 1A: Pre-design | | | | | | | | | | | | | |
| 1 | Project Administration | | | | | | | | | | | \$2,579 | |
| 2 | Programming and Design Criteria | | | | | | | | | | | \$89,697 | |
| 3 | Site Investigation & Regulatory Analysis (Traffic) | | | | | | | | | | | \$9,582 | |
| 4 | Sustainability | | | | | | | | | | | \$0 | |
| 5 | Conceptual Design | | | | | | | | | | | \$69,223 | |
| 6 | Cost and Budget Management | | | | | | | | | | | \$7,710 | |
| 7 | Community Outreach | | | | | | | | | | | \$0 | |
| 8 | GC/CM Assistance | | | | | | | | | | | \$0 | |
| 9 | Pre-design Report | | | | | | | | | | | \$4,994 | |
| | Reimbursable Expenses | | | | | | | | | | | \$16,598 | |
| | Total Phase 1A (Pre-design) | | | | | | | | | | | \$200,383 | |
| Phase 1B: Schematic Design 1 (SD1) | | | | | | | | | | | | | |
| 1 | Project Administration | | | | | | | | | | | \$ - | |
| 2 | SD1 Building Design | | | | | | | | | | | \$ 111,773 | |
| 3 | Schematic 1 Site Design | | | | | | | | | | | \$ 21,026 | |
| 4 | Sustainability | | | | | | | | | | | \$ - | |
| 5 | Regulatory | | | | | | | | | | | \$ - | |
| 6 | Cost and Budget Management | | | | | | | | | | | \$ - | |
| 7 | Community Outreach | | | | | | | | | | | \$ - | |
| 8 | GC/CM Assistance | | | | | | | | | | | \$ - | |
| 9 | SD1 Final Deliverables | | | | | | | | | | | \$ 11,965 | |
| | Reimbursable Expenses | | | | | | | | | | | \$ - | |
| | Total Phase 1B (Schematic Design 1) | | | | | | | | | | | \$ 144,764 | |
| TOTAL PHASE 1 (Phase 1A + Phase 1B) | | | | | | | | | | | | \$ 345,147 | |



Proposal

| | | | |
|----------------|------------------------|---------|-------------------------------------|
| CLIENT | TCF Architecture, PLLC | DATE | July 25 th , 2022 |
| CLIENT CONTACT | Randy Cook | PROJECT | City of Vancouver Operations Center |

Dear Randy,

Please see below our proposal for providing cost consulting services for the City of Vancouver Operations Center Project. It is our understanding the project will consist of the following scope of work.

- Administration Building
- Shop / Warehouse Building
- Equipment / Storage Buildings
- Canopies
- Site Development

Provide cost consulting services at the following design stages:

- Phase 1A: Pre-Design
- Phase 1B: Schematic Design

2.1 Cost Estimate

The cost estimate will be based on the measurement of quantities from drawings and provided information and priced in accordance with these drawings, specifications and descriptions of the work. All sections will be estimated in detail based upon the information available. It is our understanding sitework costs will be provided by the design team engineers for incorporation into the overall report following review by RC Cost Group.

2.2 Format

The estimates will be presented in elemental format or that determined by the project team.

2.3 Exclusions

Any design work or estimating beyond the above stated services and scope and beyond the site.

2.4 Meetings / Follow Up / Estimate Review

We have assumed for this fee proposal for (3) hours of meetings, conference calls and follow up.

2.5 Project Staffing Assignment

- Andy Cluness (25+ Years' Experience) – Lead Estimator
- Mark Richardson (28+ Years' Experience) – Senior Estimator
- John Perry (35+ Years' Experience) – Senior Estimator
- Neil Watson (28 Years' Experience) – Lead MEP Estimator

3a. Basic Services Fees

Our Not Too Exceed Hourly fee for cost estimating services are **\$71,965** for the following services:

- **PHASE 1A: Pre-Design = \$26,825 (145 Hours x \$185/Hr.)**
 - Internal Kick-Off Meetings / Report Preparation: 4 Hours
 - Cost Modelling: 36 Hours
 - Comparative Estimating Major Systems: 30 Hours
 - Pre-Design Estimate: 60 Hours
 - Design Team Meetings, Conference Calls, Follow Up: 10 Hours
 - Internal Estimating QA/QC: 5 Hours

- **PHASE 1B: Schematic Design = \$45,140 (244 Hours x \$185/Hr.)**
 - Internal Kick-Off Meeting / Report Preparation: 4 Hours
 - Target Value Analysis / Options Estimating: 40 Hours
 - Schematic Design Estimating: Architectural / Structural: 100 Hours
 - Schematic Design Estimating: MEP Systems: 65 Hours
 - Schematic Design Estimating: Civil / Landscape: 20 Hours
 - Design Team Meetings, Conference Calls, Follow Up: 10 Hours
 - Internal Estimating QA/QC: 5 Hours

4. Expenses

Direct reimbursable expenditures if appropriate will be charged in accordance with the prime agreement or Our Hourly rates for miscellaneous additional services will be billed as reimbursable at \$185/Hr. Flights and Accommodations will be billed at Cost + 10%. *We are not anticipating expenses for this project.*

5. Payment

We will invoice on completion of each phase for payment net thirty (30) days. This proposal remains open for acceptance for a period of three months after which time the writer should be consulted for verification of scope and fees.

6. Project Schedule

Based on our understanding of the current schedule that if successful in our proposal we would receive the documents on the following dates for the formal submittals of our service:

Documents to RC Cost Group

Per Schedule

Complete Cost Plan

Per Schedule

We look forward to the opportunity of working with you on this important project and if you have any questions regarding this proposal or the fee structure, please give us a call. Thank you.

Yours Truly,



Andrew Cluness, Managing Partner

RC Cost Group, INC.

Confirmation of Agreement:

This letter correctly sets out the scope and fees for services to be provided by RC Cost Group, Inc. for this project.

SIGNATURE OF AUTHORIZED OFFICER

TITLE OF AUTHORIZED OFFICER

DATE

GEOTECHNICAL ENGINEERING

BACKGROUND

Based on experience in the area, groundwater well logs, and review of historical information, the subsurface conditions at the site are generally expected to consist of coarse-grained flood deposits consisting of sand and gravel with variable proportions of silt and clay. The flood deposits likely extend 60 to 100 feet below the existing ground surface and are underlain by the Pliocene-aged Troutdale Formation consisting of dense to very dense gravel with variable proportions of silt, sand, and clay. Based on mapping on the Clark County GIS website and monitoring well data at adjacent properties, groundwater is likely 15 to 30 feet BGS. This could be perched groundwater and the "true" groundwater table may be deeper.

The site is located adjacent to the Leichner landfill. Based on previous studies at the site refuse burning and landfilling may have occurred along the northern portion of the site. Additionally, a stormwater pond was present in the north central portion of the site in the 1980's. Excavations by others in these disturbed areas indicate that fills of more than 9 feet in thickness are present in two areas. Refuse and large concrete debris is present within the fill.

Development of the site will consist of a 2- to -4 story office building with a total area of 100,000 square feet, warehouse and trade shops, covered parking, equipment buildings, and paved and non-paved parking. The office building will likely be concrete or metal construction and other structures will likely be steel framed. We anticipate maximum column and wall loads for the office will be less than 500 kips and 8 kips per foot. The ancillary steel framed structures will likely be light and less than 100 kips and 4 kips per foot, respectively. Floor slab loading will likely vary from 150 to 400 psf.

Based on the discussion above the following are the key geotechnical considerations for the site.

- Based on the anticipated soil and groundwater conditions at the site the subsurface soils may be subject to liquefaction during a seismic event. Liquefaction potential will depend on the density of the subsurface soils and the groundwater depth. Explorations, groundwater measurements, and analysis will be required to determine liquefaction potential at the site.
- Foundation types for the buildings will be based on presence of liquefiable soils and seismic settlement tolerances of the structures. If liquefiable soils are present and the seismic settlements are less than building tolerances the buildings can likely be supported on conventional spread footings bearing on firm native soils. If the seismic settlement as a result of liquefaction is greater than building tolerances the buildings will likely need to be supported on conventional spread footings on soils improvements consisting of stone columns, rammed aggregate piers, or cement deep soil mix columns. Deep foundations may also be suitable to support buildings.
- The fill in the northern portion of the site is not suitable to support buildings. The fill will need to be completely removed to native soil and backfilled with structural fill or buildings will need to be constructed on intermediate or deep foundations that extend through the fill and bear in native soil. Installation of intermediate or deep foundations through fill may be difficult due to the presence of large construction debris. Parking areas can likely be supported on the fill in the City is willing to accept a minor risk of pavement distress that could require ongoing maintenance.

- Due to the high percentage of deleterious material the fill in the northern portion of the site will not be suitable for use as structural fill. Additionally, this material will need to be analyzed for contaminants and disposed of appropriate facilities.
- A topsoil/tilled zone from agricultural processes is likely present in the upper 12 to 24 inches in portions of the site. In general, the topsoil/tilled zone is unconsolidated and will provide poor support for foundations, fills, floor slabs, and pavement. In areas where the topsoil/tilled zone will not be removed by site cuts, the full depth of the topsoil zone will need to be improved by scarifying and re-compacting or cement amending.
- The moisture content of the native soil likely above that required for adequate compaction. Moisture conditioning (drying) will be required to use the material as structural fill. Therefore, native soil will likely only be suitable for use as fill in the summer months. The native soil could also be cement treated and used a structural fill over a longer time period during the year.
- On-site infiltration systems are likely viable at the site. We anticipate infiltration will be slow to moderate. Infiltration testing will be required to confirm feasibility of infiltration systems at the site.
- The fine-grained soil present on this site is easily disturbed. If not carefully executed, site preparation, utility trench work, and roadway excavation can create extensive soft areas and significant repair costs can result. Granular haul roads and staging areas will be necessary for support of construction traffic during the rainy season or when the moisture content of the surficial soil is more than a few percentage points above optimum. As an alternative to thickened crushed rock sections, haul roads and utility work zones may be constructed using cement-amended subgrades overlain by a crushed rock wearing surface.

Geotechnical explorations are required at the site to evaluate liquefaction, fill depths, and to provide recommendations for design and construction of the project.

Typical exploration options for similar projects include test pits, cone penetrometer tests (CPTs), and borings. Test pits are completed using a backhoe and involve excavating a hole to depths typically between 10 and 15 feet BGS. Test pits create a large disturbance area and provide less refined engineering properties when compared with borings. Test pits can be completed quicker than borings and expose more soil for a better evaluation of shallow subsurface soil conditions, such as fill and agricultural zone/topsoil thicknesses. Because test pits are typically loosely backfilled upon completion, they can result in soft and muddy areas that may require excavation and re-compaction if building foundations or structures are planned within their footprint.

Borings create a hole less than 6 inches in diameter and can be completed using a drill mounted to a truck/track rig or small trailer. The truck/track rig is a more expensive method but is necessary for mud-rotary drilling methods to advance through sands with gravel. Index properties (blow counts) obtained during the boring process can be directly correlated to engineering strength parameters, which can be used to refine analyses and potentially provide cost savings for projects. In addition, borings can be advanced to much greater depths than test pits.

A CPT is a probe which measures tip pressure, sleeve friction, and pore pressures as it is pushed into the ground (no soil samples are collected) to collect in situ subsurface soil information. A geophone on the CPT can also measure shear wave velocities through the soil. CPTs are less expensive than

borings and provide data useful for liquefaction analyses and can also provide index properties for foundation design. CPTs are not capable of advancing through gravelly soil.

We propose to complete drilled borings in the office and building areas and test pits in covered parking and general parking areas. CPTs will not be completed at the site due to the presence of gravelly soil that CPTs will not be able to advance through. Dynamic cone penetrometer testing will be completed in several of the test pits to provide subgrade modulus that can be used in pavement design. We will also complete infiltration testing in test pits in the locations and depths requested by the design team. Finally, we will install two vibrating wire piezometers in two of the deep borings to measure groundwater levels at the site. Our detailed scope of work for Phase 1 of the project is provided below.

SCOPE

Field Work Coordination

NV5 will perform the following tasks prior to explorations.

- Prepare an exploration plan for the project. The plan will show the proposed exploration locations, anticipated termination depths, and other pertinent information. The exploration plan shall be submitted to the City for review and approval prior to commencement of exploration operations.
- Upon approval of exploration locations, we will call private and public utility locates to clear exploration locations.

Field Exploration

- Complete the following explorations at the site:
 - 7 drilled borings in building areas to depths between 50 and 100 feet BGS or practical refusal.
 - Excavate up to 30 test pits at the site to depths up to 15 feet BGS.
- Maintain a detailed log of each exploration, visually classify the soil encountered, obtain soil samples as appropriate for the soil conditions encountered, and observe groundwater conditions in each exploration.
- Complete up to 8 infiltration tests in the test pits in the locations requested by the design team.
- Install vibrating wire piezometers in two of the borings to measure groundwater levels at the site.
- Complete DCP testing in up to 6 of the test pits to determine subgrade modulus for pavement design.

Laboratory Testing

- NV5 will perform all necessary laboratory tests to complete analysis and provide design and construction recommendations. Our specific scope will include:
 - Up to 40 moisture content tests.
 - Up to 30 percent fines (material passing the No. 200 sieve).
 - Up to one consolidation tests
 - Up to ten organic content tests
 - Up to three Atterberg limits tests
 - Up to 8 cation exchange tests

Meetings

- We will attend up to 3 meetings with the City of Vancouver and/or the design team for the project.

Geotechnical Report Preparation

- NV5 will prepare a draft geotechnical report summarizing all results of the field exploration and laboratory testing program and analysis results, conclusions, recommendations and comments including the following:
 - Summary of liquefaction and lateral spreading potential at the site and mitigation alternatives (if necessary).
 - Recommendations for site preparation, grading and drainage, stripping depths, fill type for imported material, compaction criteria, trench excavation and backfill, use of on-site soil, and wet/dry weather earthwork.
 - Recommendations for foundation support of the buildings.
 - Recommendations for preparing floor slab subgrade design criteria for retaining walls (if needed), including lateral earth pressures, backfill, compaction, and drainage.
 - Recommendations for managing identified groundwater conditions that may affect the performance of structures or pavements.
 - Infiltration testing results and recommendation
 - Asphalt and Portland cement concrete paving sections for onsite roadways and parking areas.
 - Code-based seismic design parameters (a site-specific ground motions analysis can be performed for an additional fee, if required).
- NV5 will incorporate review comments from the design and ownership teams into the final Geotechnical Report and provide it prior to 90% design level.

Geotechnical Deliverables

- Draft exploration plan
- Final exploration plan
- Draft geotechnical report
- Final geotechnical report prior to 90% design level

ENVIRONMENTAL SERVICES***SCOPE OF SERVICES***

The purpose of the Phase I ESA is to undertake all appropriate inquiries into prior ownership and uses of the subject property so that a prospective property purchaser may potentially claim protection from the Comprehensive Environmental Response, Compensation, and Liability Act and/or state liability as an innocent landowner, a bona fide prospective purchaser, or a contiguous property owner. The standards and practices for all appropriate inquiries are specified in Title 40, Chapter I of the Code of Federal Regulations (CFR) Part 312. In addition, ASTM developed ASTM E1527-13 to define good commercial and customary practice for conducting a Phase I ESA. Our scope of services for the Phase I ESA also incorporates procedures as prescribed in the new ASTM E1527-21 Standard.

Our scope of services for the Phase I ESA, which will be conducted under the supervision of an

environmental professional, complies with both standards and will consist of the following:

- Review a current U.S. Geological Survey (USGS) topographic map to identify the general physical setting of the subject property.
- Review readily available previous environmental reports prepared for the subject property.
- Review federal, tribal, state, and local environmental records for listings of known or suspected environmental conditions at the subject property and nearby properties as specified in 40 CFR Part 312, ASTM E1527-13, and ASTM E1527-21.
- Review reasonably ascertainable standard historical sources, including aerial photographs, USGS topographic maps, local street directories, fire insurance maps, available online property information (including building department records, property tax information, and zoning/land use records), and other historical sources (as appropriate) to identify development history on and adjacent to the subject property relative to the possible use, generation, storage, release, or disposal of hazardous substances.
- Interview a key site manager, the current and past owners, and occupants of the subject property (as provided by the City of Vancouver) and state and/or local government officials, as available.
- Conduct a visual reconnaissance of the subject property and adjacent properties to observe conditions indicative of releases or threatened releases of hazardous substances on, at, in, or adjacent to the subject property.
- Prepare a report that presents our findings, identifies and evaluates data gaps, and provides conclusions and recommendations regarding conditions indicative of releases or threatened releases of hazardous substances that could impact the subject property. NV5 will submit an electronic file (PDF) of the report. Hard copies can be provided upon request.

Our scope of services does not include completion of an environmental compliance audit; an evaluation for the presence of polychlorinated biphenyls in light ballasts; a survey for asbestos, lead-based paint, radon gas, toxic mold, or urea-formaldehyde insulation; or a wetlands determination or delineation.

Our scope of services also does not include visiting regulatory agencies to conduct a detailed review of regulatory agency files for the subject property or other listed sites. If the subject property or adjoining properties are listed on any of the ASTM-specified regulatory databases, a detailed file review may be required. If a detailed file review is warranted, NV5 will contact you and provide a cost estimate for completing the review.

USER-PROVIDED INFORMATION

Please provide us with contact information for the individual with whom we should arrange access to the subject property for our site reconnaissance. If available, please also provide NV5 with contact information for past and current owners and occupants of the subject property and any previously completed environmental reports regarding the subject property.

In order to qualify for one of the landowner liability protections offered by the Small Business Liability Relief and Brownfields Revitalization Act, the information in the attached Phase I ESA User Questionnaire, which includes the following, must be provided by the User of the report:

- The results of a search for the existence of environmental cleanup liens against the subject property that are filed or recorded under federal, tribal, state, or local law
- Information related to activity and land use limitations, such as engineering and institutional controls, that are in place on the subject property or have been filed or recorded in a registry
- Specialized knowledge or experience that is material to conditions indicative of releases or threatened releases of hazardous substances that could impact the subject property
- A record of a significant reduction in the purchase price of the subject property due to its environmental condition
- Commonly known or reasonably ascertainable information regarding the subject property (such as past uses; the presence of chemicals, spills, or chemical releases; or environmental cleanups)
- The degree of obviousness of the presence or likely presence of contamination at the subject property and the ability to detect contamination by appropriate investigation

| | | | | | | | | | | |
|------------------------------------|-----------------------------------|-----------------------------|--------------|------------------|------------|----------------|--|----------------------|-------------|--------------|
| Project Number: | | Vancouver Ops Geotech Scope | | | | | | | | |
| Site Name: | | | | | | | | | | |
| Estimated Project Duration: | | 0 | Weeks | | | | | | | |
| Project Budget Summary | | Labor | | | | Expense | | Subcontractor | Misc | Total |
| Item | Description | Professional | Equip | Reimburse | Lab | 12.00% | | | | |
| 1 | Field work Coordination: NV5 | 972 | 0 | 0 | 0 | | | 3 | 975 | |
| 2 | FWC: Utility locate Sub | | 0 | 0 | 0 | 672 | | 3 | 675 | |
| 3 | Field Exploration Boring Sub | | 0 | 0 | 0 | 32,144 | | 6 | 32,150 | |
| 4 | Field Exploration: Test Pit Sub | | 0 | 0 | 0 | 6,720 | | 30 | 6,750 | |
| 5 | Field Exploration : NV5 staff and | 13,680 | 1,238 | 0 | 0 | | | 32 | 14,950 | |
| 6 | Lab | | 0 | 0 | 4,778 | | | 22 | 4,800 | |
| 7 | Meetings | 1,410 | 0 | 0 | 0 | | | 15 | 1,425 | |
| 8 | Draft Report | 5,220 | 0 | 0 | 0 | | | 5 | 5,225 | |
| 9 | Final Report | 1,485 | 0 | 0 | 0 | | | 15 | 1,500 | |
| 10 | PM | 872 | 0 | 0 | 0 | | | 3 | 875 | |
| 11 | | | 0 | 0 | 0 | | | | | |
| 12 | | | 0 | 0 | 0 | | | | | |
| 13 | | | 0 | 0 | 0 | | | | | |
| | | 23,639 | 1,238 | | 4,778 | 39,536 | | 134 | 69,325 | |

Suggested Itemization

| | |
|----|-------------------------------|
| 1 | Research/Scoping (Proposal) |
| 2 | Field |
| 3 | Subcontractor: Test Pit |
| 4 | Subcontractor: Drilling |
| 5 | Subcontractor: CPT |
| 6 | Subcontractor: GeoProbe |
| 7 | Subcontractor: Utility Locate |
| 8 | Subcontractor: Flagging |
| 9 | Subcontractor: Lab |
| 10 | Lab |
| 11 | Analysis |
| 12 | Report |
| 13 | Project Management |
| 14 | Specifications |
| 15 | |

| | | | | | | | | |
|------------------------------------|--------------------|------------------------------------|----------------|------------------|------------|----------------------|-------------|--------------|
| Project Number: | | Vancouver-43-01 | | | | NV5 | | |
| Site Name: | | New Public Works Operations Campus | | | | Envir Ph1 | | |
| Estimated Project Duration: | | 3 | Weeks | | | | | |
| Project Budget Summary | | Labor | Expense | | | Subcontractor | Misc | Total |
| | | Professional | Equip | Reimburse | Lab | 12.00% | | |
| Item | Description | | | | | | | |
| 1 | Phase I Field | 666 | 41 | 0 | 0 | | 707 | |
| 2 | Phase I Research | 444 | 0 | 0 | 0 | 392 | 836 | |
| 3 | Phase I Report | 2,639 | 0 | 0 | 0 | | 2,639 | |
| 4 | Write Off | | 0 | 0 | 0 | | -82 | |
| 5 | Travel Time | | 0 | 0 | 0 | | | |
| 6 | | | 0 | 0 | 0 | | | |
| 7 | | | 0 | 0 | 0 | | | |
| 8 | | | 0 | 0 | 0 | | | |
| 9 | | | 0 | 0 | 0 | | | |
| 10 | | | 0 | 0 | 0 | | | |
| 11 | | | 0 | 0 | 0 | | | |
| 12 | | | 0 | 0 | 0 | | | |
| 13 | | | 0 | 0 | 0 | | | |
| | | 3,749 | 41 | | | 392 | 4,100 | |

| NV5 HOURLY RATES | | |
|--------------------------------------|-------------|-------------|
| TITLE | 2022 | 2023 |
| Senior Principal | \$245.00 | \$257.25 |
| Principal | \$235.00 | \$246.75 |
| Senior Associate | \$214.00 | \$224.70 |
| Associate | \$201.00 | \$211.05 |
| Senior Project Manager | \$184.00 | \$193.20 |
| Project Manager II | \$172.00 | \$180.60 |
| Project Manager I | \$162.00 | \$170.10 |
| Senior Technical Specialist | \$183.00 | \$192.15 |
| Technical Specialist II | \$168.00 | \$176.40 |
| Technical Specialist I | \$152.00 | \$159.60 |
| Staff III | \$140.00 | \$147.00 |
| Staff II | \$127.00 | \$133.35 |
| Staff I | \$111.00 | \$116.55 |
| Senior CAD Technician | \$118.00 | \$123.90 |
| CAD | \$106.00 | \$111.30 |
| Senior Technician | \$106.00 | \$111.30 |
| Tech II | \$100.00 | \$105.00 |
| Tech I | \$ 87.00 | \$ 91.35 |
| Senior Project Assistant/Tech Editor | \$102.00 | \$107.10 |
| Project Assistant / Tech Editor | \$ 95.00 | \$ 99.75 |
| Support Staff | \$ 81.00 | \$ 85.05 |



Attachment A - Service Rates 01/2022

| | |
|---|--------|
| Design | |
| Architectural Director/ Principal | \$ 175 |
| Architectural Senior Interior Design | \$ 135 |
| Architectural Mid-Level Interior Design | \$ 125 |
| Architectural Associate Interior Design | \$ 95 |
| | |
| Architectural Management | |
| Project Manager | \$ 120 |
| Associate Project Manager | \$ 95 |
| | |
| Implementation | |
| Furniture Project Management | \$ 95 |
| Installation | \$ 65 |
| | |



Attachment A - Service Rates 01/2023

| | |
|---|--------|
| Design | |
| Architectural Director/ Principal | \$ 175 |
| Architectural Senior Interior Design | \$ 145 |
| Architectural Mid-Level Interior Design | \$ 130 |
| Architectural Associate Interior Design | \$ 105 |
| | |
| Architectural Management | |
| Project Manager | \$ 125 |
| Associate Project Manager | \$ 105 |
| | |
| Implementation | |
| Furniture Project Management | \$ 95 |
| Installation | \$ 65 |
| | |

2020 ENGINEERING
KEY PERSONNEL & BILLING RATES
2022

| Key Team Member | Assignment | Hourly Rate |
|--------------------|--------------------------|-------------|
| Mark Buehrer, PE | Principal Engineer | \$225 |
| Joel Cameron, PE | Project Engineer | \$160 |
| Matthew Kulp, PE | Project Manager/Engineer | \$150 |
| Clare Yurchak, EIT | Project Manager/Engineer | \$125 |
| Jesse Kulp | Environmental Scientist | \$115 |
| Jessie Buehrer | Project Administration | \$75 |

Expenses:

| | |
|---|---------------------------|
| Mileage (per IRS Guidelines) | 62.5 cents per mile |
| Travel (i.e., ferry, air, hotel, meals) | Cost |
| Postage & Shipping | Cost |
| Half Size Color Plots | \$2.00/sheet (11X17) |
| Half Size Black & White Plots | \$1.00/sheet (11X17) |
| Outside Photocopies and Binding | Cost plus 15% |
| Report Binders | \$25.00 per inch notebook |
| Depositions, Court Appearances | Double hourly rate |
| Project Specific Equipment | Cost plus 15% |
| Sub-consultant Services | Cost plus 15% |

Notes:

1) **Included Reimbursables:** Typical invoiced totals are inclusive of all of the usual costs associated with our consulting services. This includes items such as telephone calls, faxes, emails, “normal” amount of copies of memos, letters, reports, and drawings, USPS postage, bookkeeping and administrative costs. Only direct reimbursables as defined as “Expenses” above will be billed on our monthly invoices.

2) **All accounts are due in 30 days.** Invoices not paid within 60 days of the invoice date will be subject to a late charge of 1% per month. If payment is not received within 90 days of the invoice date, all subsequent services and/or issuance of documents may be postponed until receipt of payment, unless special arrangements are made prior to providing services.

3) **Rates:** Hourly billing rates are in effect for six months of contracted services.



2020 ENGINEERING, Inc.
 1010 C Street, Bellingham, WA 98225
 360.671.2020 | www.2020engineering.com

2020 ENGINEERING KEY PERSONNEL & BILLING RATES 2023

| Key Team Member | Assignment | Hourly Rate |
|--------------------|--------------------------|-------------|
| Mark Buehrer, PE | Principal Engineer | \$250 |
| Joel Cameron, PE | Project Engineer | \$175 |
| Matthew Kulp, PE | Project Manager/Engineer | \$165 |
| Clare Yurchak, EIT | Project Manager/Engineer | \$140 |
| Jesse Kulp | Environmental Scientist | \$130 |
| Jessie Buehrer | Project Administration | \$85 |

Expenses:

| | |
|---|---------------------------|
| Mileage (current IRS Guidelines) | 62.5 cents per mile |
| Travel (i.e., ferry, air, hotel, meals) | Cost |
| Postage & Shipping | Cost |
| Half Size Color Plots | \$2.00/sheet (11X17) |
| Half Size Black & White Plots | \$1.00/sheet (11X17) |
| Outside Photocopies and Binding | Cost plus 15% |
| Report Binders | \$25.00 per inch notebook |
| Depositions, Court Appearances | Double hourly rate |
| Project Specific Equipment | Cost plus 15% |
| Sub-consultant Services | Cost plus 15% |

Notes:

1) Included Reimbursables: Typical invoiced totals are inclusive of all of the usual costs associated with our consulting services. This includes items such as telephone calls, faxes, emails, “normal” amount of copies of memos, letters, reports, and drawings, USPS postage, bookkeeping and administrative costs. Only direct reimbursables as defined as “Expenses” above will be billed on our monthly invoices.

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3) Rates: Hourly billing rates are in effect for six months of contracted services.



2020 ENGINEERING, Inc.
1010 C Street, Bellingham, WA 98225
360.671.2020 | www.2020engineering.com

PointNorth Rate Sheet



POINTNORTH

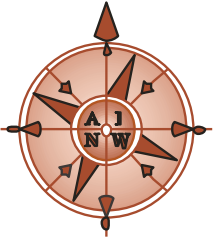
| | 2022 | 2023 |
|-----------------------------------|-----------------|-----------------|
| Vice President / Principal | \$225.00 | \$236.00 |
| Director | \$155.00 | \$163.00 |
| Project Manager | \$125.00 | \$131.00 |
| Project Coordinator | \$85.00 | \$89.00 |
| Specialist | \$75.00 | \$79.00 |



Exhibit C.10

Hourly Rates:

| Personnel | Position | 2022 Rate | 2023 Rate |
|------------------|------------------|-----------|-----------|
| Jinger Hendricks | Graphic Designer | \$100 | \$110 |



Archaeological Investigations Northwest, Inc.

3510 N.E. 122nd Ave. • Portland, Oregon 97230
Phone (503) 761-6605 • Fax (503) 761-6620

Vancouver Phone (360) 696-7473
E-mail: ainw@ainw.com
Web: www.ainw.com

Date: August 15, 2022
From: Jo Reese, President
Re: AINW Billing Rates for 2022 & 2023

The following represents AINW's billing rates for the 2022 and 2023 calendar years, effective January 1 of each year.

| LABOR RATES | Effective 2022 | Effective 2023 |
|---|-------------------|-------------------|
| • PI-Project Manager/Senior Archaeologist | | |
| Jo Reese, M.A., R.P.A. | \$208.46 | \$218.88 |
| John L. Fagan, Ph.D., R.P.A. | \$208.46 | \$218.88 |
| Terry L. Ozbun, M.A., R.P.A. | \$189.80 | \$199.28 |
| • PM/Senior Archaeologist, M.A./M.S./Ph.D. | \$153.60 | \$161.28 |
| • PM/Sr. Architectural Historian/Sr. Historian | \$153.60 | \$161.28 |
| • Historian or Architectural Historian | \$101.78 | \$106.88 |
| • Assist. PM/Supervising Archaeologist | \$114.86 | \$120.60 |
| • Supervising Archaeologist III | \$114.86 | \$120.60 |
| • Supervising Archaeologist II | \$102.04 | \$107.14 |
| • Supervising Archaeologist I | \$87.77 | \$92.16 |
| • Superv. Archaeo./Residue Analyst | \$112.49 | \$118.12 |
| Cam Walker, Ph.D. | | |
| • Technical Staff | | |
| GIS-Graphics | | |
| Senior Level Staff | \$153.60 | \$161.28 |
| Other Professionals | \$101.78 | \$106.88 |
| Staff Archaeologist, B.A./B.S. | \$81.40 | \$85.48 |
| Field and Lab Archaeologist Assistant | \$69.50 | \$72.98 |
| Project Admin./Proj. Assist./Research | \$88.32 | \$92.74 |

Please anticipate that *hours in excess of 8 for fieldwork days, as well as Saturdays/Sundays*, for monitoring may be billed at 1.5 times the regular rate *when overtime has been incurred*.

EXPENSES (Examples of expenses: all are at cost with no mark-up):

Mileage reimbursement (personal vehicles) at federal rate: currently \$0.625 per mile.

Rented vehicles at cost + fuel

AINW equipment truck @ \$65.00 to \$58.00 per day + fuel

Examples of other out-of-pocket and expenses include research fees, portable toilet, backhoe & operator, stakes, etc.



**CITY OF VANCOUVER OPERATIONS CENTER
VANCOUVER, WASHINGTON**

**VERTICAL TRANSPORTATION
CONSULTING PROPOSAL**

SEPTEMBER 19, 2022

PREPARED FOR:

Randy Cook, AIA, LEED® AP
Managing Principal
TCF Architecture
902 N 2nd Street
Tacoma, WA 98403
randy@tcfarchitecture.com
P: 253.572.3993

PREPARED BY:

Chris Amistadi
Consultant

Chris.Amistadi@LerchBates.com
M: 971.303.0141

Lerch Bates Project No 0100038379-01

I. VERTICAL AND HORIZONTAL TRANSPORTATION CONSULTING

Lerch Bates Inc. (Lerch Bates) agrees to provide TCF Architecture (Client) with the following consulting services for an estimated 2-3 elevators for Phase 1 design services:

- A. Phase 1 (Pre-Design and Schematic Design):
1. Consult with the design team to discuss the concept design, project program, and design requirements. Unique requirements of the project, the anticipated occupancy, and their influence on the vertical transportation systems are identified at this time.
 2. Establish the appropriate elevator performance criteria based on project program requirements. Criteria will consider peak traffic patterns, average waiting time, average interval, and handling capacity.
 3. Utilize the performance criteria and projected populations to conduct a vertical and horizontal transportation analysis. Select and recommend the ideal solution based upon the provided analysis results. Evaluate up to two design options.
 4. Submit a report based upon the analysis and preliminary planning indicated on the architectural concept drawings. Summary Report shall include:
 - a. Definitions of the established design criteria and terms.
 - b. Summary of criteria to obtain proper levels of vertical transportation service.
 - c. Results of analysis calculations.
 - d. Recommended solutions.
 5. Submit preliminary equipment layout information based upon the equipment application selected, including core arrangements with dimensions on 8½" X 11" sheets, .pdf file, (not-to-scale): including hoistway, pit, and overhead dimensions together.
 6. Lerch Bates drawings are to be used solely for design team reference and coordination and are not to be used for fabrication or construction of the project.
 7. Phase 1 services include teleconferences with the Client. Weekly project team conference calls will only be attended on as needed basis.

II. FEES AND EXPENSES

- A. Not-to-Exceed (NTE) Fee for Phase 1 Services will be \$4,000 based on the hourly rates listed below:

| Category | 2022 and 2023 Rates |
|-------------------|----------------------------|
| Regional Manager | \$350 |
| Senior Consultant | \$325 |
| Consultant | \$300 |
| Project Manager | \$260 |
| CADD Designer | \$225 |
| Administrative | \$150 |

**NEW EQUIPMENT
CONSULTING SERVICES PROPOSAL**



- B. Reimbursable Expenses -Travel expense, lodging, meals, parking, all mileage charged at standard per mile rates, document reproduction, photographic reproduction, all mailing costs, special document handling, any applicable local service/sales tax, and other authorized expenses are not included in the Agreement fee and will be billed at cost.

FOR: TCF ARCHITECTURE

FOR: LERCH BATES INC.

ACCEPTED

ACCEPTED

BY: _____

BY:  _____

Chris Amistadi

TITLE: _____

TITLE: Consultant

DATE: _____

DATE: September 19, 2022



ALLANA BUICK & BERS
Making Buildings Perform Better

EXHIBIT A
ABB
Standard Schedule of Fees
(Updated September 2022)

Exhibit C.13

When Fees for services are based on the actual hours worked on the project by position, the billing rates will be in accordance with the following schedule:

| Position | Rate | Position | Rate |
|---------------------------|-------------|------------------------------|-------------|
| Principal I | \$ 330.00 | Building Technologist I | \$ 190.00 |
| Principal II | \$ 350.00 | Building Technologist II | \$ 200.00 |
| Principal III | \$ 400.00 | Building Technologist III | \$ 210.00 |
| Principal IV | \$ 430.00 | Field Monitor I | \$ 150.00 |
| Associate I | \$ 250.00 | Field Monitor II | \$ 170.00 |
| Associate II | \$ 260.00 | Field Monitor III | \$ 180.00 |
| Associate III | \$ 290.00 | Field Monitor (Part-Time) | \$ 190.00 |
| Associate IV | \$ 310.00 | CAD Graphics Specialist I | \$ 170.00 |
| Consultant I | \$ 210.00 | CAD Graphics Specialist II | \$ 180.00 |
| Consultant II | \$ 230.00 | CAD Graphics Specialist III | \$ 190.00 |
| Consultant III | \$ 250.00 | Admin Services | \$ 130.00 |
| Consultant IV | \$ 280.00 | Forensic Document Specialist | \$ 200.00 |
| Construction Manager I | \$ 200.00 | IT Consultant | \$ 200.00 |
| Construction Manager II | \$ 220.00 | | |
| Construction Manager III | \$ 240.00 | | |
| Executive Project Manager | \$ 280.00 | | |

Staff Report: 094-25

To: Mayor and City Council
From: City Manager
Date: May 5, 2025

Subject

Contract Award - McFarlane's Bark for Yard Debris and Leaves Receiving and Processing Services - C-101949

Key Points

- Current yard debris and leaves receiving contract with one vendor is set to expire on May 31, 2025.
- The new proposed contract would replace the expiring contract (C-100389), with an effective date of June 1, 2025 through May 31, 2030.
- The City's Public Works Solid Waste and Operations programs and services rely on contracts with multiple vendors to provide disposal options and support the City's climate and diversion goals. In any given year, City Operations crews and residents must process between 34,000 and 44,000 cubic yards of vegetative debris in the form of pruning, mowing, gardening, weeding, and storm related debris.
- Diverting organic material from the landfill helps moderate disposal costs and provides a valuable feedstock. This creates beneficial compost for yards and gardens and aligns with Council's Climate Action Framework and the state's Organics Management Laws.

Strategic Plan Alignment

Economic Opportunity – a place where a wide variety of businesses of all sizes grow and thrive

Climate and Natural Systems – environmental stewardship and efforts to address climate change to ensure a sustainable future

High Performing Government – a government that is reliable, fiscally responsible, equitable, and open to compromise

Present Situation

Since 2002, the City of Vancouver has maintained contracts with local processors of yard debris to provide services for the neighborhood cleanup programs and for regular City maintenance and operations. Under the contracts, local facilities accept clean yard debris, leaves, woody debris and other organic materials collected at neighborhood cleanup events, through coupon programs funded by the City's Solid Waste program or in part by Clark County Public Works, and by City Operations crews as a regular part of maintaining parks, medians and rights-of-way for diverting from landfills to composting or other beneficial uses.

The City's Spring Cleanup coupons, Fall Neighborhood Leaf Box program, and the Saturday Cleanup and Chipper events offered to all active City neighborhoods are effective in collecting segregated organics, diverting this material from landfill disposal in a cost-effective manner, while also managing seasonal leaves that impact the storm water system. In addition, City Solid Waste manages the

regional Fall Leaves Coupon program that relies on this contracted site to benefit both City and County residents in disposing of seasonal leafy debris at local yard debris disposal sites.

This year, one prospective vendor/processor, McFarlane's Bark, responded to a request for proposals ([RFP #14-25](#)) to provide these services. This processor has experience with providing environmentally appropriate yard debris and leaves disposal and processing, at a reasonable cost, for loads delivered from residents and City operations or programs. The RFP solicitation and formal evaluation helped ensure a competitive opportunity for securing these services and allowed proposals from prospective new vendors and current vendors whose contract term is set to expire. Contracted disposal rates will allow for price stability in City budget planning for these programs.

The processor is in a centrally located area easily accessed by all residents of Vancouver and City crews and falls within an acceptable price range per cubic yard. Therefore, City staff recommend awarding a contract to the vendor that responded to the RFP.

The value of the proposed contract is driven by users, comprised mostly of community members from Vancouver, Clark County and, when needed, City staff. Users typically dispose of their leaves and debris based on the proximity to their residence. This is based on reasonable estimates at the time of evaluating the proposal and prior three years of actual disposal expenditures with the existing contracted vendor. Also, the contract amount for this prospective vendor is dependent upon the volume of processed leaves and debris delivered by the community or City crews.

Over the past four years, the solid waste expenditure for McFarlane's Bark was \$559,135.67.

The projected expenditure by this proposed contracted vendor over the full five-year contract term is based upon the prior contract history and the newly proposed contract rates, factoring in potential for increases in disposal cost and/or increased volumes of material delivered to the vendor.

In summary, City staff recommend approving the contract.

Advantage(s)

1. This new contract would be with the vendor who has previously provided these services and would provide for efficient and convenient local drop-off option for residents and City crews.
2. Increase the availability of having multiple vendors helps reduce congestion that would result from offering fewer vendors and may reduce travel time and distance for users.
3. A provision in this contract will allow for other government agencies to piggyback on the City's RFP solicitation and contract rates, benefiting regional cities and counties if they choose to enter into their own agreements using these terms.

Challenge(s)

Costs for yard and woody debris disposal have increased significantly in recent years due to increased costs for labor, regulatory compliance and limited end markets, resulting in higher rates for the City for the proposed processing services.

Budget Impact

The total annual expenditure under this contract is estimated to be \$350,000, though costs are based on community participation and actual costs, which will be tracked and paid for consistent with various programs. These costs were primarily budgeted in the Solid Waste Fund, with some costs paid by other City divisions and fall leaves coupon disposal costs for county residents reimbursed by

Clark County Public Works.

The required funding is allocated in the Council adopted 2025-26 budget.

Prior Council Review

Council last approved an extension for the prior McFarlane's Bark contract on November 6, 2023 with Staff Report [199-23](#).

Action Requested

On Monday, May 5, 2025, authorize the City Manager, or designee, to finalize and execute contract (C-101949) with McFarlane's Bark for Yard Debris and Leaves Receiving and Processing Services for as-needed yard debris and leaves receiving and processing services for five years effective June 1, 2025, not to exceed \$1,750,000.

Staff Contact

Julie Gilbertson, Solid Waste Supervisor, Elizabeth Erickson, Solid Waste Management Analyst, Joshua Francis, Procurement Specialist, julie.gilbertson@cityofvancouver.us, elizabeth.erickson@cityofvancouver.us, joshua.francis@cityofvancouver.us

Attachments:

1. Contract - C-101949



**CITY OF VANCOUVER
SERVICES AGREEMENT
No. C-101949
YARD DEBRIS & LEAVES RECEIVING AND PROCESSING SERVICES**

This Services Agreement (the “Agreement”), effective on the date last signed below (the “Effective Date”) is entered by the City of Vancouver, Washington, a municipal corporation organized under the laws of the State of Washington (the "City") and McFarlane’s Bark Inc a Corporation organized under the laws of the State of Oregon (the "Contractor"). The City and Contractor are collectively referred to as the “Parties” or individually as a “Party”.

RECITALS

- A. The City desires to engage the Contractor to perform Services as described in this Agreement; and
- B. The City advertised and issued a request for proposals, numbered 14-25 (the “Solicitation”) and after evaluation of the Contractor’s responsive proposal, found the Contractor capable of performing the required Services.

AGREEMENT

In consideration of the terms and conditions in this Agreement, the Parties agree as follows:

- 1. SCOPE OF SERVICES:** The Contractor agrees to provide the City with all services and materials provided in the Scope of Services, attached as Exhibit "A", and in the City’s Solicitation, if any, and the Contractor’s responsive proposal to the City’s Solicitation, if any (the “Services”). Contractor shall obtain City Project Manager’s written approval prior to starting the Services.
- 2. COMPENSATION:** Payment to the Contractor for the Services described in this Agreement shall not exceed \$1,750,000.00 USD.

This payment shall be the maximum compensation for all Services including labor, materials, supplies, equipment, and incidentals necessary to complete the Services. And it shall not be exceeded without the City's prior written authorization in the form of a negotiated and executed amendment. Contractor agrees this compensation is adequate and sufficient for the timely provision of all Services under this Agreement.

- 3. PAYMENT FOR CONTRACTOR SERVICES:** The Contractor shall submit monthly invoices to City covering service fees, if any, from the previous month. Invoices must be submitted to the Project Manager, Julie Gilbertson, by email to julie.gilbertson@cityofvancouver.us and accpay@cityofvancouver.us or by mail to City of Vancouver, Julie Gilbertson, PO Box 1995, Vancouver, WA 98668.

City shall pay Contractor within 30 days of receipt of Contractor's invoice. The City will pay Contractor pursuant to Exhibit "B." The City may correct any invoice overpaid in error.

During the life of this Agreement, and in consideration of the City's business needs, the Contractor may make requests for compensation adjustments. In consideration of market conditions, the City may allow an annual adjustment to compensation paid supported by the Consumer Price Index for the Seattle-Tacoma-Bellevue area for the previous four quarters. Contractor shall submit the request for consideration, together with supporting documentation, before the anniversary date of this Agreement. The City will review the request and, at its sole discretion, make a decision. If accepted, the adjustment shall become effective on the anniversary date of the Agreement and will be firm for the remainder of the contracted period. All adjustments will be authorized by written contract amendment.

The Parties agree that any amount paid in error by City does not alter the fee schedule. City's contract/purchase order (PO) number on the notice to proceed must be referenced on any invoice submitted for payment.

- 4. TERM OF AGREEMENT:** The term of this Agreement begins on the June 1, 2025 or Effective Date and continues until May 31, 2030. However, the total term, including any renewal(s), shall not exceed five years. The term and any renewal term are collectively the "Term."

5. CITY DATA; DATA SECURITY

5.1 City Data. Contractor may obtain and process City Data in connection with the Services. “City Data” means the data City provides to Contractor in connection with the receipt of the Services and any data generated by Contractor in connection with providing the Services to City. City owns all City Data. City licenses City Data to Contractor solely for the purposes of providing the Services to City or improving the Services for City. Contractor shall not use City Data for any other purpose, including as artificial intelligence training data. Contractor acknowledges that compliance with Applicable Laws under Section 17 of the Agreement includes compliance with all applicable federal, state, and local data protection laws in its provision of the Services.

5.2 Data Security. If Contractor maintains City Data on Contractor systems it will comply with the following data security requirements.

5.2.1 Security Practices. Contractor shall develop, implement, and maintain appropriate administrative, physical, and technical safeguards that are designed to ensure the confidentiality, integrity and availability of City Data. Contractor will enact safeguards that are compliant with industry best practices for the specific City Data obtained by Contractor in connection with the Services.

5.2.2 Location of City Data. Contractor shall maintain City Data solely in data centers located in the United States.

5.2.3 Security Breaches. A “Security Breach” is any suspected or actual unauthorized access to or use of City Data in Contractor’s possession.

- a. Notice. Contractor will notify City within 24 hours of any Security Breach. Notice will include details regarding the Security Breach including impacted parties, specific data, and mitigation. Contractor will call 360.487.8888 (if after hours, follow prompt to connect to on-call personnel); email City with a read receipt to help.desk@cityofvancouver.us; and email to the City personnel contact for the Agreement.
- b. Coordination. Immediately after Contractor provides notification of a Security Breach the Parties will begin working together to contain, mitigate, investigate, respond to and remediate the Security Breach. Contractor will cooperate with all City requests in relation to the Security Breach in compliance with Applicable Law.
- c. Root Cause Analysis. As soon as possible following the Security Breach, Contractor will complete a root cause analysis and will provide a plan to City for remediation and prevention.
- d. Third-Party Notice. Contractor will work together with City to ensure compliance with RCW 19.255.010 if necessary and will make no statement

or send notice to any third party regarding the Security Breach without City's prior written consent.

- e. Costs. In addition to its indemnification obligations, Contractor will reimburse City for all costs City incurs associated with any Security Breach, including forensic investigation, costs of providing notice to impacted parties, call centers and credit monitoring as applicable. Contractor will pay or reimburse City for all regulatory fines and other legal costs the City incurs associated with the Security Breach.

6. DELIVERABLES - INTELLECTUAL PROPERTY Contractor may create documents or other work product in connection with providing the Services ("Deliverables"). Contractor assigns and will assign to City all right, title, and interest in and to any Deliverables it creates in connection with providing the Services. Contractor may retain a copy of any Deliverable for its internal business purposes. Contractor's know-how, methodologies and processes are Contractor intellectual property. Contractor grants City a perpetual, irrevocable, royalty-free, worldwide license to use all Contractor intellectual property in connection with the Deliverables for any City purpose.

7. AUDIT RIGHTS: Contractor shall maintain records of all matters related to this Agreement in accordance with generally accepted accounting principles. Contractor shall provide the records to City or any other governmental agency with jurisdiction for audit, at such reasonable times and places as City designates.

8. PUBLIC DISCLOSURE COMPLIANCE: Records relating to Agreement are subject to the following:

8.1 Confidential Information. Any record of City business, including this Agreement, related records, and City Data, is a public record under the Washington Public Records Act, codified at chapter 42.56 RCW ("PRA"). City may be required to disclose this Agreement or related records, including records in Contractor's possession, pursuant to a public disclosure request. City will provide third-party notice to Contractor before disclosing records. Public records may be subject to exemptions from disclosure under the PRA. City agrees to withhold its release of the requested records in dispute for a reasonable amount of time (approximately 10 days) to allow Contractor an opportunity to seek judicial protection pursuant to RCW 42.56.540 as adopted or amended.

8.2 Public Disclosure Compliance. City will comply with the PRA in its receipt of and response to any public disclosure request for responsive records related to this Agreement, subject to applicable exemptions. Under RCW 42.56.060, City will have

no liability to Contractor for disclosure of Contractor information acting in good faith pursuant to its obligations under the PRA.

8.3 Subpoenas. If either Party receives a subpoena requiring the disclosure of the other Party's information, that Party will notify the other party and provide a reasonable time for the affected party to obtain a protective order prior to disclosing information. If a Party is prohibited by a court with jurisdiction over the matter from disclosing the subpoena, that Party will provide only the specific information required to be released under the subpoena on the advice of counsel.

8.4 City Data Confidentiality. Notwithstanding Section 8.1-3, Contractor will maintain the confidentiality of all City Data in its possession in conformance with Section 8.

9. STANDARD OF CARE: Contractor shall exercise the degree of skill and diligence normally employed by consultants in the same industry, performing the same or similar services. Contractor will re-perform any Services that breach this provision at no cost to City.

10. DISPUTE RESOLUTION: City and Contractor agree to negotiate in good faith for a period of 30 days from the date of notice of all disputes between them prior to exercising their rights under this Agreement or under law. All disputes between City and Contractor not resolved by negotiation between the Parties may be mediated only by mutual agreement of both Parties. If not mutually agreed to resolve the claim by mediation, the claim will be resolved by legal action. The Parties agree that if litigation is necessary to enforce any of the provisions of this Agreement, each party shall pay all of their own attorney fees and costs related to the litigation.

11. TERMINATION FOR CONVENIENCE: City may terminate this Agreement at any time for convenience. City will pay Contractor for all Services completed up to the date of termination for convenience. A decision by City to terminate for convenience does not waive any legal rights City has to enforce the Agreement.

12. INDEMNIFICATION: Contractor shall indemnify, defend, and hold harmless City and its officers, councilmembers, commissioners, employees, volunteers, and agents, from any claim, liability, loss, cost, expense, suit, and damages, including attorney's fees and consulting fees relating to (a) a third party claim for intellectual property infringement relating to the Contractor's Services or the Deliverables; (b) Contractor's negligence or willful misconduct; (c) Contractor's material breach of the Agreement; (d) Contractor's non-compliance with applicable law; (e) a third-party Washington Public Records Act claim involving Contractor information; and

(f) Contractor’s court action to enjoin release of Contractor information under the Washington Public Records Act.

City will promptly notify Contractor of a claim under this Section 13 and will provide reasonable cooperation to Contractor in the defense of the claim. Contractor will have control over defense and settlement of the claim, except that Contractor will not enter any settlement or related agreement without City’s prior written consent. Notwithstanding the preceding sentence, City may participate in the defense or settlement of any claim with counsel of its own choosing.

Solely for negligence indemnification claims under (b) above, if Contractor is providing architectural, landscape architectural, engineering, or land surveying services as the Services under this Agreement, and Contractor and City are concurrently negligent, then Contractor will be required to indemnify City only to the extent of Contractor’s negligence and will have no obligation to indemnify City for City’s sole negligence, pursuant to RCW 4.24.115.

If Contractor or Contractor’s employee is a licensed architect, professional engineer, land surveyor, or landscape architect and the Services are related to a construction project, Contractor expressly waives its industrial insurance immunity under the Washington Industrial Insurance Act Title 51 RCW. Contractor acknowledges this waiver has been mutually negotiated and the Parties desire to incorporate this waiver pursuant to RCW 4.24.115(1)(b).

13. INSURANCE: Contractor shall maintain liability insurance for all claims for damages to the City, persons or property that arise from Contractor’s performance during the Term of this Agreement.

Contractor shall maintain the following insurance coverage.

| COVERAGE | LIMITS OF LIABILITY |
|---|---------------------|
| I. Commercial General Liability: | |
| Policy shall include Bodily Injury, Property Damage, Personal Injury and Broad Form Contractual Liability | |
| Each Occurrence | \$1,000,000 |
| General Aggregate Per Occurrence | \$2,000,000 |
| Products & Completed Operations Aggregate | \$2,000,000 |
| Personal and Advertising Injury | \$1,000,000 |
| Blanket Contractual Liability | \$1,000,000 |

| | |
|---|-------------|
| II. Commercial Automobile Liability | |
| Policy shall include Bodily Injury and Property Damage for any owned, hired, and/or non-owned vehicles arising from the performance of this Agreement. Combined Single Limit | \$1,000,000 |
| III. Workers' Compensation (applicable to the State of Washington) | |
| Per Occurrence | |
| Employer's Liability | \$1,000,000 |
| Disease Each Employee | \$1,000,000 |
| Disease Policy Limit | \$1,000,000 |
| Each Claim | \$1,000,000 |
| Annual Aggregate | \$1,000,000 |

In addition to the coverage and limits listed above the Contractor's insurance must all contain the following:

- a. Compliance with other Insurance Policies - Contractor will remain compliant with all other insurance obligations it may have pursuant to its personnel or applicable law.
- b. Coverage Trigger - Contractor's insurance must be on an "occurrence" basis rather than claims made. This type of coverage must be indicated on the Certificate of Insurance.
- c. Additional Insured Requirement - The City of Vancouver, its Agents, Representatives, Officers, Directors, Elected and Appointed Officials, and Employees must be named as additional insureds where permissible under applicable law. The required Additional Insured endorsements shall be at least as broad as ISO CG 20 10 11 85, or its equivalent CG 20 10 07 04 and CG 20 37 07 04 must be included with the Certificate of Insurance.
- d. Certificates - The City of Vancouver shall be listed on the Certificate of Insurance as the Certificate Holder. Contractor will provide the Certificate of Insurance to City upon request on an ACORD or comparable form.

All policies shall be issued by an insurance company authorized to do business as an insurance company in the State of Washington.

14. RELATIONSHIP OF THE PARTIES. The relationship of the Parties under this Agreement is that of independent contractors. Contractor is solely responsible for

the manner, method, and means of providing the Services. Contractor and its employees are not City employees and will not be entitled to or receive any benefits under this Agreement. Contractor will pay all Contractor personnel and pay all taxes, contributions, and benefits that may be required related to its personnel. Neither Party may bind the other except as expressly stated in this Agreement.

- 15. SUBCONTRACTING:** Contractor may subcontract for Services with City's prior written approval in its sole discretion. Contractor is solely responsible for its subcontractors' compliance with this Agreement and will pass through the terms of this Agreement to all subcontractors.
- 16. COMPLIANCE WITH APPLICABLE LAW:** Contractor shall comply with all applicable federal, state, and local laws, rules, and regulations ("Applicable Laws"). Contractor shall modify the Services as necessary to comply with Applicable Laws.
- 17. E-VERIFY:** Contractor shall enter into and register a Memorandum of Understanding with the Department of Homeland Security E-Verify program within 60 days of executing this Agreement. Contractor shall ensure all Contractor employees and any subcontractors assigned to perform Services under this Agreement are eligible to work in the United States. Contractor shall provide compliance verification upon City's request.
- 18. TITLE VI COMPLIANCE:** Depending on the Services Contractor provides, the City may use federal funds to compensate Contractor. If federal funds are used, the City, Contractor, and any approved subcontractor must comply with the provisions of Title VI of the Civil Rights Act of 1964, (78 Stat. 252, 42 U.S.C. 2000d to 2000d-4) (CRA) and the Civil Rights Restoration Act of 1987, Pub. L. No. 100-259, 102 Stat. 28 (1988) (CRRRA). Contractor must confirm with City whether Title VI is applicable under this Agreement.
- 19. EQUAL EMPLOYMENT OPPORTUNITY:** The City is an equal opportunity employer. Contractor shall not discriminate against any of its employees or applicants for employment on the basis of race, color, creed, religion, sex (including gender identity, sexual orientation, and pregnancy), national origin, citizenship or immigration status, age (40 or older), the presence of any sensory, mental, or physical disability or the use of a trained dog guide or service animal by a person with a disability, genetic information, honorably discharged veteran or military

status, or any other class protected by federal, state, or local employment discrimination laws.

20. ANTI-KICKBACK. City officers and employees shall not have or acquire an interest in the Agreement or solicit, accept, or give any item of value from a person or entity with an interest in this Agreement.

21. PERMITS, LICENSES, AND CERTIFICATIONS. Contractor is solely responsible for any license, permit or certificate that may be required by any federal, state or local law in connection with the performance of Contractor's obligations under this Agreement, including any business license. Contractor may contact the State of Washington Business License Service (BLS) at: 800-451-7985, www.bls.dor.wa.gov/cities/vancouver.aspx or visit the City's website found at www.cityofvancouver.us/businesslicense for assistance with the determination.

22. COOPERATIVE PURCHASING: The Washington State Interlocal Cooperation Act, chapter 39.34 RCW, authorizes public agencies to cooperatively purchase goods and services if all parties agree. By executing this Agreement, Contractor agrees that other public agencies may purchase goods and services under this Agreement at their own cost. City will have no liability or obligation related to Contractor related to that separate agency agreement. Therefore, City agrees to allow other public agencies to purchase services under this Agreement so long as City is not held financially or legally liable for any separate agency services received pursuant to the Agreement, and that any public agency purchasing under this Agreement file a copy of it in accordance with RCW 39.34.040.

23. DEBARMENT: Contractor certifies that it is not presently debarred, suspended, proposed for debarment, and declared ineligible or voluntarily excluded from covered transactions by any federal, state or local department or agency.

24. NOTICES: All notices will be hand delivered, certified mail, or sent by electronic mail if agreed by the Parties. Notice will be effective when received if hand delivered, on the delivery date if certified mail, or when an email is sent. Notice must be addressed to the Parties at:

For the City:
Anna Vogel
City of Vancouver
415 W 6th Street

For the Contractor:
Tina Castner
McFarlane's Bark Inc
8806 NE 117th AVE

P O Box 1995
Vancouver WA 98668-1995
Email: anna.vogel@cityofvancouver.us

Vancouver, WA 98662
Email: tcastner@mcfarlanesbark.com

Either Party may update its address for notice by giving written notice to the other Party.

25. ASSIGNMENT. Contractor shall not assign this Agreement without the express written consent of City. Any assignment in violation of this subsection is void. All terms of this Agreement are binding on any assignee.

26. ORDER OF PRECEDENCE: If there is a conflict between the terms of any document, the order of precedence is as follows: Amendments to this Agreement; this Agreement; City Purchase Orders; Contractor's responsive proposal to City's solicitation; and City's solicitation. The Parties agree that terms included on any Purchase Order or other document provided by Contractor are not part of this Agreement.

27. SURVIVAL. Sections 15 - 35 will survive any termination of this Agreement.

28. WAIVER. A Party's waiver of any term of this Agreement must be in writing and signed by the Party waiving compliance.

29. THIRD PARTY BENEFICIARIES. There are no third-party beneficiaries under this Agreement.

30. GOVERNING LAW: This Agreement is governed by the laws of the State of Washington without regard to its conflicts of laws provisions. Venue for any action arising under this Agreement will be the state or federal courts for Clark County, Washington. The Parties waive any claim of inconvenient forum.

31. SEVERABILITY. If a court with jurisdiction over the matter determines any clause of this Agreement is unenforceable, it shall revise the clause to reflect the intent of the Parties as closely as possible. If revision is not possible, the Court shall strike the clause and the remainder of the Agreement will remain in full force and effect.

32. AMENDMENTS: Any amendments to this Agreement must be in writing and signed by all Parties to this Agreement.

33. ENTIRE AGREEMENT: This Agreement, together with any amendments, is the entire agreement between the Parties, and supersedes any other agreement or discussion between them, whether written or oral in nature.

34. COUNTERPARTS. This Agreement may be signed in counterparts. Each counterpart will be deemed an original and together the separate parts will form one Agreement.

City and Contractor enter the Agreement as of the Effective Date.

CITY OF VANCOUVER
A municipal corporation

CONTRACTOR:
McFarlane's Bark Inc

Lon Pluckhahn, City Manager

Signature

Date

Printed Name /Title

Attest:

Date

Natasha Ramras, City Clerk

Approved as to form:

Nena Cook, City Attorney

EXHIBIT "A":
Scope of Work

Contractor will provide Yard Debris & Leaves Receiving and Processing Services for material collected at Neighborhood Cleanup Events, through Spring Cleanup and Fall Leaves Coupon programs, and/or materials collected by City crews as part of regular maintenance work, Chipper events, and fall leaves boxes.

Scope of Services includes:

- Yard Debris – from Regular City Operations
- Yard Debris – from City Neighborhood Programs (Chipper, Cleanup or Leaves Boxes)
- Yard Debris – Spring Coupon (coupons from residents)
- Leaves – Fall Coupon (coupons from residents)
- Leaves – City Operations
- Storm Debris – if applicable (from City Operations and/or residents)
- Stumps and Logs 12" and over

Contract(s) are for the convenience of the City and do not carry any guarantees as to an amount of work authorized, or what percentage, if any, of the material collected under these programs will flow to a particular supplier or collection site.

Contractor must comply with solid waste regulations as described in chapter 173-350 Washington Administrative Code (WAC). Each facility must notify Washington State Department of Ecology (ECY) and the jurisdictional health department, at least 30 days prior to operation, of the intent to conduct recycling activities if notification has not already been provided. Notification shall be in writing utilizing the ECY form ECY 070-493: Notice of Intent to Operate under Terms and Conditions for Solid Waste Permit Exemption. Alternatively, service providers may obtain a solid waste handling permit issued by Clark County Public Health. For questions regarding solid waste permitting, please contact Clark County Public Health Solid Waste Enforcement at (564) 397-8167. To obtain the appropriate notification form, please visit the ECY website at:

<https://apps.ecology.wa.gov/publications/SummaryPages/ECY070493.html>.

Contractor will accept yard debris and/or leaves at rates specified in Exhibit "B", Fee Schedule, charged per cubic yard during the designated times for each program for

the duration of the contract. The City does not guarantee any minimum or maximum amount of yard debris or leaves.

Contractor will provide exceptional customer service to the public and City crews associated with the programs mentioned herein, including attention to site circulation and customer experience. Contractor will maintain up-to-date hours and days of operation on their website, allowing for seasonal variations, and if changed, will promptly notify the Program Manager or City staff. For ease of use and access by the public, the service provider will assure their site has clear directional / circulation signs posted throughout (exit, enter, queue) and in areas where material is tipped signage with accepted or non-accepted materials will be posted.

Neighborhood Saturday Cleanups: Yard debris material from the Neighborhood Cleanup program is collected and delivered on designated Saturdays by the City's contracted service provider Waste Connections. Neighborhoods usually schedule their Saturday cleanup events between March and November. Yard debris may be collected in a rear-load compacting truck, or in a 40-yard drop box with minimal compaction. Contractor's receiving site(s) are expected to have an adequate space for commercial drop box trucks to dump yard debris with no overhead obstacles and limited interaction with public traffic. Contractor will have the right to reject loads that are contaminated with garbage or unacceptable material and shall provide documentation to the City of such occurrence.

Spring Cleanup and Fall Leaves Coupons:

- Spring Cleanup Coupons are distributed to city residents in their April garbage bills. Each household in the City may redeem two coupons for yard debris disposal under this program.
- Fall Leaves Coupons are distributed through the annual recycling newsletter, utility bills, and available for download from websites. There is no limit on the number of leaves coupons each household may redeem.

Yard debris and leaves collected under these coupon programs will be delivered to Contractor by residents. Residents select the sites to drop off material. Contractor will need to have the capability to manage drop off sites to safely queue vehicles, and create systems to collect coupons, and accurately measure the quantity of yard debris/leaves deposited.

Contractor must track the volume or weights of material collected under these coupon programs on a daily basis and submit weekly or monthly invoices with

redeemed coupons to the City for payment. A consistent methodology must be implemented for estimating the volume or weight of materials delivered in resident's personal vehicles, as well as by larger roll-off trucks and drop boxes. This may require scales or some other mutually agreed upon means to consistently measure the volume or weight of debris by onsite personnel. Contractor must also implement procedures to follow and enforce the city's policies regarding coupon redemption.

The City reserves the right to request or undertake an audit, at any time, of the Contractor's practices to assure consistent and accurate accounting of volumes received under either the spring yard debris or fall leaves coupon programs or other noted contract elements.

Storm Debris: After a severe weather event, the City may opt to provide residents with assistance in cleaning up event related vegetative debris. Alternatives for managing the collection of this debris may include establishing temporary collection site(s) or providing vouchers with limited duration effective dates and collection sites. The amount of debris collected under these circumstances cannot be predicted.

Stumps and Logs Over 12”: As needed for City programs or operations.

EXHIBIT "B":
Fee Schedule

Prices for services listed shall be unchanged for the initial 12 months of the contract. Pricing may be adjusted annually after this initial period. If approved, the adjusted price will be effective each year on the anniversary date of the contract and shall be unchanged for the remainder of that 12-month period. Suppliers shall provide, prior to the anniversary date, documentation to support each request and must tie the request to the CPI for the Seattle-Tacoma-Bellevue WA Area.

Unit Prices for Deliveries by Material Type:

- a. Yard Debris – Regular City Operations
 - \$ 20.00 /Cubic Yard

- b. Yard Debris – Neighborhood Cleanup programs
 - \$ 20.00 /Cubic Yard

- c. Yard Debris – Spring Cleanup Coupon program (coupons from residents)
 - \$ 20.00 /Cubic Yard

- d. Leaves – Fall Leaves Coupon program (coupons from residents)
 - \$ 20.00 /Cubic Yard

- e. Leaves – City Operations
 - \$ 20.00 /Cubic Yard

- f. Storm Debris
 - \$ 20.00 /Cubic Yard

- g. Stumps and Logs 12" and Over
 - \$ 30.00 /Cubic Yard

AN ORDINANCE of the City of Vancouver, Washington relating to the City of Vancouver Commute Trip Reduction Plan as identified in Chapter 18.12 Vancouver Municipal Code (VMC) and by the Growth Management Act through RCW 36.70A.110 and by the Washington Clean Air Act through RCW 70A.15.4020, amending VMC 18.12.030 to adopt the 2025 – 2029 Vancouver Commute Trip Reduction Plan; providing for severability and an effective date.

Staff Report: 095-25

To: Mayor and City Council
From: City Manager
Date: May 5, 2025

Subject

2025-2029 Vancouver Commute Trip Reduction Plan

Key Points

- The City of Vancouver has local and state mandates to implement transportation demand management (TDM) strategies. Locally, the 2023-2029 Strategic Plan, the 2024-2044 Transportation System Plan, and Climate Action Framework call for a shift from driving to walking, biking, transit, or other active modes.
- The Washington State Legislature, through RCW 70A.15.4020 of the Washington Clean Air Act, requires the City of Vancouver to implement a Commute Trip Reduction (CTR) program for large employers and adopt a 2025-2029 CTR Plan (“CTR Plan”) outlining how the City and employers will meet the statewide goal of a sixty percent (60%) drive-alone rate by 2029.
- The CTR Plan fulfills state law requirements, including those of the Growth Management Act and implements Chapter 18.12 of the VMC by focusing on the benefits of CTR, outlining performance measures for affected worksites, identifying services and strategies to reduce drive-alone commuting, summarizing how it aligns with other local, regional, and state plans, including the City’s Comprehensive Plan, and describing the CTR Plan development process and associated partner and public engagement.
- The CTR Plan will serve as the foundation for business outreach and education regarding transportation options and commuter benefits and outline best practices for TDM to address traffic congestion, fuel consumption, and air pollution to help us reach City goals and policies objectives.

Strategic Plan Alignment

Transportation and Mobility – a safe, future-ready and convenient transportation system

Economic Opportunity – a place where a wide variety of businesses of all sizes grow and thrive

Safe and Prepared Community – a safe place to live, work, learn and play

Climate and Natural Systems – environmental stewardship and efforts to address climate change to ensure a sustainable future

Present Situation

The State granted an exemption for adopting new plans in 2019 and the last CTR Plan was adopted in 2015. While that plan consisted of similar services and strategies, it did not account for the significant increase in telework and hybrid work schedules or new forms of active transportation like electric bicycles and other small mobility options. The City and Clark County have since also seen significant population growth and the expansion of C-TRAN's bus-rapid-transit network, all while traffic congestion remains steady on I-5, I-205, and arterials. Community demand, state-mandates, and City-adopted policy call for more robust transportation choices.

The new CTR Plan is a component of Vancouver's transition from a suburban bedroom community to an urban environment with increased housing development and job growth. The CTR Plan will have a direct impact on large businesses and how employees travel to and from work, and the quality of life for people who live and work in Vancouver.

The new CTR Plan will:

- Serve as the foundation for business outreach and education regarding transportation options and commuter benefits;
- Set ambitious yet realistic goals for drive-alone trips and vehicle miles traveled;
- Align with the City's commitment to climate, equity and safety, including the Transportation System Plan (TSP); and,
- Outline best practices in transportation demand management (TDM) to address traffic congestion, fuel consumption, and air pollution to help us reach City goals and policies objectives.

Advantage(s)

1. Reduces greenhouse gas emissions, fuel consumption and improves traffic congestion.
2. Decreases the demand and cost for new roads and more parking.
3. Aligns with goals for more dense housing and land uses.
4. Lowers the cost of commuting for employees.
5. Amplifies that employees have transportation choices.
6. Opens tax incentives for participating employers.
7. Increases employee retention and talent recruitment for businesses.

Challenge(s)

1. Changes in travel behavior and routines.
2. Lack of multi-modal transportation options at and near major employment hubs.

Budget Impact

The implementation of the CTR Plan may require budget appropriations over the life of the CTR Plan. Initial implementation actions are included in the adopted FY 25-26 budget.

Prior Council Review

March 3, 2025 - Council Communication

June 3, 2024 - Council Communication

Action Requested

On Monday, May 5, 2025, advance the ordinance after first reading and on Monday, May 12, 2025 adopt the ordinance at a public hearing.

Staff Contact

Olivia Kahn, Transportation Demand Management Coordinator, Kate Drennan, Transportation Planning Program Manager, olivia.kahn@cityofvancouver.us, kate.drennan@cityofvancouver.us

Attachments:

1. Presentation
2. Ordinance
3. Vancouver CTR Plan - Revised
4. Vancouver CTR Plan Follow Up to March 3 Council Communication



CITY OF
Vancouver
WASHINGTON

2025-2029 Vancouver Commuter Trip Reduction Plan

Olivia Kahn (she/her)

Transportation Demand Management Planner

Community Development

May 5, 2025



Agenda

- State requirement
- Performance target
- Financial Plan
- Requested action





CTR Plans are required by State Law

- Each affected city, county and region must adopt a plan
- 4-year plan effective from July 1, 2025, to June 30, 2029
- Establishes performance targets and outlines objectives





Performance Target

- Vancouver adopted the State's performance target of a weighted average drive-alone rate of 60% or less for CTR-affected worksites.



Financial Plan

- Commute Trip Reduction formula funding provided by WSDOT
- Initial implementation included in FY 25-26
- May require future appropriations



Requested Action

On Monday, May 5, 2025, advance the ordinance after first reading and on Monday, May 12, 2025 adopt the ordinance at a public hearing.



Thank You



Olivia.Kahn@cityofvancouver.us | 360-487-7939 | cityofvancouver.us



5/5/2025 (Date of First Reading)
5/12/2025 (Date of Public Hearing)

ORDINANCE NO. M- [Ordinance Number]

AN ORDINANCE of the City of Vancouver, Washington relating to the City of Vancouver Commute Trip Reduction Plan as identified in Chapter 18.12 Vancouver Municipal Code (VMC) and by the Growth Management Act through RCW 36.70A.110 and by the Washington Clean Air Act through RCW 70A.15.4020, amending VMC 18.12.030 to adopt the 2025 – 2029 Vancouver Commute Trip Reduction Plan; providing for severability and an effective date.

WHEREAS, the City of Vancouver is mandated, locally and by the state, by Chapter 18.12 VMC and by the Growth Management Act through RCW 36.70A.110 and by the Washington Clean Air Act through RCW 70A.15.4020, to implement transportation demand management strategies and adopt a 4-year commute trip reduction plan, in accordance with the Washington Administrative Code (WAC) 468-63-040 outlining how the City and employers will meet the statewide goal of a sixty percent drive-alone rate by 2029.

WHEREAS, the City's Commute Trip Reduction Program (Chapter 18.12 VMC) was created by Ordinance M-3045 and became effective on January 31, 1993 and adopted the City's initial Commute Trip Reduction (CTR) Plan, as defined in VMC 18.12.020(11), with the Commute Trip Reduction Program and the CTR Plan as set forth in VMC 18.12.030 having been amended from time to time, including by Ord. M-3391 on September 21, 1998; Ord. M-3919 Section 3 on June 15, 2009; and last updated on August 15, 2018 by the Staff Report SR-136-17 dated July 1, 2017;

ORDINANCE - 1

WHEREAS, the City of Vancouver is experiencing population growth, an expansion of transit service, and an increase in hybrid scheduling and remote work options; and

WHEREAS, the City's transition from a suburban bedroom community to an urban environment with increased housing development and job growth has resulted in a higher cost of living where commuting costs continue to increase for households; and

WHEREAS, given current strengths and challenges, it is advantageous that the City of Vancouver be strategic in its approach to commute trip reduction by investing in programs and initiatives that seek to sustain the City's current transportation system, but also intentionally address growing disparities; and

WHEREAS, the 2025-2029 Vancouver Commute Trip Reduction Plan ("CTR Plan"), developed by City staff, focuses on five primary goals: 1) reduce greenhouse gas emissions, fuel consumption and improves traffic congestion, 2) decrease the demand and cost for new roads and more parking, 3) align with goals for more dense housing and land uses, and 4) amplify that employees have transportation choices and to lower the cost of commuting for employees, and 5) open tax incentives for participating employers and increase employee retention and talent recruitment for businesses; and

WHEREAS, the CTR Plan received significant input and contributions from a full range of partners, community leaders, and residents; and

WHEREAS, the CTR Plan will guide the City in future decisions regarding investments in commute trip reduction;

ORDINANCE - 2

WHEREAS, the CTR Plan is consistent with and implements the current Vancouver Comprehensive Plan and the City’s Commute Trip Reduction Program established in Chapter 18.12 VMC; and

WHEREAS, the Council finds that adopting the CTR Plan best facilitates the needs of the City;

WHEREAS, the City Council held a duly advertised first reading of this Ordinance on May 5, 2025 followed by a duly advertised second reading and public hearing of this Ordinance on May 12, 2025; and

WHEREAS, pursuant to adoption of this Ordinance, the Vancouver City Council adopts the 2025-2029 Vancouver Commute Trip Reduction Plan in the form attached to this Ordinance as Attachment X.

NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF VANCOUVER:

Section 1. CTR Plan. The 2025-2029 Commute Trip Reduction Plan, attached hereto as Attachment X and incorporated herein, will advance the policies and programs to implement transportation demand management strategies and adopt a 4-year commute trip reduction plan, in accordance with the Washington Administrative Code (WAC) 468-63-040.

Section 2. Policy Implementation. Subsequent to adoption of the 2025-2029 Commute Trip Reduction Plan, implementation will require timely amendments to Title 9 and Title 11 of the Vancouver Municipal Code necessary to update existing standards and codes in conformance with the policies approved by this Ordinance.

ORDINANCE - 3

Section 3. VMC 18.12.030 Amendment. VMC 18.12.030, which was last updated on August 15, 2018 by the by the Staff Report SR-136-17 dated July 1, 2017, is hereby amended as follows:

18.12.030 City of Vancouver CTR plan.

The goals established for the jurisdiction and affected employers in the City's Commute Trip Reduction (CTR) Plan set forth below, and in Attachment ~~(X)~~ as may be updated from time to time through adoption by resolution of the Vancouver City Council referencing such Attachment X, are incorporated herein ~~by reference~~. City staff is directed to make any corrections for typographical errors, include any graphical materials for information, and ~~complete~~ take action to fulfill and implement the Commute Trip Reduction Plan.

Commute Trip Reduction Goals:

A. Setting CTR Goals. The City's goals for reductions in the proportions of drive-alone commute trips and vehicle miles traveled per employee by affected employers in the City's jurisdiction, major employment installations, and other areas designated by the City are hereby established by the City's CTR Plan incorporated by section Chapter [18.12.040](#). These goals establish the desired level of performance for the CTR program in its entirety in the City. The City will set the individual worksite goals for affected employers based on how the worksite can contribute to the City's overall goal established in the CTR plan. The goals will appear as a component of the affected employer's approved implementation plan outlined in Section [18.12.070](#).

B. Commute Trip Reduction Goals for Affected Employers.

1. The drive-alone and VMT goals for affected employers in the City are hereby established as set forth in the CTR Plan incorporated by Section [18.12.040](#).
2. If the goals for an affected employer or newly affected employer are not listed in the CTR Plan, they shall be established by the City at a level designed to achieve the City's overall goals for the jurisdiction and other areas as designated by the City. The City shall provide written notification of the goals for each affected employer worksite by providing the information when the City reviews the employer's proposed program and incorporating the goals into the program approval issued by the City. (Ord. M-3919 §3, 2009; Ord. M-3391, 1998; Ord. M-3045 §1 (part), 1993)

Section 4. Severability. If any section, subsection, paragraph, sentence, clause, or phrase of this ordinance is declared unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining parts of this ordinance.

Section 5. Effective Date. This Ordinance shall go into effect 30 days after adoption.

DATE OF FINAL PASSAGE at a Regular Meeting of the Vancouver City Council: _____

SIGNED this _____ day of May, 2025

Anne McEnery-Ogle, Mayor

Attest:

Natasha Ramras, City Clerk

Approved as to form:

Nena Clark, City Attorney

SUMMARY

ORDINANCE NO. _____

AN ORDINANCE of the City of Vancouver, Washington relating to the City of Vancouver Commute Trip Reduction Plan as identified in Chapter 18.12 Vancouver Municipal Code (VMC) and by the Growth Management Act through RCW 36.70A.110 and by the Washington Clean Air Act through RCW 70A.15.4020, amending VMC 18.12.030 to adopt the 2025 – 2029 Vancouver Commute Trip Reduction Plan; providing for severability and an effective date.

The full text of this ordinance will be mailed upon request. Contact public records staff at (360) 487-8480, citypdr@cityofvancouver.us, or via www.cityofvancouver.us (Go to City Government and Public Records: <https://www.cityofvancouver.us/government/public-records-request/>).

ORDINANCE M-_____

**VMC 18.12.030 ATTACHMENT X
Vancouver Commute Trip Reduction (CTR) Plan**

City of Vancouver Commute Trip Reduction Four-Year Plan Update: 2025–2029

Benefits of CTR

1. Describe the local land use and transportation context and objectives.²¹

a. Describe the setting in the jurisdiction as it is today or will be in the near future.

Vancouver is growing and diversifying, putting increased pressure and fresh demands on the transportation system. A new waterfront district, increased multifamily development, great parks and schools, and significant job and business growth continue to attract people and investment to the city. Vancouver sits at a virtual crossroads shaped by the Columbia River and the West Coast’s major interstate, I-5, and is well-positioned to capture economic benefits from regional trade.

But growth can come with challenges. Vancouverites place a high priority on neighborhood livability as well as access to parks and schools. As more people live and work in Vancouver, concerns grow about congestion, safety, and displacement of people with lower incomes, communities of color, and renters.

Yet these desires—for both progress and preservation—do not need to be in conflict. Vancouverites have consistently shared their values—people want safe streets and comfortable and reliable ways to move within their neighborhood, city, and region. For some, that means better walking and rolling conditions; for others, that means better access to frequent transit or more reliable ways to drive.

As of 2023, Vancouver is home to 200,000 people and is the largest city in Clark County. Vancouver grew by 19% or 31,000 people since 2021. The median household income is \$63,600 and 97% of people are employed. Vancouver is diverse. 20% of the population speaks a language other than English at home. 12.7% live in poverty. 9.7% have a disability. 10% identify as LGBTQ. 6% are veterans. And 22% are under the age of 18.

b. Describe features of land use and transportation facilities and services that affect commuters.

The City of Vancouver measures 46.5 square miles with a population density of 4,000 residents per square mile in 2022. The downtown core sits west of I-5. Considerable growth is occurring between I-5 and I-205 in the Heights neighborhood and along Fourth Plain Boulevard. East of I-205, the Columbia Tech Center area continues to expand. Vancouver has an Urban Growth Area (UGA) that is larger than the city boundary. The UGA is an area designated for future growth and annexation to eventually become part of Vancouver. Upon annexation, the UGA will add 162,283 people, 30,000 jobs, and 732 miles of streets to the city.

c. *Describe whether and how commuting patterns have changed in the past few years.*

Safety continues to be a concern and crashes are on the rise. From 2010 to 2019, crashes increased 29% while the population only grew by 13%. During the pandemic, crashes declined 5% from 2019 to 2022, but safety remains a top priority for the community. Distraction and inattention make up the top two factors contributing to crashes across all crash types. Community roundtable participants who identify as BIPOC stated they are especially impacted by the danger of waiting for transit on nights and weekends.

While the City continues to build Complete Streets through the pavement program, there is still a long way to go. There are stretches with long distances between crossings, a lack of sidewalks on nine miles of arterial streets, and bicycle and small mobility facilities that end abruptly contribute to feelings of unsafe conditions. Bicycling across the city is not attractive for most people. Most of the existing designated bike and small mobility facilities are high-stress based on the width of the street, traffic volumes, and traffic speeds. The City sees an increase in ride hailing service but does not have operating agreements with vendors. The City does not have bikeshare or scooter share services in operation.

The City has a transit dependent population. In fact, C-TRAN ridership declined the least during the pandemic along routes like the Fourth Plain Vine that serve equity areas. Additionally, people who live in the eastern part of the city and who live in equity focus areas do not take as many trips to Downtown as people in other parts of the city.

In general, the average miles driven per person per day is declining, from 21.8 miles in 2000 to 14.5 in 2022. But overall vehicle miles traveled (VMT) continues growing within Vancouver as population expands, increasing by 1.2 million from 2005 to 2019. During the COVID-19 pandemic traditional rush hour volumes declined, but there has not been a uniform decrease in travel all day. In some parts of the city, travel activity has gone up, especially midday.

- d. *List the most important land use and transportation objectives from your city or county's plans that commute trip reduction most directly affects.*

To increase options for housing citywide, the City will propose and adopt revisions to its land use regulations (VMC Title 20) to allow a variety of housing types and sizes in low-density residential and other zoning districts and reduce or eliminate regulatory or procedural barriers to housing production when possible.

To facilitate transit usage, the City will increase the number of neighborhoods designed to allow safe, non-motorized travel by residents to transit facilities.

To improve the safety of our transportation and mobility systems for all residents, workers, and visitors. The City's Public Works Department will work in partnership with the Community Development Department to increase the number of miles of complete streets.

To support multiple convenient transportation options (community members have choices for transportation) and connections in all of Vancouver's neighborhoods, the Public Works Department will increase the miles of improved existing non-motorized facilities.

To support the goal of achieving carbon neutrality by 2040 for both municipal operations and the broader Vancouver community, the City will look at further investments and changes to municipal policies to reduce greenhouse gas emissions, especially in the highest impact areas of transportation and buildings, to achieve an 80% reduction in emissions by 2025 for municipal operations and an 80% reduction in emissions by 2030 for the broader community.

- e. *Describe critical aspects of land use and transportation that should be sustained and key changes that should be considered to improve commute trip reduction's contribution to the land use and transportation objectives you reference.*

The City of Vancouver 2022 Climate Action Framework, 2023-2029 Strategic Plan, and 2024-2044 Transportation System Plan are accelerating land use and transportation investments and improvements to meet climate, equity, and safety goals to make Vancouver the best place to live now and into the future. Goals oriented to increase housing density, build more complete streets for all ages and abilities, increasing accessibility standards with all programs all support commute trip reduction. Continued action and ongoing support are what will move the needle in more people traveling by non-drive-alone options.

²¹ Sources: The plan shall highlight the existing and future land use and transportation conditions and characteristics considered most critical by the jurisdiction and evaluate the degree to which existing local services, policies, regulations, and programs, as well as any documented future investments, will complement the trip reduction efforts of CTR employers. (WAC 468-63-040(2)(a))

The state intends for local jurisdictions to use information in existing plans and programs, such as the local comprehensive plan, unified development codes, the transportation improvement program, economic development plans, and others, as much as possible in order to develop the local CTR plan. (WAC 468-63-040(2))

2. Describe how the CTR program will help achieve the jurisdiction’s land use and transportation objectives.²²

- a. *Describe how and to what extent your CTR program will help your city or county achieve the land use and transportation objectives referenced in question 1.*

More employer engagement and encouragement to travel by clean and active modes are strategies within the City of Vancouver 2022 Climate Action Framework, 2023-2029 Strategic Plan, and 2024-2044 Transportation System Plan. Likewise, these plans call for dense housing which demands more transit and more multi-modal networks. Finally, for the transportation system to accommodate more people living in Vancouver and work efficiently and sustainably, we need people to travel by non-drive-alone modes and we need people to live in more dense transit-oriented housing with less parking.

3. Describe how the CTR program will help achieve the jurisdiction’s environmental objectives.²³

- a. *Describe how the CTR program will support jurisdiction greenhouse gas emission reduction efforts.*

Every drive-alone commute trip that switches to transit, carpool, vanpool, bike, walk, compressed work week or telework eliminates or lessens the greenhouse gas emissions that would have been generated by the drive-alone trip.

- b. *Describe how the CTR program will support jurisdiction environmental objectives in addition to greenhouse gas emission reductions.*

The City of Vancouver measures and reports greenhouse gas emissions through the Climate Action Framework. As drive-alone trips shift to transit, carpool, vanpool, bike, walk, compressed work week and telework the demand for new roads decreases and more land can be left natural to improve air quality.

4. Describe how your CTR program will help achieve regional and state objectives.²⁴

- a. *Summarize the local, regional, and state benefits that would be gained if you achieve your CTR targets.*

More employer engagement and encouragement to travel by clean and active modes are strategies within the Draft 2025-2029 Statewide CTR Plan and 2024 Clark County Regional Transportation Plan. Likewise, these plans call for dense housing which demands more transit and more multi-modal networks. Finally, for the transportation system to accommodate more people living in the region and work efficiently and sustainably, we need people to travel by non-drive-alone modes and we need people to live in more dense transit-oriented housing with less parking.

²² Source: *The local CTR plan shall describe how the CTR program will help achieve the jurisdiction's broader land use and transportation goals. (WAC 468-63-040(2))*

²³ Source: *The legislature also finds that increasing automotive transportation is a major factor in increasing consumption of gasoline and, thereby, increasing reliance on imported sources of petroleum. Moderating the growth in automotive travel is essential to stabilizing and reducing dependence on imported petroleum and improving the nation's energy security (...) The intent of this chapter is to require local governments in those counties experiencing the greatest automobile-related air pollution and traffic congestion to develop and implement plans to reduce single-occupant vehicle commute trips. (RCW 70A.15.4000)*

²⁴ Sources: *In their local CTR plans, local jurisdictions shall communicate what local, regional, and state benefits would be gained if the established targets were achieved. Benefits may include but are not limited to:*

Regional transportation planning organizations (RTPOs) and WSDOT shall provide applicable data, if available, to assist this analysis. (WAC 468-63-030(3)(c))

The plan shall also discuss cross-boundary issues, such as passthrough commute patterns or larger regional issues, and how these affect the local CTR plan. (WAC 468-63-040(2)(a))

b. List adjacent CTR-affected cities and counties.

City of Camas, City of Washougal, Clark County

c. Describe the top few cross-border and regional transportation issues that affect your jurisdiction.

Connecting the region is a priority for Vancouver as half of the people that live in Vancouver and Clark County commute south to Oregon for work. The Washington State Commute Trip Reduction program and law does not reach or affect employers in Oregon, which is a big limitation for our region. The City's designated freight corridors are all operating above target travel speeds, which is a priority for the Port of Vancouver and the regional economy. The region must make new regional connections to the Portland International Airport to reduce commute trips and travel trips from increasing airport travel. Active transportation facilities and capital investment to support biking, walking, and taking transit are inconsistent across the region. Commuters don't realize when they are moving through the regional that they are in a new jurisdiction and suddenly their facilities disappears or is inconsistent.

d. Describe the strategies you, adjacent cities and counties, and your region have agreed to use to address the top issues described in the previous bullet.

The City coordinates and works regularly with both WSDOT and Oregon Department of Transportation (ODOT) on bus-on-shoulder-lanes on I-5 and I-205 north and south of the Columbia. The City meets quarterly with Oregon Metro, the regional metropolitan planning organization, on the regional travel options program. The City implements GetThereSWWashington.org to promote carpooling matching, trip planning, and earning rewards. GetThereSWWashington.org is a subnetwork of the GetThereOregon.org platform that ODOT administers. The City of Vancouver Public Works department regularly meets with the Port of Vancouver to meet freight travel reliability. The Cities of Camas, Washougal, and Vancouver, and Clark County regularly meeting to coordinate on construction and transportation system improvements. Finally, RTC, Clark County and the ities of Camas, Washougal, and Vancouver are working together to come up with a plan for airport travel via

Performance targets

5. List your jurisdiction's CTR performance target(s).²⁵

- a. List performance targets that reflect only CTR-affected worksites.

The City adopted the state's performance target of a weighted average drive-alone rate of 60 percent or less for CTR-affected worksites at the jurisdictional level.

- b. List any additional performance targets.
None.

6. List the base value you'll use for each performance target.²⁶

- a. For each performance target, provide the number you'll use as the baseline (or starting number). You'll measure the difference between this number and your results to report performance.

Performance targets will be tied to the CTR survey. We will establish a base value during the 2023-2025 survey cycle and measure progress using the 2025-2027 survey results.

7. Describe the method you used to determine the base value for each target.

- a. Provide the source for each base value listed.

Performance targets will be tied to the CTR survey. We will establish a base value during the 2023-2025 survey cycle and measure progress using the 2025-2027 survey results.

8. Describe how you'll measure progress toward each target.

- a. List the method you'll use to measure progress for each target.

We will measure progress using the 2025-2027 survey results.

²⁵ Source: The plan shall establish the jurisdiction's CTR goals and targets. (WAC 468-63-040(2)(b))

²⁶ Source: The plan's measurement methodology shall be consistent with the measurement guidelines established by WSDOT and posted on the agency's website. (WAC 468-63-040(2)(c))

9. List your jurisdiction's CTR-affected worksites.²⁷

a. List all your CTR-affected sites.

- Banfield Pet Hospital Vancouver Headquarters
- Bonneville Power Administration Dittmer Control Center
- Bonneville Power Administration Van Mall
- Bonneville Power Administration Construction Services
- Charter Communications Call Center (VCOE)
- City of Vancouver City Hall
- City of Vancouver Fire Station 5
- City of Vancouver Firstenburg Community Center
- City of Vancouver Marshall Community Center
- City of Vancouver Operations
- City of Vancouver Vancouver Police Department West
- Clark College Vancouver
- Clark County Public Service Center
- Clark County Health Department
- Clark County Public Works
- Clark Public Utilities Electric Center
- Clark Public Utilities Operations Center
- Columbia Credit Union Vancouver
- Columbia Machine Vancouver
- Frito Lay Vancouver
- Hewlett Packard Vancouver
- Kaiser Permanente Salmon Creek Medical Office
- Kaiser Permanente Cascade Park Medical Center
- Legacy Salmon Creek Hospital Medical Center
- Molecular Testing Labs Vancouver
- nLight Corporation Vancouver
- PeaceHealth Shared Services Center
- PeaceHealth Southwest Medical Center
- PeaceHealth MacArthur
- PeaceHealth Physicians Building (505 Building)
- Roadmaster Inc. Vancouver
- SEH America, Incorporated Vancouver
- The Columbian HQ
- The Vancouver Clinic Washington Remote
- The Vancouver Clinic Evergreen
- The Vancouver Clinic The Vancouver Clinic
- The Vancouver Clinic Columbia Tech Center
- The Vancouver Clinic Salmon Creek & Salmon Creek 2
- UL LLC Vancouver
- US Digital Vancouver
- US Federal Highway Administration Western Federal Lands Highway Division (WFLHD)
- VA Medical Center Veterans Administration Medical Center
- WA State Dept. of Social and Health Services Columbia River CSO
- WA State Dept. of Social and Health Services Vancouver - DCS
- WA State Dept. of Transportation SW Region Headquarters
- Washington State University Vancouver Campus
- Zayo Group Vancouver One
- ZoomInfo Vancouver

10. List a performance target for each CTR-affected worksite.²⁸

- a. For any performance targets tied to the CTR survey, indicate that you'll establish performance targets during the 2023-2025 survey cycle.*

The City adopted the state's performance target of a weighted average drive-alone rate of 60 percent or less for CTR-affected worksites at the local level.

11. List the base value you'll use for each site.

- a. For any performance targets tied to the CTR survey, indicate that you'll establish a base value during the 2023-2025 survey cycle.*

Performance targets will be tied to the CTR survey. We will establish a base value during the 2023-2025 survey cycle and measure progress using the 2025-2027 survey results.

²⁷ Source: The plan shall also identify the major employer worksites, including affected state agency locations, within the jurisdiction's affected urban growth area and any major employment installations. (WAC 468-63-040(2)(e))

²⁸ Source: The plan shall describe the base year values and numerical targets for each major employer worksite required to participate in the CTR program. (WAC 468-63-040(2)(b))

Services and strategies

12. Describe the services and strategies your jurisdiction will use to achieve CTR targets.²⁹

Strategies may include but are not limited to:

- Education to ensure transportation agencies, workplaces, and the public consider and understand TDM.
 - Special transportation service for efficient transportation to special events.
 - Transportation allowance for commuters rather than free parking.
 - Maximizing transit service efficiency and effectiveness.
 - Park and rides at urban fringe transit stops.
 - Vanpool programs.
 - Rideshare marketing and rideshare matching.
- Bi-state and regional commuter connections, including construction management and Vancouver Amtrak improvements.
- High-occupancy vehicle lane preference for transit and rideshare vehicles.
- Free transit zones in commercial centers.
- Bicycle and pedestrian facility improvements.
- Bike lockers at transit stops, including Vancouver Amtrak, and bike racks on transit vehicles.
- Guaranteed ride home programs to provide a limited number of free rides home for transit and rideshare commuters.
- Remote work from home to avoid commute trips.
- Alternative work hours, through flex time and alternative work weeks (e.g., four 10-hour days).
- Addressing security concerns of rideshare, transit, bicycle, and pedestrian commuters.
- Parking pricing for users.
- Road pricing such as road tolls and congestion pricing.
- Mileage fees per mile, such as charges for road use and/or distance-based vehicle insurance and registration fees.
- Fuel tax increase.

Such TDM strategies will become increasingly important as travel demand in the region continues to grow and transportation investments do not keep pace. TDM strategies can help preserve transportation system capacity.

13. Describe how jurisdiction services and strategies will support CTR-affected employers.³⁰

- Implementing parking management strategies will help transition employees from thinking there is unlimited free parking right at their destination. Reducing the amount of land needed to serve surface parking will allow land to be used for other high-priority uses such as expansion of housing stock. Decoupling parking minimums from housing development will support affordable housing and minimize growth in real estate costs.
- Funding carpool matching and emergency ride home helps employers comply with municipal code and promotes the program goals. Funding campaigns and events to promote the platform and program increases awareness and engagement. The more people that know about the platform and program the more support employers have for implementing excellent commuter benefits.
- Offering transit subsidies and incentives gives employers a tool to encourage transit and travel options to employees. This will directly increase transit use, particularly among choice riders.
- Provision of a business access and transit lanes lane for the bus rapid transit line will speed up bus rapid transit trips, increase travel time reliability and make transit more attractive. The City is committed to transit-supportive infrastructure on our enhanced transit modal network and providing strong connections toe regional growth centers and nodes. BRT or “The Vine” is progressing rapidly in Clark County. C-TRAN currently has The Vine on Fourth Plain and Mill Plain and is planning for The Vine on Highway 99 to being in 2027.

14. Describe barriers your jurisdiction must address to achieve CTR targets.³¹

a. Describe how you'll address these barriers.

Infrequent transit service: Most CTR-affected worksites are located near a C-TRAN bus route; however, transit service is infrequent, sometimes only coming once an hour. It is often two or three bus connections to get an employee to work via bus at a CTR-affected worksite. **How addressing:** The City works with C-TRAN to provide feedback on bus service to major employers. Feedback from the 2025-2029 CTR Local Plans is incorporated into the C-TRAN 2045 planning process. Campaigns and promotions to educate and encourage people about bus routes, park and rides, and multi-modal transportation can help some people make transit work for their commute.

Disconnected active transportation facilities: Active transportation facilities are increasingly available for employees to use to get to work. Many CTR-affected worksites are located near a bicycle and small mobility lane or multi-modal path, but the system of protected facilities is incomplete and there are difficult connections. **How addressing:** The City leverages The 5 E's - Education, Encouragement, Enforcement, Evaluation, and Engineering to create a transportation system for all ages and abilities. The City's Complete Streets Program works to build facilities for all ages and abilities every time a street gets repaved. Vancouver is creating new social norms about how people can get around town. Multi-modal travel, using transit and bikes/e-bikes gets people around fast and efficiently. Campaigns and wayfinding are key priorities to communicate these new social norms to community members.

Lack of micromobility and shared active transportation options: Vancouver does not have bikeshare, scootershare, or carshare for people to use. **How addressing:** The City outlines micromobility and shared transportation options as a priority in the 2024-2044 Transportation System Plan. The City is actively seeking grant funding to plan for programs. The City is actively building more bicycle parking to accommodate a bikeshare system and is completing a downtown parking plan to study other shared transportation options and the impact on parking supply/demand.

Disconnect between telework and employer participation: Many employers post-COVID offer hybrid and remote work where employees infrequently come into the physical worksite location. Since employees are not commuting, employers do not understand why they need to participate in the Commute Trip Reduction program. **How addressing:** City staff educate employers on the CTR requirements and how remote work is an excellent commute trip reduction strategy. City staff work to make the program as easy and simple as possible for CTR-affected worksites where remote work is used frequently.

Primary commuter destination is Oregon, outside of jurisdiction: Local streets where a CTR-affected worksites are located see little congestion. Employees do not sit in traffic to CTR-affected worksites in Vancouver and Clark County. Commute related congestion is concentrated on I-5 heading south in the morning – mostly to worksites and employers located in Oregon. **How addressing:** The City hosts GetThereSWWashington.org to promote bi-state commuter connections and connect carpoolers. The City is researching additional marketing strategies to boost enrollment and engagement with the platform. The City is also researching a pre-tax commuter benefits ordinance that would affect businesses with 20 or more employees that live or work in Vancouver. This ordinance would expand the affected businesses to Oregon and bring more commuter benefits to people who live in Vancouver and Clark County and travel to Oregon for work.

High employee transportation coordinator turnover and lack of worksite support: Designation of an employee transportation coordinator is the responsibility of the CTR-affected employer. Often these duties are tacked onto a wholly unrelated job with no internal support. It is challenging for City staff to identify new ETCs and engage worksites after ETC turnover. **How addressing:** City staff will support employee transportation coordinators through monthly check-ins and an annual worksite audit. In addition, the City staff will host a quarterly networking meeting for employee transportation coordinators to share their experiences and solutions.

15. Describe the transportation demand management technologies your jurisdiction plans to use to deliver CTR services and strategies.

C-TRAN and employee transportation coordinators use the GetThereSWWashington.org platform to form carpools and vanpools, to track their use, and to promote and incentive non-drive-alone modes. They use the state’s CTRSurveyTool.org to conduct worksite surveys and complete program reports. They use Lyft to administer the Emergency Ride Home program for employees. The Transit app is C-TRAN’s preferred transit tracking and trip planning tool and is promoted throughout the program. Ride with GPS and Strava are heavily used by bicycle commuters and are promoted as the preferred bike trip planning tool by employee transportation coordinators.

16. Transcribe or link to your local CTR ordinance.³²

See ordinance attached. No changes are needed but may be explored to increase effectiveness.

²⁹ Source: The plan shall describe what local services and strategies will be implemented to achieve the plan's goals and targets, and how these services and strategies will support the CTR programs of major employers. Strategies may include, but are not limited to: (i) Modifications of local policies and regulations, including the transportation concurrency system, street design standards, parking, and zoning; (ii) Investments in services and facilities, including transit services, nonmotorized facilities and amenities; and (RCW 70.94.527(5))(iii) Marketing and incentives. Transit agencies shall work with counties, cities and towns as a part of their six-year transit development plan established in RCW 35.58.2795 to take into account the location of major employer worksites when planning and prioritizing transit service changes or the expansion of public transportation services, including rideshare services. (WAC 468-63-040(2)(d))

³⁰ Source: The plan shall describe ...how these services and strategies will support the CTR programs of major employers. (WAC 468-63-040(2)(d))

³¹ Source: The plan shall evaluate the existing barriers to the success of the CTR program and identify how the jurisdiction and its partners can overcome these barriers. (WAC 468-63-040(2)(a))

³² Source: The plan shall describe the requirements for major employers that will be outlined in the local ordinance. (WAC 468-63-040(2)(e))

17. Describe your financial plan.³³

a. Describe the estimated average annual costs of your plan.

The average annual costs of the City of Vancouver Commute Trip Reduction Plan are \$142,900.

| Activity | Estimated average annual cost |
|------------------------------------|-------------------------------|
| Employer engagement* | \$47,900 |
| Commute Trip Reduction 4-year plan | \$20,000 |
| Performance Reporting** | \$30,000 |
| Administration*** | \$45,000 |
| Total | \$142,900 |

*Includes identifying worksites and employee transportation coordinators, conducting training, providing technical assistance, offering incentives and tools, and reviewing employer CTR plans.

**Includes worksite surveys and program reports administration, analysis, and reporting.

***Includes financial and program management; CTR for city employees, involvement in comprehensive, regional transportation, transit planning, parking demand management; transportation demand management technical assistance to capital projects, parking services, climate office, human resources, etc.

b. Describe likely funding sources, public and private, to implement your plan.

The funding sources include biennial Commute Trip Reduction formula funding from the Washington State Department of Transportation.

18. Describe your implementation structure.³⁴

a. Describe who will conduct the activities listed in your plan.

Activities will be conducted by, but not limited to, the City of Vancouver, transportation management association, and contractors.

b. Indicate who will monitor progress on your plan. List job title, department, and name.

Transportation Demand Management Coordinator, Community Development, Olivia Kahn.

19. List your implementation schedule.³⁵

a. Provide the timeline for anticipated projects.

| 1 st Biennium – July 2025 to June 2027 | 2 nd Biennium – July 2027 to June 2029 |
|---|--|
| <p>Provide commute and other employee transportation coordinator services to employees.</p> <p>Identify worksites and employee transportation coordinators.</p> <p>Train and provide technical assistance to employee transportation coordinators.</p> <p>Review employer CTR plans.</p> <p>Assure worksite surveys and program reports are completed by worksites.</p> <p>Conduct financial and program management.</p> <p>Engage in comprehensive, regional transportation and transit planning.</p> <p>Provide transportation demand management technical assistance to capital projects, parking services, climate office, human resources, etc.</p> <p>Support bicycle parking implementation program.</p> <p>Support pre-tax commuter benefits ordinance.</p> | <p>Provide commute and other employee transportation coordinator services to employees.</p> <p>Identify worksites and employee transportation coordinators.</p> <p>Train and provide technical assistance to employee transportation coordinators.</p> <p>Review employer CTR plans.</p> <p>Assure worksite surveys and program reports are completed by worksites.</p> <p>Conduct financial and program management.</p> <p>Engage in comprehensive, regional transportation and transit planning.</p> <p>Provide transportation demand management technical assistance to capital projects, parking services, climate office, human resources, etc.</p> <p>Support bicycle parking implementation program.</p> <p>Develop 2029-2033 four-year CTR Local Plan.</p> |

20. Describe the CTR plan for jurisdiction employees.³⁶

a. Describe the services, programs, information, and other actions your city or county put in place to help its employees reduce their drive alone commute trips.

The City of Vancouver is a regional leader in providing commuter benefits to its employees. In December 2022, after extensive community and stakeholder engagement, City Council approved a resolution to adopt the City's Climate Action Framework, a roadmap to support a just and equitable transition to community-wide carbon neutrality by 2040 and to build the City's resilience to the impacts of climate change. The following greenhouse gas (GHG) reduction goals guide our work:

- An 80% reduction in GHG emissions by municipal operations by 2025.
- An 80% reduction in GHG emissions by the Vancouver community by 2030.
- Carbon neutrality by both municipal operations and the Vancouver community by 2040.

The City of Vancouver Commute Trip Reduction (CTR) Benefit is administered through Human Resources with support from the TDM Coordinator in Community Development. As of June 2024, April Stinson is the Employee Transportation Coordinator for the City of Vancouver.

In 2022, the City embarked on a commuter benefits evaluation to enhance the City's commuter benefits package to better encourage non-drive-alone modes to get to work. Moreover, the City implemented telework agreements with 467 employees across 12 departments and is further evaluating how more employees that can work from home, have access to do so.

The City offers employees the option to choose either a monthly cash stipend or a 100% subsidized monthly transit pass if they commit to using it for at least 50% of their physical commute to work (not including telework or remote workdays). In June 2023, the City increased the commute stipend from \$25 to \$75 per month and increased the transit pass from a local to a regional monthly pass, to include the Tri-Met buses and light rail in Portland and beyond. On top of that, the City has been piloting a \$5 daily cash bonus for employees who do not drive alone and park at the office since June 2023. The daily cash bonus is intended to support employees during parking rate changes in Downtown Vancouver, in addition to meeting the Climate Action Framework goals.

In addition to the monthly cash stipend and 100% subsidized bus pass, the City offers:

- Intranet to centralize all commuter benefits and commute options information.
- Quarterly communications in City newsletter and publicize challenges and campaigns.
- Secure bicycle parking and showers and lockers.
- Emergency Ride Home program with Lyft.
- Carpool matching and trip logging platform through GetThereSWWashington.org.
- Carpool parking permits and priority parking.
- Bus passes for employees who do not already have a bus pass and choose to travel by bus/transit for meetings and workday travel.

Finally, the City administers the CTR survey to all City worksites, not just those with 100 or more employees. The City also completes the biannual program report and reports annually to Council leadership on Employee Commute performance metrics. The City is a leader in CTR amongst employers in the Clark County Commute Trip Reduction program.

21. Describe how the CTR plan for jurisdiction employees contributes to the success of the overall plan.³⁷

a. *Describe how the plan for jurisdiction employees reinforces the success of the jurisdiction plan?*

Actions in the city-as-employer plan and strategies like the Climate Action Framework indicate the City's commitment to Commute Trip Reduction. The City uses the jurisdictional plan as the guidebook for what the City should be offering for commuter benefits. The City strives to offer the best and most encouraging commuter benefit to City employees to lead by example and prepare other employers for the new normal in commuter benefits offerings in Southwest Washington. The City actively participates in forums to foster relationships and share knowledge and best practices with employee transportation coordinators.

³³ Source: *The plan shall describe the funding revenues from public and private sources that are reasonably expected to be available, as well as the expected costs, to implement the plan and achieve its goals and targets. (WAC 468-63-040(2)(g))*

³⁴ Source: *The plan shall describe how the various strategies identified in the CTR plan will be implemented, either by the local jurisdiction, its partners, or its contracting partners... (WAC 468-63-040(2)(h))*

³⁵ Source: *The plan shall describe ...when the elements of the plan are expected to be implemented. (WAC 468-63-040(2)(h))*

³⁶ Source: *The plan shall also describe the program that the local jurisdiction will offer to its employees. (WAC 468-63-040(2)(e))*

³⁷ Source: *The plan shall also describe the program that the local jurisdiction will offer to its employees and how this contributes to the success of the overall plan. (WAC 468-63-040(2)(e))*

Alignment with plans

22. List the transit agencies that provide service in your jurisdiction.

- C-TRAN is the transit service provider in Clark County.
- Tri-Met provides transit service south of the Columbia River in Portland and the metro region. Many commuters use the Tri-Met system to connect to C-TRAN.

23. List the transit plans you reviewed while developing this plan.

- C-TRAN 2030 long-range plan
- C-TRAN 2045 long-range plan (in development)
- TriMet Vision 2030 Business Plan FY2025 – FY2029

24. Describe how this CTR plan supports the transit plans.

Employer engagement and promotion: Increase the use of transit, especially among choice riders, and increased availability of subsidized transit passes and commuter benefits.

Engagement in the planning process: Increases awareness of and support of travel options.

Incentives: Increases visibility to the CTR program and offers a “carrot” for employees to provide a benefit.

Marketing: Increases awareness of transit options.

Parking management strategies: Reduces and manages the supply of parking with parking minimums/maximums and market-rate pricing.

25. Describe any comprehensive plan updates that are needed and when they will be made.³⁸

The desire for sidewalks, bikeways, trails, pedestrian crossing, bicycle and small mobility parking, parking management strategies like minimums/maximums will be considered in the next Comprehensive Plan update.

³⁸ Source: The local jurisdiction shall review the local comprehensive plan to ensure that it is consistent with the local CTR plan. If the local jurisdiction determines that the local comprehensive plan needs to be updated or amended to be consistent with the local CTR plan, the local jurisdiction shall identify in the local CTR plan what changes may be needed and when the changes will be made. (WAC 468-63-040(1)(c))

Engagement

26. Describe stakeholder engagement.³⁹

a. Who did you talk to?

The CTR program administrator organized the following engagement strategies to gather community and stakeholder input to inform the plan:

- Clark County CTR Program Feedback Survey
- Conversations with stakeholders and vulnerable groups
- Conversations with CTR-affected employers and their employees
- In-person engagement activities like tabling events, resources fairs, farmers markets and more

The topics included: opportunities and barriers to commute options, strategies and programs local jurisdictions can offer to promote non-drive-alone travel options, and general education on the CTR Program and its requirements.

b. When did you talk to them?

Engagement occurred over the course of five months between April 2024 and September 2024. The below table lists each engagement activity, who we talked to, when we talked to them, and what they had to say.

| Engagement Activity | Date | Summary |
|---|------------------------------|---|
| Clark County Commute Coaching | October 2023 to October 2024 | <ul style="list-style-type: none"> • Great interest in bicycle and small mobility riding and rolling. • Concerns with vehicle speeds and safe crossings. • Transit safety concerns. • Concerns with buses being canceled and the elimination of local transit routes. • Lack of knowledge and understanding of Transit App for real-time transit info. • Concerns with the verification process of the online carpool matching. • Great interest in incentives and subsidies for taking non-drive-alone modes. • Need for more information and communication about the program and benefits. • Desire for employers to provide commuter benefits to all employees, including temporary and contractors. • Desire for more bicycle parking, including secure bicycle parking that is out of the weather. • The weather and dark winters make it challenge for even all-weather bikers to continue riding. • Transit offers a time and space to rest your body and mind, and connect with your community. |
| Clark County Public Utilities Employee Engagement | April 2024 | <ul style="list-style-type: none"> • Interest in how electric vehicles can be incorporated into the program. • Desire for EV charging. • Desire for more bicycle parking. |

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| Multicultural Resource Fair | June 2024 | <ul style="list-style-type: none"> • Spoke to many families, youth, and community members at large about the transportation options available to them. • Gave out a multitude of reflective ankle bands and a few rechargeable bike lights. • Interest in the bike garden and more safe biking areas for people learning to ride. • Concerns with the safety of carpool matching on Get There (the inability to background check). • Youth excited for C-TRAN Youth Opportunity Pass. • People have bikes but lack protective gear or locks. • Desire for a Bike Basics Class. |
| Vancouver Farmers Market | June 2024 | <ul style="list-style-type: none"> • Concerns with speeding and traffic noise pollution. • Concerns with lack of enforcement. • Confusion about trip planning app vs web platform. • Desire for more wayfinding. • Desire for more bicycle and small mobility infrastructure like protected bike lanes and trails. |
| Vancouver City Council Workshop – Transportation Demand Management Programs Update | June 2024 | <ul style="list-style-type: none"> • Interest in how TDM program incorporate accessibility. • Interest in how we can expand and sustain telework rates as they appear to be the most effective in our region for decreasing drive-alone rates. • Affirmation that employer engagement and commute trip reduction benefits and programs are critical to achieving climate, safety, and equity goals. • Desire for more programs that offer heavily subsidized or free transit passes. |
| Heights Bike Garden Opening | June 2024 | <ul style="list-style-type: none"> • Provided information about Complete Streets, GetThereSWWashington.org, the Comprehensive Plan Update and bicycle safety information. • Distributed reflective ankle straps and light up reflectors. • Discussed bike and pedestrian safety with event attendees, including adults and children and how various transportation projects are helping improve safety throughout the city and Clark County. |
| East Vancouver Neighborhood Convening | June 2024 | <ul style="list-style-type: none"> • Neighborhood associations shared information about organization management, fundraising, collaboration on events, and more. • Neighborhood associations heard a citywide update from communications staff. The update included the travel options program, GetThereSWWashington.org, and complete streets throughout East Vancouver. |
| Downtown Vancouver Parking Small Group Discussion | June 2024 | <ul style="list-style-type: none"> • While there might be an abundance of available parking in downtown Vancouver, it feels like there is not parking for people. • Many people feel driving is the only option to get downtown; waterfront is often over 80% occupied and there is no transit service. • City is pedestrian friendly downtown, and we are ahead of some places, still a lot to do. • Enforcement for ADA parking compliance needs to be more costly. • Curb access for people using mobility devices and safe loading spaces for paratransit services. |

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| | | <ul style="list-style-type: none"> • How are ADA spaces prioritized and maintained for events in downtown. • Fix the streets/crossing to make it easier to roll / use mobility devices. • People want pedestrian only spaces, the ability for artists to perform and gather, and more accessible parking. • People want more safe and secure bicycle and small mobility parking in downtown. • Need 8 feet of clearance to unload out of an ADA vehicle (rear and ride). • Need notification of curb repair/redesign/maintenance. • Be mindful of what all is on the curb (sandwich boards, etc.) and where the bike racks are placed, do they make the sidewalk inaccessible to people with a mobility concern. |
| C-TRAN | July 2024 | <ul style="list-style-type: none"> • Weigh the proximity of employers and transit services. • Target the main corridor employers such as Main St, Mill Plain, and Fourth Plain. • Highway 99 outreach. • Invest in education and outreach. • Travel Options brochure (GTSWWa). • Education on the Transit App. • Increase vanpool groups. • Coupons and subsidized passes for rideshare. • Alleviate the uncertainty through social media. • Use the Travel Training program. • Support our mission to ramp up ridership. • Mailers, face-to-face engagement, field trips and more engagement. • Add GTSWWa Information on C-TRAN website. • GTSWWa Channel Card in C-TRAN |
| Downtown Camas Association | July 2024 | <ul style="list-style-type: none"> • We need more carpool parking, affordable parking for customers, light rail from Portland, more frequent transit to Downtown Camas, shuttles for events, and in general more positive messages around transit. • Port of Camas/ Washougal lost business because of lack of transportation especially at early/ late hours for swing shift staff. • 'Leak to Vancouver' shopping and dining because it is easier to go west than it is to go south to Downtown Camas • We need to focus on where we can we make the most impact on people's commutes. For example, transit to the Port of Vancouver, major events like the Farmers Markets, and major employers and commercial districts. • Need more engagement at community events to spread information and include in newsletters. |
| Community in Motion | July 2024 | <ul style="list-style-type: none"> • The issue is the infrastructure: bike lanes are unsafe, bus stops are too far apart, and need better infrastructure. • Use social media, make transit exciting, lower the barriers, lessen the stigma. • Insulated grocery bags are a useful giveaway. |

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| | | <ul style="list-style-type: none"> • Create incentives, education, events, carpool information to work with local businesses. • Guided bus tours to shopping and grocery centers for vulnerable groups. They don't use Instacart. |
| Chamber of Commerce | July 2024 | <ul style="list-style-type: none"> • People are open to travel options but concern with safety, safety issue with loitering along bus lines. • Many communities never had to take public transit. • Commuting from Brush Prairie and other more suburban and rural communities is nearly impossible. Many communities do not have frequent service. • Mental Health concerns to telework. • Activating the community to shop and be active in local resources and downtown while also lessening travel trips. • Concerns with IBR and the duration of construction and impacts on local businesses. • Education (giving opportunities and tours/teambuilding opportunities), more Travel Training • Creative rideshare services like circulator shuttles parked around downtown for businesses, a moveable shuttle shoppers. • Parking faraway means more consumer activation. • Main street should be walkable as the mall. • Collab with Chamber/ Gameify keeping cars at home. • "Community Currency" 75+ Companies as incentives to encourage spending money in the community, merchant gift certificates on our travel prizes, opportunities for corporate packages |
| Summer Fest Picnic in the Park | July 2024 | <ul style="list-style-type: none"> • Community engagement with many individuals and families highlighting travel options, IBR, C-TRAN youth opportunity pass, New Movers Program, bike safety, and asking folks about their commutes. • Many expressed excitement for the C-TRAN youth opportunity pass, not knowing their kids could ride public transit for free. And many adults were eager to know how to utilize HOP pass and Mobile Wallet to pay their bus fare. • Many expressed a desire for a bridge or a ferry on either side of I5, Troutdale to Camas and St. Helens to Ridgefield. • Community comments: <ul style="list-style-type: none"> ○ Bike/ bus lanes underutilize the space ○ More light rail and streetcar to outer towns and Portland would be helpful (but not just to Downtown) ○ More carpool lanes ○ Charging stations at libraries ○ Free public transit ○ Pothole repair: We had one person asking where to file a claim against the City for a pothole that damaged their car ○ More cleaning and sidewalk maintenance ○ 'The Current' is confusing and isn't consistent to its location jurisdiction. |

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| | | <ul style="list-style-type: none"> ○ Bike lane barriers zebra ziclas are “overrated, overpriced, and dangerous to bikers” ○ City needs to update cycling maps (2019) ○ Community wants more sharrows and more wayfinding signs ○ Feedback card that says “second chance housing options, more unique veteran programs, and shelters for whole families and pets” <ul style="list-style-type: none"> ● Overall, very good engagement, gave out lots of waters and prizes. Connected with realtors about New Movers program, and families about the Vancouver Heights Bike Garden. Hoping for more little cyclists to join the ranks. |
| CTR Employer Small Group Discussion | July 2024 | <ul style="list-style-type: none"> ● Top priority for ETCs in attendance was equity (ensuring all members of our community have adequate, safe access to commute options). ● Their second priority was transportation safety with traffic congestion being a close third. ● ETCs top priority investment from local jurisdictions was to support employers with telework and hybrid work options. Their second top priority was for local jurisdictions to build more safe infrastructure for walking and biking. ● When asked what would help people drive-alone less, ETCs in attendance said overwhelmingly more frequent, reliable, and accessible public transit service. ● When asked what would get people to talk commute options more, ETCs in attendance said a cash stipend for not driving-alone to work. |
| Rose Village Neighborhood Picnic | August 2024 | <ul style="list-style-type: none"> ● Staff attended the Rose Village Neighborhood Association Picnic in the Park event. ● We met with many community members, organizations, and religious groups. ● These included: volunteers and patrons of River City Church. Organizers of Fourth Plain Forward and the Board of Rose Village Neighborhood Association, Karen Morrison from Odyssey World, Vancouver Bee Project, many neighbors within Rose Village. ● Parking concerns in Fruit Valley. ● We spoke to Marie Gluesenkamp-Perez about the TMC Community Forum. ● We spoke with many neighbors about the Current as their (one and only) public transportation option in their neighborhood but many seemed excited about the prospect of a \$1 uber. ● We spoke with one community member who drives and uses a mobility aid who would like to take public transit more but there is a massive hill on 39th Street to get to the closest bus stop and a lack of sidewalks in their neighborhood, so they often opt to drive instead. 29th and 33rd Streets underdeveloped "sharrows" were brought up along with high speeds of vehicles through those corridors creating an unsafe experience for bikers and their families. |

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| | | <ul style="list-style-type: none"> • Mark, a board member, was disappointed at the removal of C-TRAN routes from and around Rose Village including route 240 along with several others. |
| City of Camas | August 2024 | <ul style="list-style-type: none"> • Align with TSP to provide more multi-modal access; want people to make short trips by biking, walking, rolling, and taking transit. • Safety and more protected infrastructure for people to bike, walk and roll needs to be addressed for people to feel comfortable taking travel options. • Remove barriers for ADA access. • Camas workers commuting to and from Vancouver, Portland need better travel options. • Good network of property for commuting and recreational use, North Shore Construction, and land use. A lot of people recreate in Camas using bike trails for recreation but not commuting, why? • Stipend for retirement funds for generations closer to retirement for carpool/ transit users. • Invest in community activities in lieu of working from home; invest in community events to spread the word about travel options. • Increase incentives to encourage more carpool matching and increase marketing of GetThereSWWashington.org. • Increase bicycle parking at farmers markets, community events, parks, and other gathering spaces. The region desperately needs more bicycle parking. |
| Vancouver Downtown Association | August 2024 | <ul style="list-style-type: none"> • Safety; making sure all folks have safe, accessible, direct routes and wider sidewalks with reliable, consistent, and convenient transportation. • Education and culture shift; educate and target suburban community in region. • Offer a free trial to taking travel options. • Carpool matching and incentives. • More rural direct access for community member that live farther from daily needs. |
| Clark Bicycle & Pedestrian Advisory Committee | August 2024 | <ul style="list-style-type: none"> • Safety and major concern for high injury bike/ ped networks. There is a lack of protected places to ride your bike, so a lot of people are riding right next to cars going a high speed. This creates a high-stress network for people biking and walking, and driving. • We need more safe and comfortable infrastructure. • There is a lack of connectivity in the street network and funneling traffic to major roadways, which creates safety and congestion concerns. • We need more bicycle parking in Clark County. • There needs to be more education of travel options to community members. Mailers, marketing, event invites, school-based education, and more. |
| Washington State School for the Blind | August 2024 | <ul style="list-style-type: none"> • C-TRAN cancels trips a lot and often it is not reflected on their website or transit. Invest in Uber/ Lyft vouchers for cancelled trips. • There should be express service and better connection between Longview/ Kelso (include casino) for our |

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| | | <p>students that live in those areas as well as commuters from Northern cities.</p> <ul style="list-style-type: none"> • Cowlitz county has a bus that comes from Longview/ Kelso, but it is very few and far between. • Commuting to the train station is difficult, confusing, dangerous, and tiresome for all people but especially those who are blind/ low vision. We need regional investment to increase access to the train station. • We need more express buses from Vancouver mall and other major hubs in Clark County. • "I like The Current. Needs expansion." • C-TRAN needs to work harder to get people there faster, it takes longer to wait for the 60 then to walk across the bridge to Portland. • Truncated domes and curb cuts perpendicular not diagonal for people walking with a disability. • Getting the word out about The Vine construction work and when stops will be without service. • Add a carpool lane north of the I-5 bridge. • Need a more reliable and robust system, "the biggest complaint from folks I work with is it takes two hours to get from point a to point b, but when I could drive it took 10 minutes." |
| National Night Out | August 2024 | <ul style="list-style-type: none"> • People were receptive to the message, although their community isn't as well connected. Some groaned at the idea of walking to the bus stops, which are a few blocks away. Neighborhood is quite spread out, little reason to explore. • The Get There bags are by far the most popular swag item! It is hard to convince older folks to try transit, even when they've taken it in the past. • Talked to many neighbors and connected over transit, cycling, and construction happening around their neighborhood. Heard a lot of interest from the younger generation and from folks wanting to try cycling/ transit collaboration. • Folks frustrated by lack of connection to Portland (especially the minimal service of the #67 PDX bus from Fisher's to the airport) and Camas and overall lack of reliable service. • Lots of concern about safety. |
| Harney Heights Neighborhood Association Summer BBQ | August 2024 | <ul style="list-style-type: none"> • As a community that is closer to bus rapid transit options like the Red Vine and Green Vine, many were more receptive to discussions about using it. A reoccurring issue, which came up 3 times at this event, was folks who work evening or night shifts. "I'm pretty excited about Vancouver, I've got to say", someone said when we discussed how much has changed on the waterfront and the new bus rapid transit. • Burnt Bridge Trail continues to be a sticky topic. We gave out the most literature by far at this event! Getting more up to date cycling maps and having a simple C-TRAN map in general might be good to give out. |

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| Clark County Commute Options Feedback Survey | July to August 2024 | <ul style="list-style-type: none"> • Advertised to CTR employers, through GetThereSWWashington.org, via stakeholder outreach, and on social media. • 252 survey responses collected over one month. Two survey responses were in Spanish. • Most survey responses were from people who work in Vancouver, which makes sense since that is where most employment is in Clark County. 32 respondents said they lived in Oregon and 100% of them said they worked in Vancouver. 22 respondents said they lived elsewhere, most likely in North Clark County. • People who responded to the survey primarily live in Vancouver but the distribution across Camas, Oregon, unincorporated Clark County, and elsewhere is relatively even. Among survey responses, the fewest live in Washougal. • When asked their gender, 57% responded female, 37% male, and 1% said non-binary. The remainder said prefer not to answer. • When asked their race or ethnicity, 72% responded White, 3% Hispanic/Latino and White, 3% Hispanic/Latino, 3% Black/African American, 3% Asian, 1% American Indian & Alaska Native and White, 1% Native Hawaiian & Pacific Islander, and 1% Asian and White. The remaining 11% said prefer not to answer. • When asked their household income, 46% said \$100,000 or more, 33% said between \$50,000 and \$100,000, and 8% said below \$50,000. The remaining 11% said prefer not to answer. • When asked their primary commute mode, 39% said drive-alone, 36% said remote work, 8% said bicycling, and 6% said carpool or transit. Walking, e-biking, and compressed work weeks made up about 2% each. The remaining respondents said other. • Respondents said traffic congestion, climate change, and equity are the top three most important community issues cities, counties, and regions should consider in their commute trip reduction plans. While traffic congestion has the greatest number of responses as the top issue, it is only a top priority for drive-alone and remote work respondents. Climate change is the top priority for all other respondents that bike, carpool, e-bike, take transit, and walk as their primary commute mode. • Nearly half of respondents said they want cities, counties, and regions to consider how to support employers with telework and hybrid work options in their commute trip reduction plans. A third of respondents said they wanted cities, counties, and regions to run programs and provide incentives to reduce car trips as their top choice. Another 11% said their top choice was to build more safe infrastructure for walking and biking. • Looking at investment by respondent primary commute mode shows that people using active transportation overwhelmingly want local jurisdictions to run |
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| | | <p>programs or provide incentives to reduce car trips and to build more safe places to bike and walk. Drive-alone respondents also want more safe places to bike and walk, but what they desire more is support for telework and hybrid work and programs and incentives to reduce car trips.</p> <p>Vancouver</p> <ul style="list-style-type: none"> • Climate change is the primary concern for people who work in Vancouver and responded to the survey. • Traffic congestion is the primary concern for people who live in Vancouver and responded to the survey. • People who live in Vancouver and responded to the survey primarily want local jurisdictions to work with employers to support telework and hybrid work options. They also want the City to run programs or provide incentives to reduce car trips. Finally, many people want to see more investment in safe infrastructure for walking and biking in Vancouver. <p>Camas</p> <ul style="list-style-type: none"> • Traffic congestion is the primary concern for people who work in Camas and responded to the survey. • Climate change and traffic congestion are tied as the primary concern for people who live in Camas and responded to the survey. • People who live in Camas and responded to the survey primarily want local jurisdictions to work with employers to support telework and hybrid work options. They also want the city to build more safe infrastructure for walking and biking. Many respondents also want the City to invest in programs and incentives to reduce car trips. <p>Clark County</p> <ul style="list-style-type: none"> • Traffic congestion is the primary concern for people who live and work in unincorporated Clark County and responded to the survey. Climate change is second for people who live in unincorporated Clark County. • People who live in unincorporated Clark County and responded to the survey primarily want local jurisdictions to work with employers to support telework and hybrid work options. They also want the County to invest in programs and incentives to reduce car trips. <p>Washougal</p> <ul style="list-style-type: none"> • Traffic congestion is the primary concern for people who live in Washougal and responded to the survey. • People who live in Washougal and responded to the survey primarily want local jurisdictions to work with employers to support telework and hybrid work options. |
| Art & Nature Walk in Park | August 2024 | <ul style="list-style-type: none"> • The bulk of the people we spoke to weren't from the Bagley Downs Neighborhood. This made it a bit difficult to discuss their transit and walking options easily. Still, we were able to talk to recent movers and handed out a lot of flyers to Spanish speaking individuals. Sentiment was quite positive; many folks were happy to learn that kids rode free on C-TRAN. |

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| | | <ul style="list-style-type: none"> • Placement is key, and it might have been wise to advocate for a spot near the neighborhood association table. This could have attracted more local folks to talk to. |
| Fourth Plain Forward | August 2024 | <ul style="list-style-type: none"> • Many concerns for low-income population in Vancouver. These included: emotional weight/ added stress of navigating carpool/ transit for those already overburdened, lack of flexibility in work environments for tardiness, the freedom and emotional release of having a vehicle for those living in multi-generational households, even during inclement weather or extenuating circumstances when buses don't run the poorest workers still must report for work and on-time. • Insufficient transit routes, inconsistent service -- community does not feel like it can rely on transit. • Pacifica and Chuukese community have been passed by bus drivers while waiting at stops. • For walking and biking, there is a lack of trust and a lack of infrastructure so that the community does not trust it as a viable option. • There are air quality concerns in this community. • The alignment of freeways in Clark County makes it very difficult to commute as a bike rider north to south and east to west. • There is a lack of bike shops in the community. • Invest in bike infrastructure and more bike repair stations. "There are many costs associated with the privilege of being a bike rider", "Why would someone pay hundreds of dollars to get squashed in the road" Low-income communities need support in getting bikes but the infrastructure needs to come first. • Get the buy-in from the employer and offer incentives through commuting. • Have the CTR plan be the responsibility of the employer, so they are more gracious about arrival times and flexible with emergencies. • Low-income folks need a reason to incur the extra labor and mental load that would need to be conducted to achieve the CTR goal. • "I would love to have a bike road! Away from the danger and emissions of cars". Respondent was really passionate about air quality. We need more tree coverage and shade scape and native plants. We need physical barriers, "Anything can be a difference in whether or not your mom comes home." Supports environmental barriers. • "I would still choose biking every single day and I have been hit by a car. I still cycle every day on my peloton. It would skip a step if I could just cycle to work." • This plan needs to really amplify the lives and issues of people of color. • A car for low-income communities can be their safe space, within multi-generational households, or for folks at high-stress jobs such as teaching. |

c. *What did they have to say?*

In summary, community members wanted investment in safe, reliable and affordable transportation options. People that have been disproportionately impacted by the transportation system said in summary; for more details, see the table in question 28a:

- There needs to be more safe infrastructure, including slower vehicle traffic speeds for people to want to bike, walk, carpool, or take transit to work. Owning a vehicle is often a safe place and gives households a sense of security.
- C-TRAN needs to communicate canceled bus routes more effectively and offer an alternative like an Uber/Lyft voucher for riders. C-TRAN needs to expand express bus service; it takes too long to get to regional destinations.
- Expand transit subsidies like Youth Opportunity Pass to get free transit in the hands of more individuals.

Businesses representatives and chambers of commerce said in summary; for more details, see the table in question 26b:

- Safety needs to be addressed for people to feel comfortable taking travel options.
- Travel options are unrealistic for people who commute long distances.
- Want walkable communities to encourage shopping and gathering places for the community.
- Increase shuttle and circulators to bring more people downtown and to main streets.
- Concerns with Interstate Bridge Replacement impacts (construction, business access, etc.).

Local government representatives said in summary; for more details, see the table in question 26b:

- Safety and more protected infrastructure for people to bike, walk and roll needs to be addressed for people to feel comfortable taking travel options.
- CTR could expand to people who age out of employment in our community. Offer a way for older adults to access a transportation allowance for trips to meet daily needs.
- Increase incentives to encourage more carpool matching and increase marketing of GetThereSWWashington.org.
- Increase bicycle parking at farmers markets, community events, parks, and other gathering spaces. The region desperately needs more bicycle parking.

C-TRAN representatives said in summary; for more details, see the table in question 26b:

- Employment hubs and major destinations are a strategic component of the C-TRAN 2045 transit plan.
- The Vine on Highway 99 will increase reliable and frequent transit service and create another major transit line for the region.
- Desire to increase vanpool, travel training, field trips, and subsidy options.
- Desire to increase education, marketing, mailers, social media, and in-person engagement to bolster C-TRAN ridership and GetThereSWWashington.org usage.

d. How did what they said influence the plan?

The CTR program administrator will:

- Assist employers in enrolling in C-TRAN employer transit pass program.
- Explore the CTR Program subsidizing C-TRAN employer transit pass programs.
- Aid local City staff in incorporating community feedback for slower speeds, protected and separated bicycle and small mobility infrastructure, and additional traffic enforcement.
- Aid C-TRAN staff in incorporating community feedback for increase transit service in Camas, more shelters at bus stops, and more access to PDX airport.

27. Describe vulnerable populations considered.

Racial or ethnic minorities: People of color or BIPOC individuals and communities are at a higher risk for poor health outcomes in response to environmental harms.

People with a disability: Transportation policy has been traditionally written by abled people and drivers. For people who cannot drive, major barriers exist to accessing daily needs and opportunity.

Workers categorized as ALICE (Asset Limited, Income Constrained, Employed): Individuals and families who work, but are unable to meet their basic needs, including food, childcare, housing, health care and transportation. These workers can be found at CTR-affected worksites and at other worksites.

28. Describe engagement focused on vulnerable populations.

a. Who did you talk to?

| Engagement Activity | Date | Summary |
|-----------------------------|-----------|---|
| Multicultural Resource Fair | June 2024 | <ul style="list-style-type: none"> • Spoke to many families, youth, and community members at large about the transportation options available to them. • Gave out a multitude of reflective ankle bands and a few rechargeable bike lights. • Interest in the bike garden and more safe biking areas for people learning to ride. • Concerns with the safety of carpool matching on Get There (the inability to background check). • Youth excited for C-TRAN Youth Opportunity Pass. • People have bikes but lack protective gear or locks. • Desire for a Bike Basics Class. |
| Community in Motion | July 2024 | <ul style="list-style-type: none"> • The issue is the infrastructure: bike lanes are unsafe, bus stops are too far apart, and need better infrastructure. • Use social media, make transit exciting, lower the barriers, lessen the stigma. • Insulated grocery bags are a useful giveaway. • Create incentives, education, events, carpool information to work with local businesses. • Guided bus tours to shopping and grocery centers for vulnerable groups. They don't use Instacart. |

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| <p>Washington State School for the Blind</p> | <p>August 2024</p> | <ul style="list-style-type: none"> • C-TRAN cancels trips a lot and often it is not reflected on their website or transit. Invest in Uber/ Lyft vouchers for cancelled trips. • There should be express service and better connection between Longview/ Kelso (include casino) for our students that live in those areas as well as commuters from Northern cities. • Cowlitz county has a bus that comes from Longview/ Kelso, but it is very few and far between. • Commuting to the train station is difficult, confusing, dangerous, and tiresome for all people but especially those who are blind/ low vision. We need regional investment to increase access to the train station. • We need more express buses from Vancouver mall and other major hubs in Clark County. • "I like The Current. Needs expansion." • C-TRAN needs to work harder to get people there faster, it takes longer to wait for the 60 then to walk across the bridge to Portland. • Truncated domes and curb cuts perpendicular not diagonal for people walking with a disability. • Getting the word out about The Vine construction work and when stops will be without service. • Add a carpool lane north of the I-5 bridge. • Need a more reliable and robust system, "the biggest complaint from folks I work with is it takes two hours to get from point a to point b, but when I could drive it took 10 minutes." |
| <p>Fourth Plain Forward</p> | <p>August 2024</p> | <ul style="list-style-type: none"> • Many concerns for low-income population in Vancouver. These included: emotional weight/ added stress of navigating carpool/ transit for those already overburdened, lack of flexibility in work environments for tardiness, the freedom and emotional release of having a vehicle for those living in multi-generational households, even during inclement weather or extenuating circumstances when buses don't run the poorest workers still must report for work and on-time. • Insufficient transit routes, inconsistent service -- community does not feel like it can rely on transit. • Pacifica and Chuukese community have been passed by bus drivers while waiting at stops. • For walking and biking, there is a lack of trust and a lack of infrastructure so that the community does not trust it as a viable option. • There are air quality concerns in this community. • The alignment of freeways in Clark County makes it very difficult to commute as a bike rider north to south and east to west. • There is a lack of bike shops in the community. • Invest in bike infrastructure and more bike repair stations. "There are many costs associated with the privilege of being a bike rider", "Why would someone pay hundreds of dollars to get squashed in the road" Low-income communities need support in getting bikes but the infrastructure needs to come first. |

| | | |
|--|--|---|
| | | <ul style="list-style-type: none"> • Get the buy-in from the employer and offer incentives through commuting. • Have the CTR plan be the responsibility of the employer, so they are more gracious about arrival times and flexible with emergencies. • Low-income folks need a reason to incur the extra labor and mental load that would need to be conducted to achieve the CTR goal. • "I would love to have a bike road! Away from the danger and emissions of cars". Respondent was really passionate about air quality. We need more tree coverage and shade scape and native plants. We need physical barriers, "Anything can be a difference in whether or not your mom comes home." Supports environmental barriers. • "I would still choose biking every single day and I have been hit by a car. I still cycle every day on my peloton. It would skip a step if I could just cycle to work." • This plan needs to really amplify the lives and issues of people of color. • A car for low-income communities can be their safe space, within multi-generational households, or for folks at high-stress jobs such as teaching. |
|--|--|---|

³⁹ Sources: The plan shall be developed in consultation with local transit agencies, the applicable regional transportation planning organization, major employers, and other interested parties. (RCW 70A.15.4020(4))

The local jurisdiction shall invite, as appropriate, representatives of major employers, local transit agencies, the applicable RTPO, business associations and economic development organizations, nonprofit transportation and land use advocacy organizations, pedestrian and bicycle advocacy organizations, public health agencies, tribal governments, and residents, employees and businesses that will be affected by the CTR plan to participate in the development of the local CTR plan.

The state intends for the invited partners to work collaboratively with the local jurisdiction by providing data and plans and discussing opportunities, including new and reprioritized investments and policy changes, to reduce drive-alone commute trips in the jurisdiction and increase transportation access to affected major employer worksites. (WAC 468-63-040(1)(b)(i))

The plan shall include documentation from the local jurisdiction that verifies consultation with employers, transit agencies and others to develop the plan. (WAC 468-63-040(2)(f))

b. When did you talk to them?

Engagement occurred between April 2024 and September 2024. For more details, see the table in question 28a.

c. What did they have to say?

People that have been disproportionately impacted by the transportation system said in summary:

- There needs to be more safe infrastructure, including slower vehicle traffic speeds for people to want to bike, walk, carpool, or take transit to work. Owning a vehicle is often a safe place and gives households a sense of security.
- C-TRAN needs to communicate canceled bus routes more effectively and offer an alternative like an Uber/Lyft voucher for riders. C-TRAN needs to expand express bus service; it takes too long to get to regional destinations.
- Expand transit subsidies like Youth Opportunity Pass to get free transit in the hands of more individuals.

For more details, see the table in question 28a.

d. How did what they said influence the plan?

The following results from engagement with people that have been disproportionately impacted by the transportation system influenced the plan:

- Create a subsidy or allowance for biking, walking, carpooling, vanpooling, and taking transit.
- Increased bicycle parking, including secure long-term and short-term bicycle parking.
- Shared vehicle parking programs that help reduce parking costs, especially for low-income households and vulnerable groups like students and youth.
- Increase remote work opportunities for people in the region.

⁴⁰ Source: *The state intends for the plan to be a mechanism through which employers can describe what policy changes, services and support they need to make their CTR programs more effective. (WAC 468-63-040(2)(a))*

29. List employers' suggestions to make CTR more effective.⁴⁰

Employers expressed support for the following:

- Ensuring all members of our community have adequate and safe access to commute options.
- Increased transit subsidies or cash stipend for employees who do not drive-alone to work.
- Capital investment in protected multi-modal facilities for all ages and abilities.
- Investment in public transit service to increase frequency, reliability, and availability.
- Increased enforcement in areas surrounding park and rides and public transit stops.

30. Describe results of engagement focused on vulnerable populations that will be provided for use in comprehensive plan and transit plan updates.

The following results from engagement with vulnerable populations will be provided for use comprehensive plan and transit plan updates:

- Investment in public transit service to increase frequency, reliability, and availability.
- Capital investment in protected multi-modal facilities for all ages and abilities.
- Mixed use housing with walkable neighborhoods, close to daily needs and schools.
- Creative transit options to serve lower dense areas, increase point-to-point service, shared neighborhood vehicles and smaller transit and on-demand options.

Regional transportation planning organization CTR plan review

RTPO comments

[TYPE]

City of Vancouver Commute Trip Reduction Four-Year Plan Update: 2025–2029

Benefits of CTR

1. Describe the local land use and transportation context and objectives.²¹

a. Describe the setting in the jurisdiction as it is today or will be in the near future.

Vancouver is growing and diversifying, putting increased pressure and fresh demands on the transportation system. A new waterfront district, increased multifamily development, great parks and schools, and significant job and business growth continue to attract people and investment to the city. Vancouver sits at a virtual crossroads shaped by the Columbia River and the West Coast’s major interstate, I-5, and is well-positioned to capture economic benefits from regional trade.

But growth can come with challenges. Vancouverites place a high priority on neighborhood livability as well as access to parks and schools. As more people live and work in Vancouver, concerns grow about congestion, safety, and displacement of people with lower incomes, communities of color, and renters.

Yet these desires—for both progress and preservation—do not need to be in conflict. Vancouverites have consistently shared their values—people want safe streets and comfortable and reliable ways to move within their neighborhood, city, and region. For some, that means better walking and rolling conditions; for others, that means better access to frequent transit or more reliable ways to drive.

As of 2023, Vancouver is home to 200,000 people and is the largest city in Clark County. Vancouver grew by 19% or 31,000 people since 2021. The median household income is \$63,600 and 97% of people are employed. Vancouver is diverse. 20% of the population speaks a language other than English at home. 12.7% live in poverty. 9.7% have a disability. 10% identify as LGBTQ. 6% are veterans. And 22% are under the age of 18.

b. Describe features of land use and transportation facilities and services that affect commuters.

The City of Vancouver measures 46.5 square miles with a population density of 4,000 residents per square mile in 2022. The downtown core sits west of I-5. Considerable growth is occurring between I-5 and I-205 in the Heights neighborhood and along Fourth Plain Boulevard. East of I-205, the Columbia Tech Center area continues to expand. Vancouver has an Urban Growth Area (UGA) that is larger than the city boundary. The UGA is an area designated for future growth and annexation to eventually become part of Vancouver. Upon annexation, the UGA will add 162,283 people, 30,000 jobs, and 732 miles of streets to the city.

c. *Describe whether and how commuting patterns have changed in the past few years.*

Safety continues to be a concern and crashes are on the rise. From 2010 to 2019, crashes increased 29% while the population only grew by 13%. During the pandemic, crashes declined 5% from 2019 to 2022, but safety remains a top priority for the community. Distraction and inattention make up the top two factors contributing to crashes across all crash types. Community roundtable participants who identify as BIPOC stated they are especially impacted by the danger of waiting for transit on nights and weekends.

While the City continues to build Complete Streets through the pavement program, there is still a long way to go. There are stretches with long distances between crossings, a lack of sidewalks on nine miles of arterial streets, and bicycle and small mobility facilities that end abruptly contribute to feelings of unsafe conditions. Bicycling across the city is not attractive for most people. Most of the existing designated bike and small mobility facilities are high-stress based on the width of the street, traffic volumes, and traffic speeds. The City sees an increase in ride hailing service but does not have operating agreements with vendors. The City does not have bikeshare or scooter share services in operation.

The City has a transit dependent population. In fact, C-TRAN ridership declined the least during the pandemic along routes like the Fourth Plain Vine that serve equity areas. Additionally, people who live in the eastern part of the city and who live in equity focus areas do not take as many trips to Downtown as people in other parts of the city.

In general, the average miles driven per person per day is declining, from 21.8 miles in 2000 to 14.5 in 2022. But overall vehicle miles traveled (VMT) continues growing within Vancouver as population expands, increasing by 1.2 million from 2005 to 2019. During the COVID-19 pandemic traditional rush hour volumes declined, but there has not been a uniform decrease in travel all day. In some parts of the city, travel activity has gone up, especially midday.

- d. *List the most important land use and transportation objectives from your city or county's plans that commute trip reduction most directly affects.*

To increase options for housing citywide, the City will propose and adopt revisions to its land use regulations (VMC Title 20) to allow a variety of housing types and sizes in low-density residential and other zoning districts and reduce or eliminate regulatory or procedural barriers to housing production when possible.

To facilitate transit usage, the City will increase the number of neighborhoods designed to allow safe, non-motorized travel by residents to transit facilities.

To improve the safety of our transportation and mobility systems for all residents, workers, and visitors. The City's Public Works Department will work in partnership with the Community Development Department to increase the number of miles of complete streets.

To support multiple convenient transportation options (community members have choices for transportation) and connections in all of Vancouver's neighborhoods, the Public Works Department will increase the miles of improved existing non-motorized facilities.

To support the goal of achieving carbon neutrality by 2040 for both municipal operations and the broader Vancouver community, the City will look at further investments and changes to municipal policies to reduce greenhouse gas emissions, especially in the highest impact areas of transportation and buildings, to achieve an 80% reduction in emissions by 2025 for municipal operations and an 80% reduction in emissions by 2030 for the broader community.

- e. *Describe critical aspects of land use and transportation that should be sustained and key changes that should be considered to improve commute trip reduction's contribution to the land use and transportation objectives you reference.*

The City of Vancouver 2022 Climate Action Framework, 2023-2029 Strategic Plan, and 2024-2044 Transportation System Plan are accelerating land use and transportation investments and improvements to meet climate, equity, and safety goals to make Vancouver the best place to live now and into the future. Goals oriented to increase housing density, build more complete streets for all ages and abilities, increasing accessibility standards with all programs all support commute trip reduction. Continued action and ongoing support are what will move the needle in more people traveling by non-drive-alone options.

²¹ Sources: The plan shall highlight the existing and future land use and transportation conditions and characteristics considered most critical by the jurisdiction and evaluate the degree to which existing local services, policies, regulations, and programs, as well as any documented future investments, will complement the trip reduction efforts of CTR employers. (WAC 468-63-040(2)(a))

The state intends for local jurisdictions to use information in existing plans and programs, such as the local comprehensive plan, unified development codes, the transportation improvement program, economic development plans, and others, as much as possible in order to develop the local CTR plan. (WAC 468-63-040(2))

2. Describe how the CTR program will help achieve the jurisdiction’s land use and transportation objectives.²²

- a. *Describe how and to what extent your CTR program will help your city or county achieve the land use and transportation objectives referenced in question 1.*

More employer engagement and encouragement to travel by clean and active modes are strategies within the City of Vancouver 2022 Climate Action Framework, 2023-2029 Strategic Plan, and 2024-2044 Transportation System Plan. Likewise, these plans call for dense housing which demands more transit and more multi-modal networks. Finally, for the transportation system to accommodate more people living in Vancouver and work efficiently and sustainably, we need people to travel by non-drive-alone modes and we need people to live in more dense transit-oriented housing with less parking.

3. Describe how the CTR program will help achieve the jurisdiction’s environmental objectives.²³

- a. *Describe how the CTR program will support jurisdiction greenhouse gas emission reduction efforts.*

Every drive-alone commute trip that switches to transit, carpool, vanpool, bike, walk, compressed work week or telework eliminates or lessens the greenhouse gas emissions that would have been generated by the drive-alone trip.

- b. *Describe how the CTR program will support jurisdiction environmental objectives in addition to greenhouse gas emission reductions.*

The City of Vancouver measures and reports greenhouse gas emissions through the Climate Action Framework. As drive-alone trips shift to transit, carpool, vanpool, bike, walk, compressed work week and telework the demand for new roads decreases and more land can be left natural to improve air quality.

4. Describe how your CTR program will help achieve regional and state objectives.²⁴

- a. *Summarize the local, regional, and state benefits that would be gained if you achieve your CTR targets.*

More employer engagement and encouragement to travel by clean and active modes are strategies within the Draft 2025-2029 Statewide CTR Plan and 2024 Clark County Regional Transportation Plan. Likewise, these plans call for dense housing which demands more transit and more multi-modal networks. Finally, for the transportation system to accommodate more people living in the region and work efficiently and sustainably, we need people to travel by non-drive-alone modes and we need people to live in more dense transit-oriented housing with less parking.

²² Source: *The local CTR plan shall describe how the CTR program will help achieve the jurisdiction's broader land use and transportation goals. (WAC 468-63-040(2))*

²³ Source: *The legislature also finds that increasing automotive transportation is a major factor in increasing consumption of gasoline and, thereby, increasing reliance on imported sources of petroleum. Moderating the growth in automotive travel is essential to stabilizing and reducing dependence on imported petroleum and improving the nation's energy security (...) The intent of this chapter is to require local governments in those counties experiencing the greatest automobile-related air pollution and traffic congestion to develop and implement plans to reduce single-occupant vehicle commute trips. (RCW 70A.15.4000)*

²⁴ Sources: *In their local CTR plans, local jurisdictions shall communicate what local, regional, and state benefits would be gained if the established targets were achieved. Benefits may include but are not limited to:*

Regional transportation planning organizations (RTPOs) and WSDOT shall provide applicable data, if available, to assist this analysis. (WAC 468-63-030(3)(c))

The plan shall also discuss cross-boundary issues, such as passthrough commute patterns or larger regional issues, and how these affect the local CTR plan. (WAC 468-63-040(2)(a))

b. List adjacent CTR-affected cities and counties.

City of Camas, City of Washougal, Clark County

c. Describe the top few cross-border and regional transportation issues that affect your jurisdiction.

Connecting the region is a priority for Vancouver as half of the people that live in Vancouver and Clark County commute south to Oregon for work. The Washington State Commute Trip Reduction program and law does not reach or affect employers in Oregon, which is a big limitation for our region. The City's designated freight corridors are all operating above target travel speeds, which is a priority for the Port of Vancouver and the regional economy. The region must make new regional connections to the Portland International Airport to reduce commute trips and travel trips from increasing airport travel. Active transportation facilities and capital investment to support biking, walking, and taking transit are inconsistent across the region. Commuters don't realize when they are moving through the regional that they are in a new jurisdiction and suddenly their facilities disappears or is inconsistent.

d. Describe the strategies you, adjacent cities and counties, and your region have agreed to use to address the top issues described in the previous bullet.

The City coordinates and works regularly with both WSDOT and Oregon Department of Transportation (ODOT) on bus-on-shoulder-lanes on I-5 and I-205 north and south of the Columbia. The City meets quarterly with Oregon Metro, the regional metropolitan planning organization, on the regional travel options program. The City implements GetThereSWWashington.org to promote carpooling matching, trip planning, and earning rewards. GetThereSWWashington.org is a subnetwork of the GetThereOregon.org platform that ODOT administers. The City of Vancouver Public Works department regularly meets with the Port of Vancouver to meet freight travel reliability. The Cities of Camas, Washougal, and Vancouver, and Clark County regularly meeting to coordinate on construction and transportation system improvements. Finally, RTC, Clark County and the ities of Camas, Washougal, and Vancouver are working together to come up with a plan for airport travel via

Performance targets

5. List your jurisdiction's CTR performance target(s).²⁵

- a. List performance targets that reflect only CTR-affected worksites.

The City adopted the state's performance target of a weighted average drive-alone rate of 60 percent or less for CTR-affected worksites at the jurisdictional level.

- b. List any additional performance targets.
None.

6. List the base value you'll use for each performance target.²⁶

- a. For each performance target, provide the number you'll use as the baseline (or starting number). You'll measure the difference between this number and your results to report performance.

Performance targets will be tied to the CTR survey. We will establish a base value during the 2023-2025 survey cycle and measure progress using the 2025-2027 survey results.

7. Describe the method you used to determine the base value for each target.

- a. Provide the source for each base value listed.

Performance targets will be tied to the CTR survey. We will establish a base value during the 2023-2025 survey cycle and measure progress using the 2025-2027 survey results.

8. Describe how you'll measure progress toward each target.

- a. List the method you'll use to measure progress for each target.

We will measure progress using the 2025-2027 survey results.

²⁵ Source: The plan shall establish the jurisdiction's CTR goals and targets. (WAC 468-63-040(2)(b))

²⁶ Source: The plan's measurement methodology shall be consistent with the measurement guidelines established by WSDOT and posted on the agency's website. (WAC 468-63-040(2)(c))

9. List your jurisdiction's CTR-affected worksites.²⁷

a. List all your CTR-affected sites.

- Banfield Pet Hospital Vancouver Headquarters
- Bonneville Power Administration Dittmer Control Center
- Bonneville Power Administration Van Mall
- Bonneville Power Administration Construction Services
- Charter Communications Call Center (VCOE)
- City of Vancouver City Hall
- City of Vancouver Fire Station 5
- City of Vancouver Firstenburg Community Center
- City of Vancouver Marshall Community Center
- City of Vancouver Operations
- City of Vancouver Vancouver Police Department West
- Clark College Vancouver
- Clark County Public Service Center
- Clark County Health Department
- Clark County Public Works
- Clark Public Utilities Electric Center
- Clark Public Utilities Operations Center
- Columbia Credit Union Vancouver
- Columbia Machine Vancouver
- Frito Lay Vancouver
- Hewlett Packard Vancouver
- Kaiser Permanente Salmon Creek Medical Office
- Kaiser Permanente Cascade Park Medical Center
- Legacy Salmon Creek Hospital Medical Center
- Molecular Testing Labs Vancouver
- nLight Corporation Vancouver
- PeaceHealth Shared Services Center
- PeaceHealth Southwest Medical Center
- PeaceHealth MacArthur
- PeaceHealth Physicians Building (505 Building)
- Roadmaster Inc. Vancouver
- SEH America, Incorporated Vancouver
- The Columbian HQ
- The Vancouver Clinic Washington Remote
- The Vancouver Clinic Evergreen
- The Vancouver Clinic The Vancouver Clinic
- The Vancouver Clinic Columbia Tech Center
- The Vancouver Clinic Salmon Creek & Salmon Creek 2
- UL LLC Vancouver
- US Digital Vancouver
- US Federal Highway Administration Western Federal Lands Highway Division (WFLHD)
- VA Medical Center Veterans Administration Medical Center
- WA State Dept. of Social and Health Services Columbia River CSO
- WA State Dept. of Social and Health Services Vancouver - DCS
- WA State Dept. of Transportation SW Region Headquarters
- Washington State University Vancouver Campus
- Zayo Group Vancouver One
- ZoomInfo Vancouver

10. List a performance target for each CTR-affected worksite.²⁸

- a. *For any performance targets tied to the CTR survey, indicate that you'll establish performance targets during the 2023-2025 survey cycle.*

The City adopted the state's performance target of a weighted average drive-alone rate of 60 percent or less for CTR-affected worksites at the local level.

11. List the base value you'll use for each site.

- a. *For any performance targets tied to the CTR survey, indicate that you'll establish a base value during the 2023-2025 survey cycle.*

Performance targets will be tied to the CTR survey. We will establish a base value during the 2023-2025 survey cycle and measure progress using the 2025-2027 survey results.

²⁷ Source: *The plan shall also identify the major employer worksites, including affected state agency locations, within the jurisdiction's affected urban growth area and any major employment installations. (WAC 468-63-040(2)(e))*

²⁸ Source: *The plan shall describe the base year values and numerical targets for each major employer worksite required to participate in the CTR program. (WAC 468-63-040(2)(b))*

Services and strategies

12. Describe the services and strategies your jurisdiction will use to achieve CTR targets.²⁹

Strategies may include but are not limited to:

- Education to ensure transportation agencies, workplaces, and the public consider and understand TDM.
 - Special transportation service for efficient transportation to special events.
 - Transportation allowance for commuters rather than free parking.
 - Maximizing transit service efficiency and effectiveness.
 - Park and rides at urban fringe transit stops.
 - Vanpool programs.
 - Rideshare marketing and rideshare matching.
- Bi-state and regional commuter connections, including construction management and Vancouver Amtrak improvements.
- High-occupancy vehicle lane preference for transit and rideshare vehicles.
- Free transit zones in commercial centers.
- Bicycle and pedestrian facility improvements.
- Bike lockers at transit stops, including Vancouver Amtrak, and bike racks on transit vehicles.
- Guaranteed ride home programs to provide a limited number of free rides home for transit and rideshare commuters.
- Remote work from home to avoid commute trips.
- Alternative work hours, through flex time and alternative work weeks (e.g., four 10-hour days).
- Addressing security concerns of rideshare, transit, bicycle, and pedestrian commuters.
- Parking pricing for users.
- Road pricing such as road tolls and congestion pricing.
- Mileage fees per mile, such as charges for road use and/or distance-based vehicle insurance and registration fees.
- Fuel tax increase.

Such TDM strategies will become increasingly important as travel demand in the region continues to grow and transportation investments do not keep pace. TDM strategies can help preserve transportation system capacity.

13. Describe how jurisdiction services and strategies will support CTR-affected employers.³⁰

- Implementing parking management strategies will help transition employees from thinking there is unlimited free parking right at their destination. Reducing the amount of land needed to serve surface parking will allow land to be used for other high-priority uses such as expansion of housing stock. Decoupling parking minimums from housing development will support affordable housing and minimize growth in real estate costs.
- Funding carpool matching and emergency ride home helps employers comply with municipal code and promotes the program goals. Funding campaigns and events to promote the platform and program increases awareness and engagement. The more people that know about the platform and program the more support employers have for implementing excellent commuter benefits.
- Offering transit subsidies and incentives gives employers a tool to encourage transit and travel options to employees. This will directly increase transit use, particularly among choice riders.
- Provision of a business access and transit lanes lane for the bus rapid transit line will speed up bus rapid transit trips, increase travel time reliability and make transit more attractive. The City is committed to transit-supportive infrastructure on our enhanced transit modal network and providing strong connections toe regional growth centers and nodes. BRT or “The Vine” is progressing rapidly in Clark County. C-TRAN currently has The Vine on Fourth Plain and Mill Plain and is planning for The Vine on Highway 99 to being in 2027.

14. Describe barriers your jurisdiction must address to achieve CTR targets.³¹

a. Describe how you'll address these barriers.

Infrequent transit service: Most CTR-affected worksites are located near a C-TRAN bus route; however, transit service is infrequent, sometimes only coming once an hour. It is often two or three bus connections to get an employee to work via bus at a CTR-affected worksite. **How addressing:** The City works with C-TRAN to provide feedback on bus service to major employers. Feedback from the 2025-2029 CTR Local Plans is incorporated into the C-TRAN 2045 planning process. Campaigns and promotions to educate and encourage people about bus routes, park and rides, and multi-modal transportation can help some people make transit work for their commute.

Disconnected active transportation facilities: Active transportation facilities are increasingly available for employees to use to get to work. Many CTR-affected worksites are located near a bicycle and small mobility lane or multi-modal path, but the system of protected facilities is incomplete and there are difficult connections. **How addressing:** The City leverages The 5 E's - Education, Encouragement, Enforcement, Evaluation, and Engineering to create a transportation system for all ages and abilities. The City's Complete Streets Program works to build facilities for all ages and abilities every time a street gets repaved. Vancouver is creating new social norms about how people can get around town. Multi-modal travel, using transit and bikes/e-bikes gets people around fast and efficiently. Campaigns and wayfinding are key priorities to communicate these new social norms to community members.

Lack of micromobility and shared active transportation options: Vancouver does not have bikeshare, scootershare, or carshare for people to use. **How addressing:** The City outlines micromobility and shared transportation options as a priority in the 2024-2044 Transportation System Plan. The City is actively seeking grant funding to plan for programs. The City is actively building more bicycle parking to accommodate a bikeshare system and is completing a downtown parking plan to study other shared transportation options and the impact on parking supply/demand.

Disconnect between telework and employer participation: Many employers post-COVID offer hybrid and remote work where employees infrequently come into the physical worksite location. Since employees are not commuting, employers do not understand why they need to participate in the Commute Trip Reduction program. **How addressing:** City staff educate employers on the CTR requirements and how remote work is an excellent commute trip reduction strategy. City staff work to make the program as easy and simple as possible for CTR-affected worksites where remote work is used frequently.

Primary commuter destination is Oregon, outside of jurisdiction: Local streets where a CTR-affected worksites are located see little congestion. Employees do not sit in traffic to CTR-affected worksites in Vancouver and Clark County. Commute related congestion is concentrated on I-5 heading south in the morning – mostly to worksites and employers located in Oregon. **How addressing:** The City hosts GetThereSWWashington.org to promote bi-state commuter connections and connect carpoolers. The City is researching additional marketing strategies to boost enrollment and engagement with the platform. The City is also researching a pre-tax commuter benefits ordinance that would affect businesses with 20 or more employees that live or work in Vancouver. This ordinance would expand the affected businesses to Oregon and bring more commuter benefits to people who live in Vancouver and Clark County and travel to Oregon for work.

High employee transportation coordinator turnover and lack of worksite support: Designation of an employee transportation coordinator is the responsibility of the CTR-affected employer. Often these duties are tacked onto a wholly unrelated job with no internal support. It is challenging for City staff to identify new ETCs and engage worksites after ETC turnover. **How addressing:** City staff will support employee transportation coordinators through monthly check-ins and an annual worksite audit. In addition, the City staff will host a quarterly networking meeting for employee transportation coordinators to share their experiences and solutions.

15. Describe the transportation demand management technologies your jurisdiction plans to use to deliver CTR services and strategies.

C-TRAN and employee transportation coordinators use the GetThereSWWashington.org platform to form carpools and vanpools, to track their use, and to promote and incentive non-drive-alone modes. They use the state’s CTRSurveyTool.org to conduct worksite surveys and complete program reports. They use Lyft to administer the Emergency Ride Home program for employees. The Transit app is C-TRAN’s preferred transit tracking and trip planning tool and is promoted throughout the program. Ride with GPS and Strava are heavily used by bicycle commuters and are promoted as the preferred bike trip planning tool by employee transportation coordinators.

16. Transcribe or link to your local CTR ordinance.³²

See ordinance attached. No changes are needed but may be explored to increase effectiveness.

²⁹ Source: The plan shall describe what local services and strategies will be implemented to achieve the plan's goals and targets, and how these services and strategies will support the CTR programs of major employers. Strategies may include, but are not limited to: (i) Modifications of local policies and regulations, including the transportation concurrency system, street design standards, parking, and zoning; (ii) Investments in services and facilities, including transit services, nonmotorized facilities and amenities; and (RCW 70.94.527(5))(iii) Marketing and incentives. Transit agencies shall work with counties, cities and towns as a part of their six-year transit development plan established in RCW 35.58.2795 to take into account the location of major employer worksites when planning and prioritizing transit service changes or the expansion of public transportation services, including rideshare services. (WAC 468-63-040(2)(d))

³⁰ Source: The plan shall describe ...how these services and strategies will support the CTR programs of major employers. (WAC 468-63-040(2)(d))

³¹ Source: The plan shall evaluate the existing barriers to the success of the CTR program and identify how the jurisdiction and its partners can overcome these barriers. (WAC 468-63-040(2)(a))

³² Source: The plan shall describe the requirements for major employers that will be outlined in the local ordinance. (WAC 468-63-040(2)(e))

17. Describe your financial plan.³³

a. *Describe the estimated average annual costs of your plan.*

The average annual costs of the City of Vancouver Commute Trip Reduction Plan are \$142,900.

| Activity | Estimated average annual cost |
|------------------------------------|--------------------------------------|
| Employer engagement* | \$47,900 |
| Commute Trip Reduction 4-year plan | \$20,000 |
| Performance Reporting** | \$30,000 |
| Administration*** | \$45,000 |
| Total | \$142,900 |

*Includes identifying worksites and employee transportation coordinators, conducting training, providing technical assistance, offering incentives and tools, and reviewing employer CTR plans.

**Includes worksite surveys and program reports administration, analysis, and reporting.

***Includes financial and program management; CTR for city employees, involvement in comprehensive, regional transportation, transit planning, parking demand management; transportation demand management technical assistance to capital projects, parking services, climate office, human resources, etc.

b. *Describe likely funding sources, public and private, to implement your plan.*

The funding sources include biennial Commute Trip Reduction formula funding from the Washington State Department of Transportation.

18. Describe your implementation structure.³⁴

a. *Describe who will conduct the activities listed in your plan.*

Activities will be conducted by, but not limited to, the City of Vancouver, transportation management association, and contractors.

b. *Indicate who will monitor progress on your plan. List job title, department, and name.*

Transportation Demand Management Coordinator, Community Development, Olivia Kahn.

19. List your implementation schedule.³⁵

a. Provide the timeline for anticipated projects.

| 1 st Biennium – July 2025 to June 2027 | 2 nd Biennium – July 2027 to June 2029 |
|---|--|
| <p>Provide commute and other employee transportation coordinator services to employees.</p> <p>Identify worksites and employee transportation coordinators.</p> <p>Train and provide technical assistance to employee transportation coordinators.</p> <p>Review employer CTR plans.</p> <p>Assure worksite surveys and program reports are completed by worksites.</p> <p>Conduct financial and program management.</p> <p>Engage in comprehensive, regional transportation and transit planning.</p> <p>Provide transportation demand management technical assistance to capital projects, parking services, climate office, human resources, etc.</p> <p>Support bicycle parking implementation program.</p> <p>Support pre-tax commuter benefits ordinance.</p> | <p>Provide commute and other employee transportation coordinator services to employees.</p> <p>Identify worksites and employee transportation coordinators.</p> <p>Train and provide technical assistance to employee transportation coordinators.</p> <p>Review employer CTR plans.</p> <p>Assure worksite surveys and program reports are completed by worksites.</p> <p>Conduct financial and program management.</p> <p>Engage in comprehensive, regional transportation and transit planning.</p> <p>Provide transportation demand management technical assistance to capital projects, parking services, climate office, human resources, etc.</p> <p>Support bicycle parking implementation program.</p> <p>Develop 2029-2033 four-year CTR Local Plan.</p> |

20. Describe the CTR plan for jurisdiction employees.³⁶

a. Describe the services, programs, information, and other actions your city or county put in place to help its employees reduce their drive alone commute trips.

The City of Vancouver is a regional leader in providing commuter benefits to its employees. In December 2022, after extensive community and stakeholder engagement, City Council approved a resolution to adopt the City's Climate Action Framework, a roadmap to support a just and equitable transition to community-wide carbon neutrality by 2040 and to build the City's resilience to the impacts of climate change. The following greenhouse gas (GHG) reduction goals guide our work:

- An 80% reduction in GHG emissions by municipal operations by 2025.
- An 80% reduction in GHG emissions by the Vancouver community by 2030.
- Carbon neutrality by both municipal operations and the Vancouver community by 2040.

The City of Vancouver Commute Trip Reduction (CTR) Benefit is administered through Human Resources with support from the TDM Coordinator in Community Development. As of June 2024, April Stinson is the Employee Transportation Coordinator for the City of Vancouver.

In 2022, the City embarked on a commuter benefits evaluation to enhance the City's commuter benefits package to better encourage non-drive-alone modes to get to work. Moreover, the City implemented telework agreements with 467 employees across 12 departments and is further evaluating how more employees that can work from home, have access to do so.

The City offers employees the option to choose either a monthly cash stipend or a 100% subsidized monthly transit pass if they commit to using it for at least 50% of their physical commute to work (not including telework or remote workdays). In June 2023, the City increased the commute stipend from \$25 to \$75 per month and increased the transit pass from a local to a regional monthly pass, to include the Tri-Met buses and light rail in Portland and beyond. On top of that, the City has been piloting a \$5 daily cash bonus for employees who do not drive alone and park at the office since June 2023. The daily cash bonus is intended to support employees during parking rate changes in Downtown Vancouver, in addition to meeting the Climate Action Framework goals.

In addition to the monthly cash stipend and 100% subsidized bus pass, the City offers:

- Intranet to centralize all commuter benefits and commute options information.
- Quarterly communications in City newsletter and publicize challenges and campaigns.
- Secure bicycle parking and showers and lockers.
- Emergency Ride Home program with Lyft.
- Carpool matching and trip logging platform through GetThereSWWashington.org.
- Carpool parking permits and priority parking.
- Bus passes for employees who do not already have a bus pass and choose to travel by bus/transit for meetings and workday travel.

Finally, the City administers the CTR survey to all City worksites, not just those with 100 or more employees. The City also completes the biannual program report and reports annually to Council leadership on Employee Commute performance metrics. The City is a leader in CTR amongst employers in the Clark County Commute Trip Reduction program.

21. Describe how the CTR plan for jurisdiction employees contributes to the success of the overall plan.³⁷

a. *Describe how the plan for jurisdiction employees reinforces the success of the jurisdiction plan?*

Actions in the city-as-employer plan and strategies like the Climate Action Framework indicate the City's commitment to Commute Trip Reduction. The City uses the jurisdictional plan as the guidebook for what the City should be offering for commuter benefits. The City strives to offer the best and most encouraging commuter benefit to City employees to lead by example and prepare other employers for the new normal in commuter benefits offerings in Southwest Washington. The City actively participates in forums to foster relationships and share knowledge and best practices with employee transportation coordinators.

³³ Source: *The plan shall describe the funding revenues from public and private sources that are reasonably expected to be available, as well as the expected costs, to implement the plan and achieve its goals and targets. (WAC 468-63-040(2)(g))*

³⁴ Source: *The plan shall describe how the various strategies identified in the CTR plan will be implemented, either by the local jurisdiction, its partners, or its contracting partners... (WAC 468-63-040(2)(h))*

³⁵ Source: *The plan shall describe ...when the elements of the plan are expected to be implemented. (WAC 468-63-040(2)(h))*

³⁶ Source: *The plan shall also describe the program that the local jurisdiction will offer to its employees. (WAC 468-63-040(2)(e))*

³⁷ Source: *The plan shall also describe the program that the local jurisdiction will offer to its employees and how this contributes to the success of the overall plan. (WAC 468-63-040(2)(e))*

Alignment with plans

22. List the transit agencies that provide service in your jurisdiction.

- C-TRAN is the transit service provider in Clark County.
- Tri-Met provides transit service south of the Columbia River in Portland and the metro region. Many commuters use the Tri-Met system to connect to C-TRAN.

23. List the transit plans you reviewed while developing this plan.

- C-TRAN 2030 long-range plan
- C-TRAN 2045 long-range plan (in development)
- TriMet Vision 2030 Business Plan FY2025 – FY2029

24. Describe how this CTR plan supports the transit plans.

Employer engagement and promotion: Increase the use of transit, especially among choice riders, and increased availability of subsidized transit passes and commuter benefits.

Engagement in the planning process: Increases awareness of and support of travel options.

Incentives: Increases visibility to the CTR program and offers a “carrot” for employees to provide a benefit.

Marketing: Increases awareness of transit options.

Parking management strategies: Reduces and manages the supply of parking with parking minimums/maximums and market-rate pricing.

25. Describe any comprehensive plan updates that are needed and when they will be made.³⁸

The desire for sidewalks, bikeways, trails, pedestrian crossing, bicycle and small mobility parking, parking management strategies like minimums/maximums will be considered in the next Comprehensive Plan update.

³⁸ Source: The local jurisdiction shall review the local comprehensive plan to ensure that it is consistent with the local CTR plan. If the local jurisdiction determines that the local comprehensive plan needs to be updated or amended to be consistent with the local CTR plan, the local jurisdiction shall identify in the local CTR plan what changes may be needed and when the changes will be made. (WAC 468-63-040(1)(c))

Engagement

26. Describe stakeholder engagement.³⁹

a. Who did you talk to?

The CTR program administrator organized the following engagement strategies to gather community and stakeholder input to inform the plan:

- Clark County CTR Program Feedback Survey
- Conversations with stakeholders and vulnerable groups
- Conversations with CTR-affected employers and their employees
- In-person engagement activities like tabling events, resources fairs, farmers markets and more

The topics included: opportunities and barriers to commute options, strategies and programs local jurisdictions can offer to promote non-drive-alone travel options, and general education on the CTR Program and its requirements.

b. When did you talk to them?

Engagement occurred over the course of five months between April 2024 and September 2024. The below table lists each engagement activity, who we talked to, when we talked to them, and what they had to say.

| Engagement Activity | Date | Summary |
|---|------------------------------|---|
| Clark County Commute Coaching | October 2023 to October 2024 | <ul style="list-style-type: none"> • Great interest in bicycle and small mobility riding and rolling. • Concerns with vehicle speeds and safe crossings. • Transit safety concerns. • Concerns with buses being canceled and the elimination of local transit routes. • Lack of knowledge and understanding of Transit App for real-time transit info. • Concerns with the verification process of the online carpool matching. • Great interest in incentives and subsidies for taking non-drive-alone modes. • Need for more information and communication about the program and benefits. • Desire for employers to provide commuter benefits to all employees, including temporary and contractors. • Desire for more bicycle parking, including secure bicycle parking that is out of the weather. • The weather and dark winters make it challenge for even all-weather bikers to continue riding. • Transit offers a time and space to rest your body and mind, and connect with your community. |
| Clark County Public Utilities Employee Engagement | April 2024 | <ul style="list-style-type: none"> • Interest in how electric vehicles can be incorporated into the program. • Desire for EV charging. • Desire for more bicycle parking. |

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| Multicultural Resource Fair | June 2024 | <ul style="list-style-type: none"> • Spoke to many families, youth, and community members at large about the transportation options available to them. • Gave out a multitude of reflective ankle bands and a few rechargeable bike lights. • Interest in the bike garden and more safe biking areas for people learning to ride. • Concerns with the safety of carpool matching on Get There (the inability to background check). • Youth excited for C-TRAN Youth Opportunity Pass. • People have bikes but lack protective gear or locks. • Desire for a Bike Basics Class. |
| Vancouver Farmers Market | June 2024 | <ul style="list-style-type: none"> • Concerns with speeding and traffic noise pollution. • Concerns with lack of enforcement. • Confusion about trip planning app vs web platform. • Desire for more wayfinding. • Desire for more bicycle and small mobility infrastructure like protected bike lanes and trails. |
| Vancouver City Council Workshop – Transportation Demand Management Programs Update | June 2024 | <ul style="list-style-type: none"> • Interest in how TDM program incorporate accessibility. • Interest in how we can expand and sustain telework rates as they appear to be the most effective in our region for decreasing drive-alone rates. • Affirmation that employer engagement and commute trip reduction benefits and programs are critical to achieving climate, safety, and equity goals. • Desire for more programs that offer heavily subsidized or free transit passes. |
| Heights Bike Garden Opening | June 2024 | <ul style="list-style-type: none"> • Provided information about Complete Streets, GetThereSWWashington.org, the Comprehensive Plan Update and bicycle safety information. • Distributed reflective ankle straps and light up reflectors. • Discussed bike and pedestrian safety with event attendees, including adults and children and how various transportation projects are helping improve safety throughout the city and Clark County. |
| East Vancouver Neighborhood Convening | June 2024 | <ul style="list-style-type: none"> • Neighborhood associations shared information about organization management, fundraising, collaboration on events, and more. • Neighborhood associations heard a citywide update from communications staff. The update included the travel options program, GetThereSWWashington.org, and complete streets throughout East Vancouver. |
| Downtown Vancouver Parking Small Group Discussion | June 2024 | <ul style="list-style-type: none"> • While there might be an abundance of available parking in downtown Vancouver, it feels like there is not parking for people. • Many people feel driving is the only option to get downtown; waterfront is often over 80% occupied and there is no transit service. • City is pedestrian friendly downtown, and we are ahead of some places, still a lot to do. • Enforcement for ADA parking compliance needs to be more costly. • Curb access for people using mobility devices and safe loading spaces for paratransit services. |

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| | | <ul style="list-style-type: none"> • How are ADA spaces prioritized and maintained for events in downtown. • Fix the streets/crossing to make it easier to roll / use mobility devices. • People want pedestrian only spaces, the ability for artists to perform and gather, and more accessible parking. • People want more safe and secure bicycle and small mobility parking in downtown. • Need 8 feet of clearance to unload out of an ADA vehicle (rear and ride). • Need notification of curb repair/redesign/maintenance. • Be mindful of what all is on the curb (sandwich boards, etc.) and where the bike racks are placed, do they make the sidewalk inaccessible to people with a mobility concern. |
| C-TRAN | July 2024 | <ul style="list-style-type: none"> • Weigh the proximity of employers and transit services. • Target the main corridor employers such as Main St, Mill Plain, and Fourth Plain. • Highway 99 outreach. • Invest in education and outreach. • Travel Options brochure (GTSWWa). • Education on the Transit App. • Increase vanpool groups. • Coupons and subsidized passes for rideshare. • Alleviate the uncertainty through social media. • Use the Travel Training program. • Support our mission to ramp up ridership. • Mailers, face-to-face engagement, field trips and more engagement. • Add GTSWWa Information on C-TRAN website. • GTSWWa Channel Card in C-TRAN |
| Downtown Camas Association | July 2024 | <ul style="list-style-type: none"> • We need more carpool parking, affordable parking for customers, light rail from Portland, more frequent transit to Downtown Camas, shuttles for events, and in general more positive messages around transit. • Port of Camas/ Washougal lost business because of lack of transportation especially at early/ late hours for swing shift staff. • 'Leak to Vancouver' shopping and dining because it is easier to go west than it is to go south to Downtown Camas • We need to focus on where we can we make the most impact on people's commutes. For example, transit to the Port of Vancouver, major events like the Farmers Markets, and major employers and commercial districts. • Need more engagement at community events to spread information and include in newsletters. |
| Community in Motion | July 2024 | <ul style="list-style-type: none"> • The issue is the infrastructure: bike lanes are unsafe, bus stops are too far apart, and need better infrastructure. • Use social media, make transit exciting, lower the barriers, lessen the stigma. • Insulated grocery bags are a useful giveaway. |

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| | | <ul style="list-style-type: none"> • Create incentives, education, events, carpool information to work with local businesses. • Guided bus tours to shopping and grocery centers for vulnerable groups. They don't use Instacart. |
| Chamber of Commerce | July 2024 | <ul style="list-style-type: none"> • People are open to travel options but concern with safety, safety issue with loitering along bus lines. • Many communities never had to take public transit. • Commuting from Brush Prairie and other more suburban and rural communities is nearly impossible. Many communities do not have frequent service. • Mental Health concerns to telework. • Activating the community to shop and be active in local resources and downtown while also lessening travel trips. • Concerns with IBR and the duration of construction and impacts on local businesses. • Education (giving opportunities and tours/teambuilding opportunities), more Travel Training • Creative rideshare services like circulator shuttles parked around downtown for businesses, a moveable shuttle shoppers. • Parking faraway means more consumer activation. • Main street should be walkable as the mall. • Collab with Chamber/ Gameify keeping cars at home. • "Community Currency" 75+ Companies as incentives to encourage spending money in the community, merchant gift certificates on our travel prizes, opportunities for corporate packages |
| Summer Fest Picnic in the Park | July 2024 | <ul style="list-style-type: none"> • Community engagement with many individuals and families highlighting travel options, IBR, C-TRAN youth opportunity pass, New Movers Program, bike safety, and asking folks about their commutes. • Many expressed excitement for the C-TRAN youth opportunity pass, not knowing their kids could ride public transit for free. And many adults were eager to know how to utilize HOP pass and Mobile Wallet to pay their bus fare. • Many expressed a desire for a bridge or a ferry on either side of I5, Troutdale to Camas and St. Helens to Ridgefield. • Community comments: <ul style="list-style-type: none"> ○ Bike/ bus lanes underutilize the space ○ Morelight rail and streetcar to outer towns and Portland would be helpful (but not just to Downtown) ○ More carpool lanes ○ Charging stations at libraries ○ Free public transit ○ Pothole repair: We had one person asking where to file a claim against the City for a pothole that damaged their car ○ More cleaning and sidewalk maintenance ○ 'The Current' is confusing and isn't consistent to its location jurisdiction. |

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| | | <ul style="list-style-type: none"> ○ Bike lane barriers zebra ziclas are “overrated, overpriced, and dangerous to bikers” ○ City needs to update cycling maps (2019) ○ Community wants more sharrows and more wayfinding signs ○ Feedback card that says “second chance housing options, more unique veteran programs, and shelters for whole families and pets” <ul style="list-style-type: none"> ● Overall, very good engagement, gave out lots of waters and prizes. Connected with realtors about New Movers program, and families about the Vancouver Heights Bike Garden. Hoping for more little cyclists to join the ranks. |
| CTR Employer Small Group Discussion | July 2024 | <ul style="list-style-type: none"> ● Top priority for ETCs in attendance was equity (ensuring all members of our community have adequate, safe access to commute options). ● Their second priority was transportation safety with traffic congestion being a close third. ● ETCs top priority investment from local jurisdictions was to support employers with telework and hybrid work options. Their second top priority was for local jurisdictions to build more safe infrastructure for walking and biking. ● When asked what would help people drive-alone less, ETCs in attendance said overwhelmingly more frequent, reliable, and accessible public transit service. ● When asked what would get people to talk commute options more, ETCs in attendance said a cash stipend for not driving-alone to work. |
| Rose Village Neighborhood Picnic | August 2024 | <ul style="list-style-type: none"> ● Staff attended the Rose Village Neighborhood Association Picnic in the Park event. ● We met with many community members, organizations, and religious groups. ● These included: volunteers and patrons of River City Church. Organizers of Fourth Plain Forward and the Board of Rose Village Neighborhood Association, Karen Morrison from Odyssey World, Vancouver Bee Project, many neighbors within Rose Village. ● Parking concerns in Fruit Valley. ● We spoke to Marie Gluesenkamp-Perez about the TMC Community Forum. ● We spoke with many neighbors about the Current as their (one and only) public transportation option in their neighborhood but many seemed excited about the prospect of a \$1 uber. ● We spoke with one community member who drives and uses a mobility aid who would like to take public transit more but there is a massive hill on 39th Street to get to the closest bus stop and a lack of sidewalks in their neighborhood, so they often opt to drive instead. 29th and 33rd Streets underdeveloped "sharrows" were brought up along with high speeds of vehicles through those corridors creating an unsafe experience for bikers and their families. |

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| | | <ul style="list-style-type: none"> • Mark, a board member, was disappointed at the removal of C-TRAN routes from and around Rose Village including route 240 along with several others. |
| City of Camas | August 2024 | <ul style="list-style-type: none"> • Align with TSP to provide more multi-modal access; want people to make short trips by biking, walking, rolling, and taking transit. • Safety and more protected infrastructure for people to bike, walk and roll needs to be addressed for people to feel comfortable taking travel options. • Remove barriers for ADA access. • Camas workers commuting to and from Vancouver, Portland need better travel options. • Good network of property for commuting and recreational use, North Shore Construction, and land use. A lot of people recreate in Camas using bike trails for recreation but not commuting, why? • Stipend for retirement funds for generations closer to retirement for carpool/ transit users. • Invest in community activities in lieu of working from home; invest in community events to spread the word about travel options. • Increase incentives to encourage more carpool matching and increase marketing of GetThereSWWashington.org. • Increase bicycle parking at farmers markets, community events, parks, and other gathering spaces. The region desperately needs more bicycle parking. |
| Vancouver Downtown Association | August 2024 | <ul style="list-style-type: none"> • Safety; making sure all folks have safe, accessible, direct routes and wider sidewalks with reliable, consistent, and convenient transportation. • Education and culture shift; educate and target suburban community in region. • Offer a free trial to taking travel options. • Carpool matching and incentives. • More rural direct access for community member that live farther from daily needs. |
| Clark Bicycle & Pedestrian Advisory Committee | August 2024 | <ul style="list-style-type: none"> • Safety and major concern for high injury bike/ ped networks. There is a lack of protected places to ride your bike, so a lot of people are riding right next to cars going a high speed. This creates a high-stress network for people biking and walking, and driving. • We need more safe and comfortable infrastructure. • There is a lack of connectivity in the street network and funneling traffic to major roadways, which creates safety and congestion concerns. • We need more bicycle parking in Clark County. • There needs to be more education of travel options to community members. Mailers, marketing, event invites, school-based education, and more. |
| Washington State School for the Blind | August 2024 | <ul style="list-style-type: none"> • C-TRAN cancels trips a lot and often it is not reflected on their website or transit. Invest in Uber/ Lyft vouchers for cancelled trips. • There should be express service and better connection between Longview/ Kelso (include casino) for our |

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| | | <p>students that live in those areas as well as commuters from Northern cities.</p> <ul style="list-style-type: none"> • Cowlitz county has a bus that comes from Longview/ Kelso, but it is very few and far between. • Commuting to the train station is difficult, confusing, dangerous, and tiresome for all people but especially those who are blind/ low vision. We need regional investment to increase access to the train station. • We need more express buses from Vancouver mall and other major hubs in Clark County. • "I like The Current. Needs expansion." • C-TRAN needs to work harder to get people there faster, it takes longer to wait for the 60 then to walk across the bridge to Portland. • Truncated domes and curb cuts perpendicular not diagonal for people walking with a disability. • Getting the word out about The Vine construction work and when stops will be without service. • Add a carpool lane north of the I-5 bridge. • Need a more reliable and robust system, "the biggest complaint from folks I work with is it takes two hours to get from point a to point b, but when I could drive it took 10 minutes." |
| National Night Out | August 2024 | <ul style="list-style-type: none"> • People were receptive to the message, although their community isn't as well connected. Some groaned at the idea of walking to the bus stops, which are a few blocks away. Neighborhood is quite spread out, little reason to explore. • The Get There bags are by far the most popular swag item! It is hard to convince older folks to try transit, even when they've taken it in the past. • Talked to many neighbors and connected over transit, cycling, and construction happening around their neighborhood. Heard a lot of interest from the younger generation and from folks wanting to try cycling/ transit collaboration. • Folks frustrated by lack of connection to Portland (especially the minimal service of the #67 PDX bus from Fisher's to the airport) and Camas and overall lack of reliable service. • Lots of concern about safety. |
| Harney Heights Neighborhood Association Summer BBQ | August 2024 | <ul style="list-style-type: none"> • As a community that is closer to bus rapid transit options like the Red Vine and Green Vine, many were more receptive to discussions about using it. A reoccurring issue, which came up 3 times at this event, was folks who work evening or night shifts. "I'm pretty excited about Vancouver, I've got to say", someone said when we discussed how much has changed on the waterfront and the new bus rapid transit. • Burnt Bridge Trail continues to be a sticky topic. We gave out the most literature by far at this event! Getting more up to date cycling maps and having a simple C-TRAN map in general might be good to give out. |

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| <p>Clark County Commute Options Feedback Survey</p> | <p>July to August 2024</p> | <ul style="list-style-type: none"> • Advertised to CTR employers, through GetThereSWWashington.org, via stakeholder outreach, and on social media. • 252 survey responses collected over one month. Two survey responses were in Spanish. • Most survey responses were from people who work in Vancouver, which makes sense since that is where most employment is in Clark County. 32 respondents said they lived in Oregon and 100% of them said they worked in Vancouver. 22 respondents said they lived elsewhere, most likely in North Clark County. • People who responded to the survey primarily live in Vancouver but the distribution across Camas, Oregon, unincorporated Clark County, and elsewhere is relatively even. Among survey responses, the fewest live in Washougal. • When asked their gender, 57% responded female, 37% male, and 1% said non-binary. The remainder said prefer not to answer. • When asked their race or ethnicity, 72% responded White, 3% Hispanic/Latino and White, 3% Hispanic/Latino, 3% Black/African American, 3% Asian, 1% American Indian & Alaska Native and White, 1% Native Hawaiian & Pacific Islander, and 1% Asian and White. The remaining 11% said prefer not to answer. • When asked their household income, 46% said \$100,000 or more, 33% said between \$50,000 and \$100,000, and 8% said below \$50,000. The remaining 11% said prefer not to answer. • When asked their primary commute mode, 39% said drive-alone, 36% said remote work, 8% said bicycling, and 6% said carpool or transit. Walking, e-biking, and compressed work weeks made up about 2% each. The remaining respondents said other. • Respondents said traffic congestion, climate change, and equity are the top three most important community issues cities, counties, and regions should consider in their commute trip reduction plans. While traffic congestion has the greatest number of responses as the top issue, it is only a top priority for drive-alone and remote work respondents. Climate change is the top priority for all other respondents that bike, carpool, e-bike, take transit, and walk as their primary commute mode. • Nearly half of respondents said they want cities, counties, and regions to consider how to support employers with telework and hybrid work options in their commute trip reduction plans. A third of respondents said they wanted cities, counties, and regions to run programs and provide incentives to reduce car trips as their top choice. Another 11% said their top choice was to build more safe infrastructure for walking and biking. • Looking at investment by respondent primary commute mode shows that people using active transportation overwhelmingly want local jurisdictions to run |
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| | | <p>programs or provide incentives to reduce car trips and to build more safe places to bike and walk. Drive-alone respondents also want more safe places to bike and walk, but what they desire more is support for telework and hybrid work and programs and incentives to reduce car trips.</p> <p>Vancouver</p> <ul style="list-style-type: none"> • Climate change is the primary concern for people who work in Vancouver and responded to the survey. • Traffic congestion is the primary concern for people who live in Vancouver and responded to the survey. • People who live in Vancouver and responded to the survey primarily want local jurisdictions to work with employers to support telework and hybrid work options. They also want the City to run programs or provide incentives to reduce car trips. Finally, many people want to see more investment in safe infrastructure for walking and biking in Vancouver. <p>Camas</p> <ul style="list-style-type: none"> • Traffic congestion is the primary concern for people who work in Camas and responded to the survey. • Climate change and traffic congestion are tied as the primary concern for people who live in Camas and responded to the survey. • People who live in Camas and responded to the survey primarily want local jurisdictions to work with employers to support telework and hybrid work options. They also want the city to build more safe infrastructure for walking and biking. Many respondents also want the City to invest in programs and incentives to reduce car trips. <p>Clark County</p> <ul style="list-style-type: none"> • Traffic congestion is the primary concern for people who live and work in unincorporated Clark County and responded to the survey. Climate change is second for people who live in unincorporated Clark County. • People who live in unincorporated Clark County and responded to the survey primarily want local jurisdictions to work with employers to support telework and hybrid work options. They also want the County to invest in programs and incentives to reduce car trips. <p>Washougal</p> <ul style="list-style-type: none"> • Traffic congestion is the primary concern for people who live in Washougal and responded to the survey. • People who live in Washougal and responded to the survey primarily want local jurisdictions to work with employers to support telework and hybrid work options. |
| Art & Nature Walk in Park | August 2024 | <ul style="list-style-type: none"> • The bulk of the people we spoke to weren't from the Bagley Downs Neighborhood. This made it a bit difficult to discuss their transit and walking options easily. Still, we were able to talk to recent movers and handed out a lot of flyers to Spanish speaking individuals. Sentiment was quite positive; many folks were happy to learn that kids rode free on C-TRAN. |

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| | | <ul style="list-style-type: none"> • Placement is key, and it might have been wise to advocate for a spot near the neighborhood association table. This could have attracted more local folks to talk to. |
| Fourth Plain Forward | August 2024 | <ul style="list-style-type: none"> • Many concerns for low-income population in Vancouver. These included: emotional weight/ added stress of navigating carpool/ transit for those already overburdened, lack of flexibility in work environments for tardiness, the freedom and emotional release of having a vehicle for those living in multi-generational households, even during inclement weather or extenuating circumstances when buses don't run the poorest workers still must report for work and on-time. • Insufficient transit routes, inconsistent service -- community does not feel like it can rely on transit. • Pacifica and Chuukese community have been passed by bus drivers while waiting at stops. • For walking and biking, there is a lack of trust and a lack of infrastructure so that the community does not trust it as a viable option. • There are air quality concerns in this community. • The alignment of freeways in Clark County makes it very difficult to commute as a bike rider north to south and east to west. • There is a lack of bike shops in the community. • Invest in bike infrastructure and more bike repair stations. "There are many costs associated with the privilege of being a bike rider", "Why would someone pay hundreds of dollars to get squashed in the road" Low-income communities need support in getting bikes but the infrastructure needs to come first. • Get the buy-in from the employer and offer incentives through commuting. • Have the CTR plan be the responsibility of the employer, so they are more gracious about arrival times and flexible with emergencies. • Low-income folks need a reason to incur the extra labor and mental load that would need to be conducted to achieve the CTR goal. • "I would love to have a bike road! Away from the danger and emissions of cars". Respondent was really passionate about air quality. We need more tree coverage and shade scape and native plants. We need physical barriers, "Anything can be a difference in whether or not your mom comes home." Supports environmental barriers. • "I would still choose biking every single day and I have been hit by a car. I still cycle every day on my peloton. It would skip a step if I could just cycle to work." • This plan needs to really amplify the lives and issues of people of color. • A car for low-income communities can be their safe space, within multi-generational households, or for folks at high-stress jobs such as teaching. |

c. *What did they have to say?*

In summary, community members wanted investment in safe, reliable and affordable transportation options. People that have been disproportionately impacted by the transportation system said in summary; for more details, see the table in question 28a:

- There needs to be more safe infrastructure, including slower vehicle traffic speeds for people to want to bike, walk, carpool, or take transit to work. Owning a vehicle is often a safe place and gives households a sense of security.
- C-TRAN needs to communicate canceled bus routes more effectively and offer an alternative like an Uber/Lyft voucher for riders. C-TRAN needs to expand express bus service; it takes too long to get to regional destinations.
- Expand transit subsidies like Youth Opportunity Pass to get free transit in the hands of more individuals.

Businesses representatives and chambers of commerce said in summary; for more details, see the table in question 26b:

- Safety needs to be addressed for people to feel comfortable taking travel options.
- Travel options are unrealistic for people who commute long distances.
- Want walkable communities to encourage shopping and gathering places for the community.
- Increase shuttle and circulators to bring more people downtown and to main streets.
- Concerns with Interstate Bridge Replacement impacts (construction, business access, etc.).

Local government representatives said in summary; for more details, see the table in question 26b:

- Safety and more protected infrastructure for people to bike, walk and roll needs to be addressed for people to feel comfortable taking travel options.
- CTR could expand to people who age out of employment in our community. Offer a way for older adults to access a transportation allowance for trips to meet daily needs.
- Increase incentives to encourage more carpool matching and increase marketing of GetThereSWWashington.org.
- Increase bicycle parking at farmers markets, community events, parks, and other gathering spaces. The region desperately needs more bicycle parking.

C-TRAN representatives said in summary; for more details, see the table in question 26b:

- Employment hubs and major destinations are a strategic component of the C-TRAN 2045 transit plan.
- The Vine on Highway 99 will increase reliable and frequent transit service and create another major transit line for the region.
- Desire to increase vanpool, travel training, field trips, and subsidy options.
- Desire to increase education, marketing, mailers, social media, and in-person engagement to bolster C-TRAN ridership and GetThereSWWashington.org usage.

d. How did what they said influence the plan?

The CTR program administrator will:

- Assist employers in enrolling in C-TRAN employer transit pass program.
- Explore the CTR Program subsidizing C-TRAN employer transit pass programs.
- Aid local City staff in incorporating community feedback for slower speeds, protected and separated bicycle and small mobility infrastructure, and additional traffic enforcement.
- Aid C-TRAN staff in incorporating community feedback for increase transit service in Camas, more shelters at bus stops, and more access to PDX airport.

27. Describe vulnerable populations considered.

Racial or ethnic minorities: People of color or BIPOC individuals and communities are at a higher risk for poor health outcomes in response to environmental harms.

People with a disability: Transportation policy has been traditionally written by abled people and drivers. For people who cannot drive, major barriers exist to accessing daily needs and opportunity.

Workers categorized as ALICE (Asset Limited, Income Constrained, Employed): Individuals and families who work, but are unable to meet their basic needs, including food, childcare, housing, health care and transportation. These workers can be found at CTR-affected worksites and at other worksites.

28. Describe engagement focused on vulnerable populations.

a. Who did you talk to?

| Engagement Activity | Date | Summary |
|-----------------------------|-----------|---|
| Multicultural Resource Fair | June 2024 | <ul style="list-style-type: none"> • Spoke to many families, youth, and community members at large about the transportation options available to them. • Gave out a multitude of reflective ankle bands and a few rechargeable bike lights. • Interest in the bike garden and more safe biking areas for people learning to ride. • Concerns with the safety of carpool matching on Get There (the inability to background check). • Youth excited for C-TRAN Youth Opportunity Pass. • People have bikes but lack protective gear or locks. • Desire for a Bike Basics Class. |
| Community in Motion | July 2024 | <ul style="list-style-type: none"> • The issue is the infrastructure: bike lanes are unsafe, bus stops are too far apart, and need better infrastructure. • Use social media, make transit exciting, lower the barriers, lessen the stigma. • Insulated grocery bags are a useful giveaway. • Create incentives, education, events, carpool information to work with local businesses. • Guided bus tours to shopping and grocery centers for vulnerable groups. They don't use Instacart. |

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| <p>Washington State School for the Blind</p> | <p>August 2024</p> | <ul style="list-style-type: none"> • C-TRAN cancels trips a lot and often it is not reflected on their website or transit. Invest in Uber/ Lyft vouchers for cancelled trips. • There should be express service and better connection between Longview/ Kelso (include casino) for our students that live in those areas as well as commuters from Northern cities. • Cowlitz county has a bus that comes from Longview/ Kelso, but it is very few and far between. • Commuting to the train station is difficult, confusing, dangerous, and tiresome for all people but especially those who are blind/ low vision. We need regional investment to increase access to the train station. • We need more express buses from Vancouver mall and other major hubs in Clark County. • "I like The Current. Needs expansion." • C-TRAN needs to work harder to get people there faster, it takes longer to wait for the 60 then to walk across the bridge to Portland. • Truncated domes and curb cuts perpendicular not diagonal for people walking with a disability. • Getting the word out about The Vine construction work and when stops will be without service. • Add a carpool lane north of the I-5 bridge. • Need a more reliable and robust system, "the biggest complaint from folks I work with is it takes two hours to get from point a to point b, but when I could drive it took 10 minutes." |
| <p>Fourth Plain Forward</p> | <p>August 2024</p> | <ul style="list-style-type: none"> • Many concerns for low-income population in Vancouver. These included: emotional weight/ added stress of navigating carpool/ transit for those already overburdened, lack of flexibility in work environments for tardiness, the freedom and emotional release of having a vehicle for those living in multi-generational households, even during inclement weather or extenuating circumstances when buses don't run the poorest workers still must report for work and on-time. • Insufficient transit routes, inconsistent service -- community does not feel like it can rely on transit. • Pacifica and Chuukese community have been passed by bus drivers while waiting at stops. • For walking and biking, there is a lack of trust and a lack of infrastructure so that the community does not trust it as a viable option. • There are air quality concerns in this community. • The alignment of freeways in Clark County makes it very difficult to commute as a bike rider north to south and east to west. • There is a lack of bike shops in the community. • Invest in bike infrastructure and more bike repair stations. "There are many costs associated with the privilege of being a bike rider", "Why would someone pay hundreds of dollars to get squashed in the road" Low-income communities need support in getting bikes but the infrastructure needs to come first. |

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| | | <ul style="list-style-type: none"> • Get the buy-in from the employer and offer incentives through commuting. • Have the CTR plan be the responsibility of the employer, so they are more gracious about arrival times and flexible with emergencies. • Low-income folks need a reason to incur the extra labor and mental load that would need to be conducted to achieve the CTR goal. • "I would love to have a bike road! Away from the danger and emissions of cars". Respondent was really passionate about air quality. We need more tree coverage and shade scape and native plants. We need physical barriers, "Anything can be a difference in whether or not your mom comes home." Supports environmental barriers. • "I would still choose biking every single day and I have been hit by a car. I still cycle every day on my peloton. It would skip a step if I could just cycle to work." • This plan needs to really amplify the lives and issues of people of color. • A car for low-income communities can be their safe space, within multi-generational households, or for folks at high-stress jobs such as teaching. |
|--|--|---|

³⁹ Sources: The plan shall be developed in consultation with local transit agencies, the applicable regional transportation planning organization, major employers, and other interested parties. (RCW 70A.15.4020(4))

The local jurisdiction shall invite, as appropriate, representatives of major employers, local transit agencies, the applicable RTPO, business associations and economic development organizations, nonprofit transportation and land use advocacy organizations, pedestrian and bicycle advocacy organizations, public health agencies, tribal governments, and residents, employees and businesses that will be affected by the CTR plan to participate in the development of the local CTR plan.

The state intends for the invited partners to work collaboratively with the local jurisdiction by providing data and plans and discussing opportunities, including new and reprioritized investments and policy changes, to reduce drive-alone commute trips in the jurisdiction and increase transportation access to affected major employer worksites. (WAC 468-63-040(1)(b)(i))

The plan shall include documentation from the local jurisdiction that verifies consultation with employers, transit agencies and others to develop the plan. (WAC 468-63-040(2)(f))

b. When did you talk to them?

Engagement occurred between April 2024 and September 2024. For more details, see the table in question 28a.

c. What did they have to say?

People that have been disproportionately impacted by the transportation system said in summary:

- There needs to be more safe infrastructure, including slower vehicle traffic speeds for people to want to bike, walk, carpool, or take transit to work. Owning a vehicle is often a safe place and gives households a sense of security.
- C-TRAN needs to communicate canceled bus routes more effectively and offer an alternative like an Uber/Lyft voucher for riders. C-TRAN needs to expand express bus service; it takes too long to get to regional destinations.
- Expand transit subsidies like Youth Opportunity Pass to get free transit in the hands of more individuals.

For more details, see the table in question 28a.

d. How did what they said influence the plan?

The following results from engagement with people that have been disproportionately impacted by the transportation system influenced the plan:

- Create a subsidy or allowance for biking, walking, carpooling, vanpooling, and taking transit.
- Increased bicycle parking, including secure long-term and short-term bicycle parking.
- Shared vehicle parking programs that help reduce parking costs, especially for low-income households and vulnerable groups like students and youth.
- Increase remote work opportunities for people in the region.

⁴⁰ Source: *The state intends for the plan to be a mechanism through which employers can describe what policy changes, services and support they need to make their CTR programs more effective. (WAC 468-63-040(2)(a))*

29. List employers' suggestions to make CTR more effective.⁴⁰

Employers expressed support for the following:

- Ensuring all members of our community have adequate and safe access to commute options.
- Increased transit subsidies or cash stipend for employees who do not drive-alone to work.
- Capital investment in protected multi-modal facilities for all ages and abilities.
- Investment in public transit service to increase frequency, reliability, and availability.
- Increased enforcement in areas surrounding park and rides and public transit stops.

30. Describe results of engagement focused on vulnerable populations that will be provided for use in comprehensive plan and transit plan updates.

The following results from engagement with vulnerable populations will be provided for use comprehensive plan and transit plan updates:

- Investment in public transit service to increase frequency, reliability, and availability.
- Capital investment in protected multi-modal facilities for all ages and abilities.
- Mixed use housing with walkable neighborhoods, close to daily needs and schools.
- Creative transit options to serve lower dense areas, increase point-to-point service, shared neighborhood vehicles and smaller transit and on-demand options.

Regional transportation planning organization CTR plan review

RTPO comments

[TYPE]

DATE: March 10, 2025

TO: Mayor McEnerny-Ogle and City Council

FROM: Lon Pluckhahn, City Manager

RE: **Follow Up: 2025-2029 Vancouver Commute Trip Reduction Plan**

CC: Olivia Kahn, Travel Options Program Manager, Rebecca Kennedy, Deputy Director; Kate Drennan, Transportation Planning Manager, Community Development Department

During the Commute Trip Reduction workshop on March 3, 2025, Councilmember Stober requested the Clark County CTR Mode Split data without the inclusion of telework as a mode. Figure 1 compares years 2017, 2019, and 2021 – the most recent available complete data, with the share of telework removed. The mode split chart only accounts for employees at CTR-affected worksites (100+ FTE) and represents all of those worksites across Clark County.

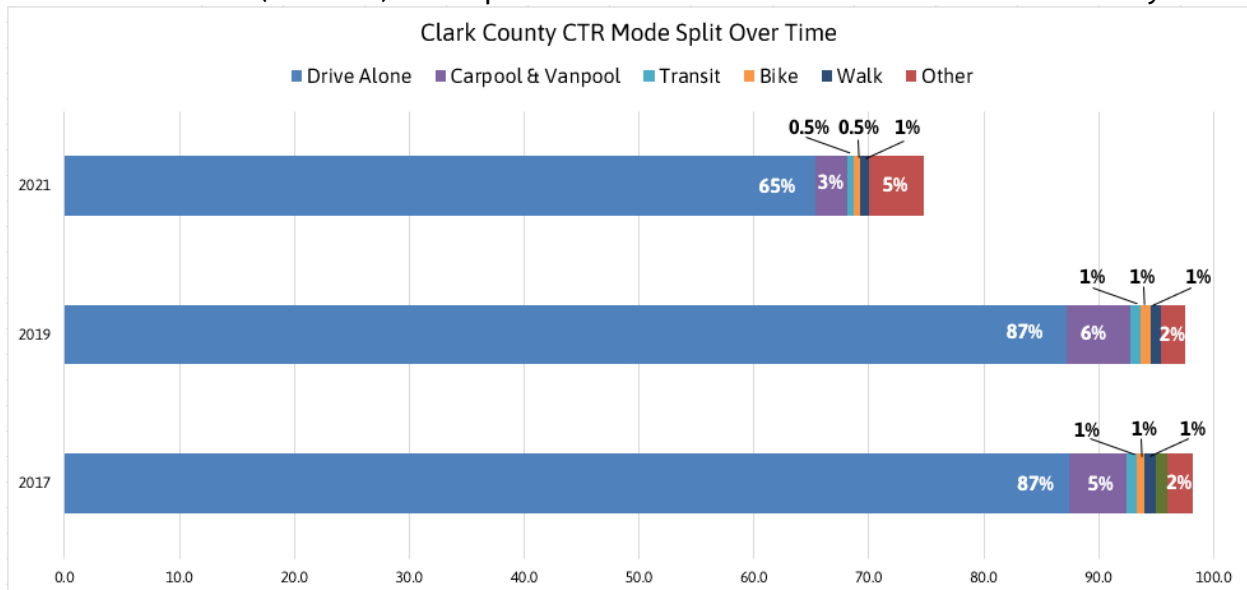


Figure 1 Clark County Commute Trip Reduction Mode Split Over Time, without telework data.

WSDOT and the Commute Trip Reduction program treats telework at a commute mode and as a trip reduction strategy. Telework is a roundtrip commute not taken. As you can see in

Figure 1, without telework, employees at Commute Trip Reduction worksites primarily drive to work with few employees taking transit, biking, walking, and carpooling to work. Telework will continue to be the best strategy for commute trip reduction and achieving the 60% drive-alone rate by 2029.

Council also discussed whether teleworkers are increasing their vehicle miles travelled (VMT) overall. Some early findings from the recently conducted Southwest Washington Regional Transportation Council Travel Study found that teleworkers that work remotely full-time actually make less trips and decrease VMT, whereas people that work a hybrid schedule do make more trips on average. This comprehensive travel survey offers a more complete picture of all trips across the region, versus the commute trip reduction survey which only gathers data from a narrow swatch of regional employers at affected worksites. The travel study website is here, <https://www.rtc.wa.gov/studies/travelstudy/> and the full set of findings will be released by The Regional Transportation Council this Spring.

To: Mayor and City Council
From: City Manager
Date: May 5, 2025

Subject

Approval of Claim Vouchers

Action Requested

Approve claim vouchers for May 5, 2025.

Attachments:

1. May 5, 2025 Claim Vouchers

VOUCHER APPROVAL

We, the undersigned council members of the City of Vancouver, Clark County, Washington, do hereby certify that the merchandise or services hereinafter specified have been received and that the vouchers listed below are approved for payment in the amount of:

\$ 8,316,339.32 this 5th day of May 2025.

MAYOR

COUNCILMEMBER

AUDITING OFFICER

COUNCILMEMBER

| DATE | INCLUSIVE CHECK NUMBERS | CHECK TOTAL |
|---------------------------------|--|------------------------|
| April 21, 2025 - April 27, 2025 | Accounts Payable Checks (see attached) | \$ 3,992,611.90 |
| April 21, 2025 - April 27, 2025 | Hansen City Payments (see attached) | \$ 9,697.22 |
| April 21, 2025 - April 27, 2025 | Visa Refunds (see attached) | \$ 2,362.00 |
| April 21, 2025 - April 27, 2025 | Payroll Checks (see attached) | \$ 4,311,668.20 |
| TOTAL | | \$ 8,316,339.32 |

INVOICE PAYMENTS REPORT

| <u>Payment Category</u> | <u>Payment Type</u> | <u>Transaction Reference</u> | <u>Payment Date</u> | <u>Payment Amount</u> | <u>Payment Payee</u> | <u>Memo</u> |
|-------------------------|---------------------|------------------------------|---------------------|-----------------------|---|--|
| Ad Hoc Payment | Check | 24938 | 4/23/2025 | 176.04 | Almy or Lurana Crowley or Martha Howe | 20 HAZELWOOD DR ,VANCOUVER,WA,98661 |
| Ad Hoc Payment | Check | 24939 | 4/23/2025 | 54.72 | Bethany Mccamish or Charles Drake or,Michelle Drake- Mermea | 7906 NE 27TH ST ,VANCOUVER,WA,98662 |
| Ad Hoc Payment | Check | 24940 | 4/23/2025 | 71.18 | Black Cedar Llc | 3104 NE 135TH AVE ,VANCOUVER,WA,98682 |
| Ad Hoc Payment | Check | 24941 | 4/23/2025 | 82.07 | Bodily Jr,John | 4609 NE 22ND AVE ,VANCOUVER,WA,98663 |
| Ad Hoc Payment | Check | 24942 | 4/23/2025 | 148.00 | Bowell,Sheri Lucille | 7515 NE 56TH ST ,VANCOUVER,WA,98662 |
| Ad Hoc Payment | Check | 24943 | 4/23/2025 | 118.06 | Bray,Ann | 12900 NE 5TH ST ,VANCOUVER,WA,98684 |
| Ad Hoc Payment | Check | 24944 | 4/23/2025 | 57.63 | Claire J Michaels or Erik A Ause | 5700 NE 82ND AVE ,VANCOUVER,WA,98662 |
| Ad Hoc Payment | Check | 24945 | 4/23/2025 | 129.21 | Collins,Paul | 3724 N ST ,VANCOUVER,WA,98663 |
| Ad Hoc Payment | Check | 24946 | 4/23/2025 | 49.71 | Crane,Gabriel | 807 SE 105TH AVE ,VANCOUVER,WA,98664 |
| Ad Hoc Payment | Check | 24947 | 4/23/2025 | 125.00 | Dalton J Barham or Tanner Snell | 15108 NE 8TH ST ,VANCOUVER,WA,98684 |
| Ad Hoc Payment | Check | 24948 | 4/23/2025 | 101.16 | Edwin Diaz Febo or Angela Altamirano Escamillia | 3812 NE 55TH AVE ,VANCOUVER,WA,98661 |
| Ad Hoc Payment | Check | 24949 | 4/23/2025 | 48.88 | Erika or Radyslav Kushtan | 8715 NE 57TH ST ,VANCOUVER,WA,98662 |
| Ad Hoc Payment | Check | 24950 | 4/23/2025 | 62.58 | Evergreen Habitat for Humanity | 12715 NE 34TH ST ,VANCOUVER,WA,98682 |
| Ad Hoc Payment | Check | 24951 | 4/23/2025 | 98.00 | Fogg Construction Inc | 10818 NE 103RD ST ,VANCOUVER,WA,98662 |
| Ad Hoc Payment | Check | 24952 | 4/23/2025 | 96.52 | Gaertner,Enma or Dietmar | 10906 NE 84TH ST ,VANCOUVER,WA,98662 |
| Ad Hoc Payment | Check | 24953 | 4/23/2025 | 433.54 | GAP Utilities | 8700 NE VANCOUVER MALL DR ,VANCOUVER,WA,98662 |
| Ad Hoc Payment | Check | 24954 | 4/23/2025 | 101.55 | George or U Marlene Fletcher | 2504 E 25TH ST ,VANCOUVER,WA,98661 |
| Ad Hoc Payment | Check | 24955 | 4/23/2025 | 70.67 | Helios Ovando Arreola,Joseph | 7551 CAROLINA LN ,VANCOUVER,WA,98664 |
| Ad Hoc Payment | Check | 24956 | 4/23/2025 | 214.51 | Jamie D or Matthew P Barnes | 10600 NE 19TH ST ,VANCOUVER,WA,98664 |
| Ad Hoc Payment | Check | 24957 | 4/23/2025 | 45.29 | Jared or Hana Brickman | 10513 NE 111TH CT ,VANCOUVER,WA,98662 |
| Ad Hoc Payment | Check | 24958 | 4/23/2025 | 180.00 | John Paul or Robin Wright | 10712 NE 44TH ST ,VANCOUVER,WA,98682 |
| Ad Hoc Payment | Check | 24959 | 4/23/2025 | 32.17 | Kristina or Nathan Smith | 2726 NE 126TH AVE ,VANCOUVER,WA,98684 |
| Ad Hoc Payment | Check | 24960 | 4/23/2025 | 123.43 | Lindner,Christine M | 1308 NW 52ND ST ,VANCOUVER,WA,98663 |
| Ad Hoc Payment | Check | 24961 | 4/23/2025 | 9,365.19 | Lumen | 214 E 24TH ST ,VANCOUVER,WA,98663 |

*Please contact Procurement Services if you would like to review the justification for EMERGENCY procurement.

INVOICE PAYMENTS REPORT

| <u>Payment Category</u> | <u>Payment Type</u> | <u>Transaction Reference</u> | <u>Payment Date</u> | <u>Payment Amount</u> | <u>Payment Payee</u> | <u>Memo</u> |
|-------------------------|---------------------|------------------------------|---------------------|-----------------------|---|--|
| Ad Hoc Payment | Check | 24962 | 4/23/2025 | 210.04 | Main Jr,Jack D | 4904 NE 19TH AVE ,VANCOUVER,WA,98663 |
| Ad Hoc Payment | Check | 24963 | 4/23/2025 | 109.00 | Megan Hodgson | 14311 NE 53RD ST ,VANCOUVER,WA,98682 |
| Ad Hoc Payment | Check | 24964 | 4/23/2025 | 61.69 | Neosen,Teri | 6803 NE 69TH CIR ,VANCOUVER,WA,98661 |
| Ad Hoc Payment | Check | 24965 | 4/23/2025 | 143.80 | Nicole or Edward Mcdonald | 19901 SE 8TH WAY ,CAMAS,WA,98607 |
| Ad Hoc Payment | Check | 24966 | 4/23/2025 | 120.61 | Peter or Nadezhda Drokin | 819 NE 145TH AVE ,VANCOUVER,WA,98684 |
| Ad Hoc Payment | Check | 24967 | 4/23/2025 | 266.04 | Placido Flores Hernandez | 3809 NE 54TH AVE ,VANCOUVER,WA,98661 |
| Ad Hoc Payment | Check | 24968 | 4/23/2025 | 263.60 | Roberto Morataya or Amy Artiga | 715 SE 200TH PL ,CAMAS,WA,98607 |
| Ad Hoc Payment | Check | 24969 | 4/23/2025 | 233.98 | Robert or Irene Rich | 5704 NE 56TH ST ,VANCOUVER,WA,98661 |
| Ad Hoc Payment | Check | 24970 | 4/23/2025 | 55.97 | Starner,Daniel L | 9815 NE 69TH ST ,VANCOUVER,WA,98662 |
| Ad Hoc Payment | Check | 24971 | 4/23/2025 | 137.98 | Stone,Karina G | 9915 NE 69TH ST ,VANCOUVER,WA,98662 |
| Ad Hoc Payment | Check | 24972 | 4/23/2025 | 161.73 | Teel,Marvin | 8908 BUTTE AVE ,VANCOUVER,WA,98664 |
| Ad Hoc Payment | Check | 24973 | 4/23/2025 | 43.27 | Teel,Melissa | 8908 BUTTE AVE ,VANCOUVER,WA,98664 |
| Ad Hoc Payment | Check | 24974 | 4/23/2025 | 304.00 | The Estate of Polly Katherine Earnest | 8917 MT ADAMS AVE ,VANCOUVER,WA,98664 |
| Ad Hoc Payment | Check | 24975 | 4/23/2025 | 46.27 | The Estate of Wendy Josephsen | 7102 NE 62ND AVE ,VANCOUVER,WA,98661 |
| Ad Hoc Payment | Check | 24976 | 4/23/2025 | 88.49 | U Marlene Stecher | 2504 E 25TH ST ,VANCOUVER,WA,98661 |
| Ad Hoc Payment | Check | 24977 | 4/23/2025 | 186.95 | Vail,Lois | 12707 NE 53RD ST ,VANCOUVER,WA,98682 |
| Ad Hoc Payment | Check | 24978 | 4/23/2025 | 590.87 | VHA Rad Homes-Operating,C/O Key Property Services | 3204 NE STAPLETON RD ,VANCOUVER,WA,98661 |
| Ad Hoc Payment | Check | 24979 | 4/23/2025 | 64.79 | Vicki Quandt or Constance Kliese | 12106 SE RIVERIDGE DR ,VANCOUVER,WA,98683 |
| Ad Hoc Payment | Check | 24980 | 4/23/2025 | 200.65 | Wendler,April | 16706 NE 98TH ST ,VANCOUVER,WA,98682 |
| Ad Hoc Payment | Check | 24981 | 4/23/2025 | 107.61 | Wolfe,Sheryl A | 17720 SE 37TH ST ,VANCOUVER,WA,98683 |
| Ad Hoc Payment | Check | 24982 | 4/23/2025 | 91.00 | Yarnell,Terry | 6209 NE 79TH CT ,VANCOUVER,WA,98662 |
| Cash Advance Payment | Check | 24983 | 4/23/2025 | 301.00 | Michael Maini | |
| Miscellaneous Payment | Check | 24984 | 4/23/2025 | 120.00 | Fishers Landing East Neighborhood Association | 2025 RecycleU |
| Miscellaneous Payment | Check | 24985 | 4/23/2025 | 118.00 | Hidden House Market Place and Catering | Refund duplicate payment to INV#77073294 |
| Miscellaneous Payment | Check | 24986 | 4/23/2025 | 35.00 | Quad Investments | Refund overpayment to INV#77074059 |
| Miscellaneous Payment | Check | 24987 | 4/23/2025 | 292.00 | Southview Management | Refund overpayment on INV#77059313, 7706066, 77060668 and 77071774 |

*Please contact Procurement Services if you would like to review the justification for EMERGENCY procurement.

INVOICE PAYMENTS REPORT

| <u>Payment Category</u> | <u>Payment Type</u> | <u>Transaction Reference</u> | <u>Payment Date</u> | <u>Payment Amount</u> | <u>Payment Payee</u> | <u>Memo</u> |
|-------------------------|---------------------|------------------------------|---------------------|-----------------------|---|--|
| Miscellaneous Payment | Check | 24988 | 4/23/2025 | 212.00 | Walmart | Refund duplicate payments to INV#77072667, 77072934 and 77073824 |
| Customer Refund | Check | 24989 | 4/23/2025 | 1,041.94 | CLEANPOT PORTABLE TOILETS | |
| Customer Refund | Check | 24990 | 4/23/2025 | 110.00 | REALVEST / LOT 11 | Overpayment on Lot 11 in 2024 |
| Supplier Payment | Check | 24991 | 4/23/2025 | 1,904.00 | Able Fence Company Inc | |
| Supplier Payment | Check | 24992 | 4/23/2025 | 5.60 | Airgas, Inc | |
| Supplier Payment | Check | 24993 | 4/23/2025 | 1,109.74 | A-Line Asphalt Maintenance Inc | |
| Supplier Payment | Check | 24994 | 4/23/2025 | 211.00 | Allegiance Benefit Plan Management Inc (COBRA) | |
| Supplier Payment | Check | 24995 | 4/23/2025 | 2,663.42 | Apex Hydrovac Tools LLC | |
| Supplier Payment | Check | 24996 | 4/23/2025 | 5,679.36 | Arborscape Ltd Inc | |
| Supplier Payment | Check | 24997 | 4/23/2025 | 11,296.70 | BAE Urban Economics, Inc. | |
| Supplier Payment | Check | 24998 | 4/23/2025 | 400.00 | Bradford Davis | |
| Supplier Payment | Check | 24999 | 4/23/2025 | 105.00 | Brad Piesch Aggressive Enterprises, Inc | |
| Supplier Payment | Check | 25000 | 4/23/2025 | 2,290.00 | Branshaw Nursery LLC | |
| Supplier Payment | Check | 25001 | 4/23/2025 | 50.00 | BSCS Science Learning | |
| Supplier Payment | Check | 25002 | 4/23/2025 | 2,859.49 | Cellco Partnership - Remit-To: Cellco - Dallas | |
| Supplier Payment | Check | 25003 | 4/23/2025 | 881.06 | Chicago Title Company of WA | |
| Supplier Payment | Check | 25004 | 4/23/2025 | 5,543.70 | Clark County Gun Club | |
| Supplier Payment | Check | 25005 | 4/23/2025 | 913,458.66 | Clark Public Utility District No. 1 | |
| Supplier Payment | Check | 25006 | 4/23/2025 | 1,100.00 | Columbia Play Project | |
| Supplier Payment | Check | 25007 | 4/23/2025 | 7,903.48 | Columbia Resource Company | |
| Supplier Payment | Check | 25008 | 4/23/2025 | 407.64 | Core and Main LP - Remit-To: Core and Main LP | |
| Supplier Payment | Check | 25009 | 4/23/2025 | 1,412.82 | Esix Sportswear | |
| Supplier Payment | Check | 25010 | 4/23/2025 | 22,727.17 | Everon, LLC | |
| Supplier Payment | Check | 25011 | 4/23/2025 | 5,008.46 | Fourth Plain Forward | |
| Supplier Payment | Check | 25012 | 4/23/2025 | 3,849.03 | Invintus Media LLC | |
| Supplier Payment | Check | 25013 | 4/23/2025 | 13,944.49 | Janus Youth Programs Inc | |
| Supplier Payment | Check | 25014 | 4/23/2025 | 412.00 | Kaiser Permanente | |
| Supplier Payment | Check | 25015 | 4/23/2025 | 3,915.00 | Kramer Gehlen & Associates | |
| Supplier Payment | Check | 25016 | 4/23/2025 | 351.72 | Lakeside Industries Inc - Remit-To: Lakeside - LB Seattle | |
| Supplier Payment | Check | 25017 | 4/23/2025 | 320.16 | Langley's Ace Inc | |
| Supplier Payment | Check | 25018 | 4/23/2025 | 32,855.23 | Life Insurance Company of North America | |
| Supplier Payment | Check | 25019 | 4/23/2025 | 7,260.43 | Parametrix, Inc | |
| Supplier Payment | Check | 25020 | 4/23/2025 | 36,715.50 | Parkeon | |
| Supplier Payment | Check | 25021 | 4/23/2025 | 2,849.00 | Portland Adventist Medical Center | |
| Supplier Payment | Check | 25022 | 4/23/2025 | 500.00 | Professional Development Academy, LLC | |
| Supplier Payment | Check | 25023 | 4/23/2025 | 12,255.00 | Rapid Response Bio Clean Inc. | |
| Supplier Payment | Check | 25024 | 4/23/2025 | 6,116.17 | RH2 Engineering, Inc. | |
| Supplier Payment | Check | 25025 | 4/23/2025 | 387.24 | S&B Inc | |
| Supplier Payment | Check | 25026 | 4/23/2025 | 388.50 | Seaton Court Reporting, Inc. | |
| Supplier Payment | Check | 25027 | 4/23/2025 | 78,386.50 | SeaWestern Inc | |
| Supplier Payment | Check | 25028 | 4/23/2025 | 32.18 | Software House International SHI - Remit-To: SHI - Dallas | |
| Supplier Payment | Check | 25029 | 4/23/2025 | 69,321.67 | Southwest Washington Humane Society | |
| Supplier Payment | Check | 25030 | 4/23/2025 | 1,363.87 | Stantec Consulting Services Inc - Remit-To: Stantec - Chicago | |
| Supplier Payment | Check | 25031 | 4/23/2025 | 4,770.58 | State of Washington Department of Transportation - Remit-To: WADOT - PO Box 47305 | |

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INVOICE PAYMENTS REPORT

| <u>Payment Category</u> | <u>Payment Type</u> | <u>Transaction Reference</u> | <u>Payment Date</u> | <u>Payment Amount</u> | <u>Payment Payee</u> | <u>Memo</u> |
|-------------------------|---------------------|------------------------------|---------------------|-----------------------|--|--------------------------------|
| Supplier Payment | Check | 25032 | 4/23/2025 | 195.00 | Teresa L. Rider | |
| Supplier Payment | Check | 25033 | 4/23/2025 | 8,659.58 | The Columbian Publishing Co | |
| Supplier Payment | Check | 25034 | 4/23/2025 | 654.52 | Towing & Recovering Services Inc | |
| Supplier Payment | Check | 25035 | 4/23/2025 | 1,308.99 | Trilogy MedWaste West, LLC | |
| Supplier Payment | Check | 25036 | 4/23/2025 | 917.72 | Triple J Enterprises | |
| Supplier Payment | Check | 25037 | 4/23/2025 | 700.00 | United States Postal Service - Remit-To: United States Postal Service Caples | |
| Supplier Payment | Check | 25038 | 4/23/2025 | 5,000.00 | Vancouver Arena | |
| Supplier Payment | Check | 25039 | 4/23/2025 | 115.08 | Vestis Group, Inc - Remit-To: Vestis - Pasadena | |
| Supplier Payment | Check | 25040 | 4/23/2025 | 2,355.03 | Walter E Nelson Company | |
| Supplier Payment | Check | 25041 | 4/23/2025 | 2,040.00 | Washington Cities Insurance Authority | |
| Supplier Payment | Check | 25042 | 4/23/2025 | 6,169.11 | Waste Connections of Washington - Remit-To: Waste Connections - Vancouver | |
| Ad Hoc Payment | Check | 25043 | 4/23/2025 | 123.63 | George or Terry Schneider | Utility Refunds: 0101010074-00 |
| Supplier Payment | Check | 25057 | 4/24/2025 | 438,969.71 | Clark Public Utility District No. 1 | |
| Supplier Payment | Check | 25044 | 4/25/2025 | 5,957.00 | Aflac | |
| Supplier Payment | Check | 25045 | 4/25/2025 | 6,265.76 | AFSCME Local #307 | |
| Supplier Payment | Check | 25046 | 4/25/2025 | 334.00 | California State Disbursement Unit | |
| Supplier Payment | Check | 25047 | 4/25/2025 | 1,033.50 | Chapter 13 - Trustee | |
| Supplier Payment | Check | 25048 | 4/25/2025 | 491.00 | Hawaii SDU | |
| Supplier Payment | Check | 25049 | 4/25/2025 | 840.70 | IAM Local #1374 | |
| Supplier Payment | Check | 25050 | 4/25/2025 | 8,969.24 | Life Insurance Company of North America | |
| Supplier Payment | Check | 25051 | 4/25/2025 | 1,300.00 | MFS Service Center Inc | |
| Supplier Payment | Check | 25052 | 4/25/2025 | 4,690.77 | OPEIU Local #11 | |
| Supplier Payment | Check | 25053 | 4/25/2025 | 851.00 | Teamsters Local #58 | |
| Supplier Payment | Check | 25054 | 4/25/2025 | 245.00 | UA Local #290 | |
| Supplier Payment | Check | 25055 | 4/25/2025 | 3,246.57 | Western Conference of Teamsters | |
| Supplier Payment | Check | 25056 | 4/25/2025 | 1,508.34 | Western Metal Industry Pension Plan | |
| | | | Check | 1,783,656.21 | | |
| Cash Advance Payment | Direct Deposit | EFT-00295658 | 4/24/2025 | 270.00 | Ian Poulos | Travel Advance |
| Expense Payment | Direct Deposit | EFT-00295659 | 4/24/2025 | 1,223.76 | Heidi Scarpelli | Employee Reimbursement |
| Cash Advance Payment | Direct Deposit | EFT-00295660 | 4/24/2025 | 200.00 | Bryan Fredrickson | Travel Advance |
| Expense Payment | Direct Deposit | EFT-00295661 | 4/24/2025 | 319.00 | Ashley MacDonald | Employee Reimbursement |
| Cash Advance Payment | Direct Deposit | EFT-00295662 | 4/24/2025 | 270.00 | Dan Crumley | Travel Advance |
| Expense Payment | Direct Deposit | EFT-00295663 | 4/24/2025 | 37.25 | Anthony Coronel Valencia | Employee Reimbursement |
| Cash Advance Payment | Direct Deposit | EFT-00295664 | 4/24/2025 | 252.00 | Brian Viles | Travel Advance |
| Expense Payment | Direct Deposit | EFT-00295665 | 4/24/2025 | 479.50 | Beau Hull | Employee Reimbursement |
| Expense Payment | Direct Deposit | EFT-00295666 | 4/24/2025 | 12.00 | James Demmon | Employee Reimbursement |
| Cash Advance Payment | Direct Deposit | EFT-00295667 | 4/24/2025 | 230.00 | Rick Lagerquist | Travel Advance |
| Cash Advance Payment | Direct Deposit | EFT-00295668 | 4/24/2025 | 270.00 | Chris Peach | Travel Advance |
| Expense Payment | Direct Deposit | EFT-00295669 | 4/24/2025 | 765.35 | Shane LaBeck | Employee Reimbursement |
| Expense Payment | Direct Deposit | EFT-00295670 | 4/24/2025 | 100.00 | Andrew Bordak | Employee Reimbursement |
| Cash Advance Payment | Direct Deposit | EFT-00295671 | 4/24/2025 | 270.00 | Mikey Potter | Travel Advance |
| Expense Payment | Direct Deposit | EFT-00295672 | 4/24/2025 | 436.80 | Anthony Glenn | Employee Reimbursement |
| Cash Advance Payment | Direct Deposit | EFT-00295673 | 4/24/2025 | 270.00 | David Sturbelle | Travel Advance |
| Cash Advance Payment | Direct Deposit | EFT-00295674 | 4/24/2025 | 111.75 | Brennan Blue | Travel Advance |
| Cash Advance Payment | Direct Deposit | EFT-00295675 | 4/24/2025 | 270.00 | Kevin Bestul | Travel Advance |
| Cash Advance Payment | Direct Deposit | EFT-00295676 | 4/24/2025 | 270.00 | Charles Schmidt | Travel Advance |
| Cash Advance Payment | Direct Deposit | EFT-00295677 | 4/24/2025 | 270.00 | Thomas Carter | Travel Advance |
| Cash Advance Payment | Direct Deposit | EFT-00295678 | 4/24/2025 | 270.00 | Ashley Ogdee | Travel Advance |
| Cash Advance Payment | Direct Deposit | EFT-00295679 | 4/24/2025 | 270.00 | Tyler Edwards | Travel Advance |

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INVOICE PAYMENTS REPORT

| <u>Payment Category</u> | <u>Payment Type</u> | <u>Transaction Reference</u> | <u>Payment Date</u> | <u>Payment Amount</u> | <u>Payment Payee</u> | <u>Memo</u> |
|-------------------------|---------------------|------------------------------|-----------------------|-----------------------|---|----------------|
| Cash Advance Payment | Direct Deposit | EFT-00295680 | 4/24/2025 | 270.00 | Joseph Gilcrest | Travel Advance |
| Cash Advance Payment | Direct Deposit | EFT-00295681 | 4/24/2025 | 270.00 | Thomas Schell | Travel Advance |
| Cash Advance Payment | Direct Deposit | EFT-00295682 | 4/24/2025 | 270.00 | Tyler Dillmon | Travel Advance |
| | | | Direct Deposit | 7,677.41 | | |
| Supplier Payment | EFT | EFT-00295683 | 4/24/2025 | 140.00 | United Site Services of Nevada, Inc. | |
| Supplier Payment | EFT | EFT-00295684 | 4/24/2025 | 44,397.09 | Share | |
| Supplier Payment | EFT | EFT-00295685 | 4/24/2025 | 746.75 | Pacific Northwest Pollution Prevention Resources Center | |
| Supplier Payment | EFT | EFT-00295686 | 4/24/2025 | 5,390.85 | Pitney Bowes Inc | |
| Supplier Payment | EFT | EFT-00295687 | 4/24/2025 | 200,689.47 | Brown and Caldwell - Remit-To: Brown & Caldwell - San Francisco | |
| Supplier Payment | EFT | EFT-00295688 | 4/24/2025 | 413.06 | Fire Systems West | |
| Supplier Payment | EFT | EFT-00295689 | 4/24/2025 | 543.50 | George Elevator Service LLC | |
| Supplier Payment | EFT | EFT-00295690 | 4/24/2025 | 1,670.50 | Atlas Technical Consultants LLC | |
| Supplier Payment | EFT | EFT-00295691 | 4/24/2025 | 2,878.41 | Ferguson Enterprises - Remit-To: Ferguson - Dallas | |
| Supplier Payment | EFT | EFT-00295692 | 4/24/2025 | 16,577.45 | Wilson Oil Inc. - Remit-To: Wilson Oil Inc | |
| Supplier Payment | EFT | EFT-00295693 | 4/24/2025 | 196,952.18 | Outsiderinn.org | |
| Supplier Payment | EFT | EFT-00295694 | 4/24/2025 | 8,147.38 | Wapiti NW LLC | |
| Supplier Payment | EFT | EFT-00295695 | 4/24/2025 | 343.36 | Harry's Key Service Inc | |
| Supplier Payment | EFT | EFT-00295696 | 4/24/2025 | 549.00 | Universal Field Services Inc | |
| Supplier Payment | EFT | EFT-00295697 | 4/24/2025 | 395.50 | Mayer Reed Inc. | |
| Supplier Payment | EFT | EFT-00295698 | 4/24/2025 | 937.45 | Laboratory Corporation of America Holdings | |
| Supplier Payment | EFT | EFT-00295699 | 4/24/2025 | 44,908.50 | Advanced American Construction Inc | |
| Supplier Payment | EFT | EFT-00295700 | 4/24/2025 | 2,120.00 | The Loudenback Corporation | |
| Supplier Payment | EFT | EFT-00295701 | 4/24/2025 | 495.00 | Richard Davis | |
| Supplier Payment | EFT | EFT-00295702 | 4/24/2025 | 4,096.85 | Commonstreet Consulting, LLC | |
| Supplier Payment | EFT | EFT-00295703 | 4/24/2025 | 29,643.80 | Jacobs Engineering Group Inc | |
| Supplier Payment | EFT | EFT-00295704 | 4/24/2025 | 20,410.20 | PBS Engineering and Environmental Inc | |
| Supplier Payment | EFT | EFT-00295705 | 4/24/2025 | 109,472.26 | Do Good Multnomah | |
| Supplier Payment | EFT | EFT-00295706 | 4/24/2025 | 6,256.00 | Consolidated Electrical Distribution | |
| Supplier Payment | EFT | EFT-00295707 | 4/24/2025 | 60,975.00 | Live Love Outreach | |
| Supplier Payment | EFT | EFT-00295708 | 4/24/2025 | 700.00 | Andrews Terry Jeffers LLP | |
| Supplier Payment | EFT | EFT-00295709 | 4/24/2025 | 5,299.81 | Columbia West Engineering | |
| Supplier Payment | EFT | EFT-00295710 | 4/24/2025 | 17,671.40 | Northwest Staffing Resources Inc - Remit-To: Northwest Staffing Resources | |
| Supplier Payment | EFT | EFT-00295711 | 4/24/2025 | 9,829.50 | Terracon Consultants Inc | |
| Supplier Payment | EFT | EFT-00295712 | 4/24/2025 | 5,030.22 | YWCA Clark County | |
| Supplier Payment | EFT | EFT-00295713 | 4/24/2025 | 27,352.05 | Pacific Landscape Services Inc | |
| Supplier Payment | EFT | EFT-00295714 | 4/24/2025 | 33,138.00 | Nolan Merriman | |
| Supplier Payment | EFT | EFT-00295715 | 4/24/2025 | 5,039.66 | Whitney Equipment Company Inc | |
| Supplier Payment | EFT | EFT-00295716 | 4/24/2025 | 47,147.40 | Tikka WA Inc | |
| Supplier Payment | EFT | EFT-00295717 | 4/24/2025 | 2,634.00 | Eurofins Eaton Analytical, LLC | |
| Supplier Payment | EFT | EFT-00295718 | 4/24/2025 | 4,058.86 | Distinctive Landscape LLC | |
| Supplier Payment | EFT | EFT-00295720 | 4/25/2025 | 12,128.68 | Vancouver Police Officer Guild | |
| Supplier Payment | EFT | EFT-00295721 | 4/25/2025 | 20,725.91 | Allegiance Benefit Plan Management Inc (COBRA) | |
| Supplier Payment | EFT | EFT-00295722 | 4/25/2025 | 134.95 | Legal Shield | |
| Supplier Payment | EFT | EFT-00295723 | 4/25/2025 | 1,401.14 | Vancouver Command Guild | |
| Supplier Payment | EFT | EFT-00295724 | 4/25/2025 | 33,941.80 | IAFF Local #452 | |

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INVOICE PAYMENTS REPORT

| <u>Payment Category</u> | <u>Payment Type</u> | <u>Transaction Reference</u> | <u>Payment Date</u> | <u>Payment Amount</u> | <u>Payment Payee</u> | <u>Memo</u> |
|-------------------------|---------------------|------------------------------|-----------------------|-----------------------|--|---|
| | | | EFT | 985,382.94 | | |
| Supplier Payment | Manual Wire | | 4/21/2025 | 33,446.97 | Clark County - Remit-To: Clark County - Treasurer Vancouver | |
| Supplier Payment | Manual Wire | | 4/21/2025 | 6,964.78 | Washington Dental Service | |
| Supplier Payment | Manual Wire | | 4/21/2025 | 59,383.14 | Liberty Mutual Group Inc. | |
| Supplier Payment | Manual Wire | | 4/22/2025 | 47,163.58 | The Bank Of New York Mellon Trust Company | |
| Supplier Payment | Manual Wire | | 4/22/2025 | 1,620.12 | VSP Vision Care Inc | |
| Supplier Payment | Manual Wire | | 4/22/2025 | 94,868.24 | Blue Cross Blue Shield of Oregon | |
| Supplier Payment | Manual Wire | | 4/24/2025 | 122,383.14 | Amwins Group, Inc. | |
| Supplier Payment | Manual Wire | | 4/24/2025 | 230,957.80 | Blue Cross Blue Shield of Oregon | |
| Supplier Payment | Manual Wire | | 4/24/2025 | 33,857.77 | Washington Dental Service | |
| Supplier Payment | Manual Wire | | 4/25/2025 | 23,661.36 | Western States Health & Welfare Trust | |
| Supplier Payment | Manual Wire | | 4/25/2025 | 586.00 | Oregon SDU | |
| Supplier Payment | Manual Wire | | 4/25/2025 | 34,336.46 | Vancouver Firefighters Union Health & Welfare Trust | |
| Supplier Payment | Manual Wire | | 4/25/2025 | 356,433.33 | International City Management Association Retirement Corporation | |
| Supplier Payment | Manual Wire | | 4/25/2025 | 28,875.00 | Washington State Firefighters | |
| Supplier Payment | Manual Wire | | 4/25/2025 | 6,160.27 | Washington SDU | |
| Supplier Payment | Manual Wire | | 4/25/2025 | 70,840.89 | State of Washington Department of Retirement Systems (DRS) | |
| Supplier Payment | Manual Wire | | 4/25/2025 | 64,356.49 | Liberty Mutual Group Inc. | |
| | | | Manual Wire | 1,215,895.34 | | |
| | | | Checks | 1,783,656.21 | | |
| | | | Direct Deposit | 7,677.41 | | |
| | | | EFT | 985,382.94 | | |
| | | | | | | |
| | | | 4/28/2025 | 9,697.22 | City Payments | Posted 04-21-25 to 04-27-25 |
| | | | Hansen Total | 9,697.22 | | |
| | | | | | | |
| | | | 4/28/2025 | 1,061.00 | Miscellaneous | Parks Class Refunds FCC 04-21-25 to 04-27-25 |
| | | | 4/28/2025 | 1,061.00 | Miscellaneous | Parks Class Refunds MCC 04-21-25 to 04-27-25 |
| | | | 4/28/2025 | 240.00 | Miscellaneous | Parks Class Refunds WREC 04-21-25 to 04-27-25 |
| | | | VISA Total | 2,362.00 | | |
| | | | | | | |
| | | | Payroll Total | 4,311,668.20 | | |
| | | | | | | |
| | | | GRAND TOTAL | 8,316,339.32 | | |
| | | | | | | |

*Please contact Procurement Services if you would like to review the justification for EMERGENCY procurement.

City of Vancouver
Payroll Council Report
April 21, 2025 - April 27, 2025

| Check No. | Date | Explanation | Amount |
|-----------------|----------|----------------------------------|-----------------|
| N/A | 04/15/25 | NACHA Return - K Sanchez | \$ (1,372.00) |
| 295719 | 04/23/25 | Reissue NACHA Return - K Sanchez | \$ 1,372.00 |
| 2763 - 2776 | 04/25/25 | April 25 Payroll | \$ 5,728.54 |
| 293753 - 295657 | 04/25/25 | April 25 Direct Deposits | \$ 4,254,118.91 |
| 2777 - 2782 | 04/30/25 | 04 2025 Pension Payroll | \$ 8,441.35 |
| 295788 - 295829 | 04/30/25 | 04 2025 Pension Direct Deposits | \$ 43,379.40 |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

\$ 4,311,668.20

Property Tax Exemption

PROGRAM FOR SENIORS AND PERSONS WITH DISABILITIES

Clark County Assessor's Office
Assessment Services Team
2025



CLARK COUNTY WASHINGTON
ASSESSOR'S OFFICE

AGENDA

- Program Overview
- Qualifications and Eligibility
- Income Thresholds
- Income, explained
- Deductions, explained
- Required Documents
- 2025 Update - ADUs
- How to Apply
- Conclusion/Contact
- Questions



CLARK COUNTY WASHINGTON
ASSESSOR'S OFFICE

OVERVIEW

Washington State Program

- Administered by each county Assessor's office within WA state, with guidance from the Department of Revenue
- Rules of the program are set by State Legislature

Purpose

- Reduce property taxes for senior citizens and people with disabilities, allowing them to remain in their home despite increasing property taxes.

How it works

- Freezes the assessed value of the home and land
- Exempts taxpayers from paying voter-approved levies and part 2 of the state school tax
- Reduces the taxable value of the property based on income
- No obligation for repayment, no lien on the property
- Applications are renewed every 6 years maximum



QUALIFICATIONS

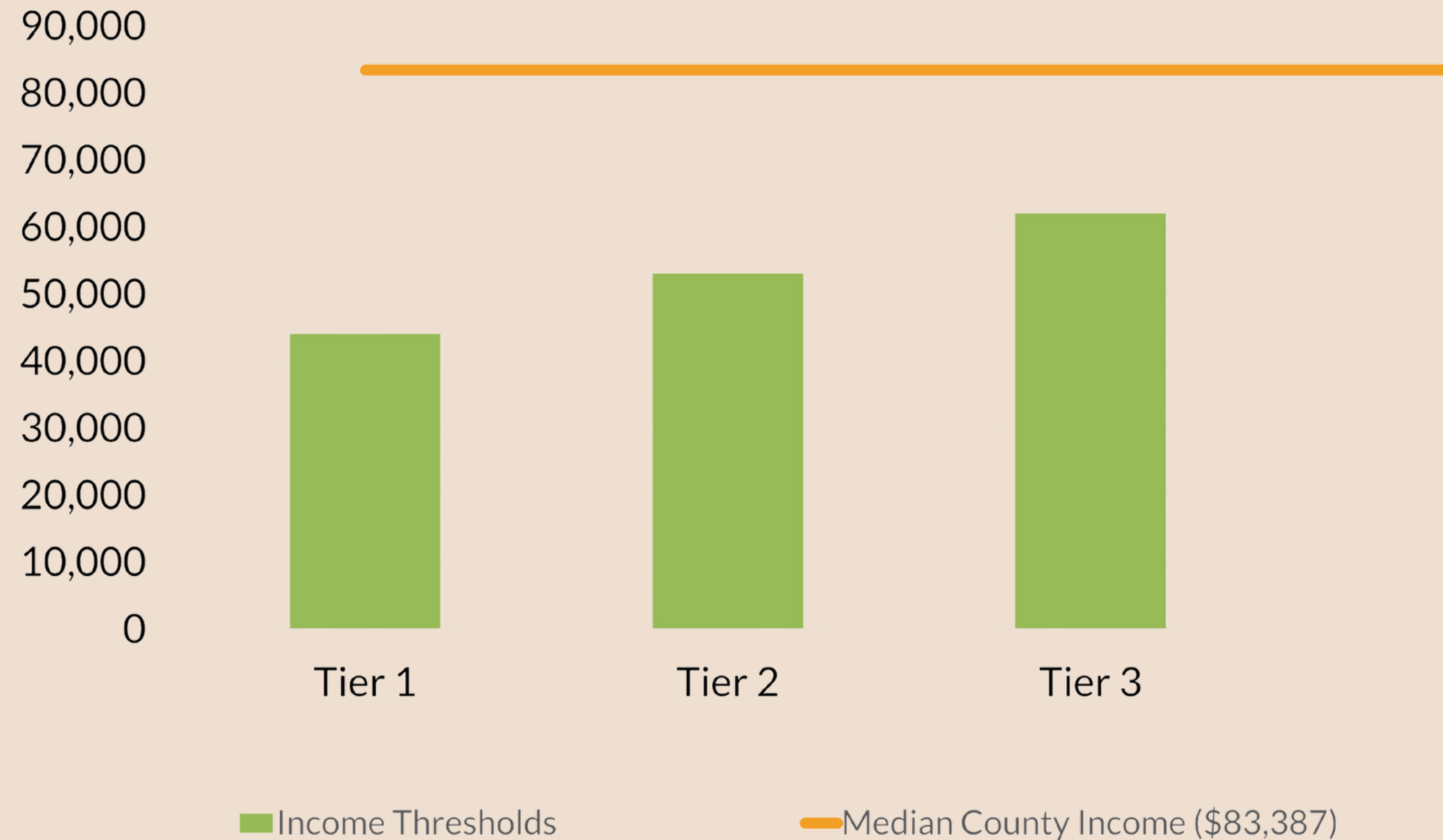
To be eligible you must meet the following requirements on December 31st of the year before the tax is due.

- Own the home by December 31 of the assessment year.
- Reside in the home as your primary residence for 6 months of the assessment year and each year going forward
- Must qualify based on either age (61+)
 - OR disability status - SSA, Doctor, or V.A.
- Income threshold: \$62,000



CLARK COUNTY WASHINGTON
ASSESSOR'S OFFICE

INCOME THRESHOLD



TIER 1: 0- 44,000

Exempt from paying regular property tax on a portion of your assessed taxable value. Exempt from voter approved levies. Home and land value are frozen in qualifying year.

TIER 2: 44,001 - 53,000

Exempt from paying regular property tax on a portion of your assessed taxable value. Exempt from voter approved levies. Home and land value are frozen in qualifying year.

TIER 3: 53,001 - 62,000

Exempt from paying excess/voter-approved levies. Home and land value are frozen in the qualifying year.



CLARK COUNTY WASHINGTON
ASSESSOR'S OFFICE

WHAT COUNTS AS INCOME?

Income includes:

- Wages (from W-2s)
- Pensions (1099s)
- Annuities (1099s)
- Social Security Benefits (1099s)
- Social Security Disability (1099s)
- IRAs (1099s)
- Interest (1099s)
- Dividends
- V.A. Retirement

Income excludes:

- V.A. Disability payments
- DSHS Payments
- Federal Stimulus Payments
- IRA Rollovers
- Reverse mortgages
- **Must see documentation to support the income exclusion**



WHAT COUNTS AS A DEDUCTION?

Allowable Deductions

- Out-of-pocket prescription drug expenses
- Medicare premiums (All “Parts”)
- In Home Care expenses
- Nursing or Adult family home expenses
- Medical/ Mobility equipment expenses
- Long Term Care Insurance Premiums paid
- Health Insurance cost sharing out of pocket expenses
- Naturopathic treatments from Washington licensed naturopath
- Disposable medical supplies
- Prosthetic device expenses

Contact our office for a full list of deductions!



CLARK COUNTY WASHINGTON
ASSESSOR'S OFFICE

REQUIRED DOCUMENTS

With application, please provide:

- Drivers License or State ID Card
- Disability Award Letter
- Complete Tax Return including all schedules (if filed)
- Pension/Annuity 1099s
- Social Security 1099s
- If you don't file taxes – provide all W2's and all 1099's showing income
- Any expenses for allowed deductions

If applicable:

- Death Certificate for any owners
- Divorce Decree
- Copy of entire trust (with declaration of trust)



CLARK COUNTY WASHINGTON
ASSESSOR'S OFFICE

2025 UPDATES - ADUs

- Starting in 2025, accessory dwelling units (ADUs) may be eligible to be included in the exemption program!
- These changes result in a greater reduction of property taxes for the applicant because the value of the ADU is included in the reduced valuation for the program(s).
- HB2375 defines an ADU as “a separate, autonomous residential dwelling unit that provides complete independent living facilities for one or more persons and includes permanent provisions for living, sleeping, eating, cooking, and sanitation.” It adds this meaning of ADU to the definition of a “residence.”
- Examples of ADUs may include:
 - Hardship mobile homes
 - Above-garage apartments/renovated garages
 - Backyard cottages/tiny homes



CLARK COUNTY WASHINGTON
ASSESSOR'S OFFICE

HOW TO APPLY

- Online: Clark.wa.gov/Assessor
- Email: taxreduction@clark.wa.gov
- Mail: Send to -

Senior Exemption
Clark County Assessor's Office
PO Box 5000
Vancouver WA 98666

Assessor's Office:

- 2nd floor of the Public Service Center
- Monday – Thursday 9:00am to 4:00pm
- Appointments available select days - call for more information
- 564-397-2391

Drop Box:

- Located at the Clark County Public Service Center
- 1300 Franklin St, First Floor
- Monday – Friday between the hours of 9:00am to 5:00pm



CLARK COUNTY WASHINGTON
ASSESSOR'S OFFICE

OUTREACH EVENTS

- **May 23**, at the Luepke Senior Center, 1009 E. McLoughlin Blvd.,
Vancouver

- **June 6** at the Evergreen Public Schools administrative building,
13413 N.E. LeRoy Haagen Memorial Drive, Vancouver

- **Clark.WA.Gov/Assessor**

- <https://www.facebook.com/ClarkCoWAAssessor>

- Call **564.397.2391** for more info



CLARK COUNTY WASHINGTON
ASSESSOR'S OFFICE

Thank you!

QUESTIONS?

Clark County Assessor's Office
Assessment Services Team
2025



CLARK COUNTY WASHINGTON
ASSESSOR'S OFFICE

Contact Us

Visit: 1300 Franklin St., Vancouver WA 98660

* * *

Garage parking available on 1st floor.

* * *

Mail: PO BOX 5000, Vancouver, WA 98666

Phone: 564.397.2391

Facebook: facebook.com/ClarkCoWAAssessor

Website: clark.wa.gov/assessor



Property Tax Exemption

Program for seniors and persons with disabilities

clark.wa.gov/assessor

* * *

564.397.2391

Overview

Under the exemption program, the assessed value of your property is frozen (for tax purposes) and you may be eligible for a reduction in your property taxes. This could be worth thousands of dollars in savings for you and a lien will not be placed on your property. The program is retroactive, as applicants can apply for previous years to get a refund as well. Contact us and we will walk you through the process to determine your eligibility and the level of your exemption.

Eligibility

AGE OR DISABILITY

Must be 61+ or Unable to work due to disability OR a veteran entitled to and receiving compensation from the V.A. at an 80% disability rating for a service-connected disability

RESIDENCY AND OWNERSHIP

You must reside in the home as your primary residence for a minimum of 6 months of the assessment year. You must own your home by Dec. 31 of the assessment year.

INCOME

Household income must be at or below \$62,000 in the year prior to the tax year.



Income Thresholds

Household income is calculated using the combined disposable income earned during the assessment year for you, your spouse, your domestic partner, or any co-tenants.

| Income Tier | Benefits |
|---------------------|---|
| \$0 - \$44,000 | Exempt from being taxed on the greater of \$60,000 or 60% of the assessed value, special assessments, voted levies, and state school taxes pt. 2; home and land value frozen in qualifying year. |
| \$44,001 - \$53,000 | Exempt from being taxed on the greater of \$50,000 or 35% of the assessed value (not exceeding \$70,000), special assessments, voted levies, and state school taxes pt. 2; home and land value frozen in qualifying year. |
| \$53,001 - \$62,000 | Exempt from special assessments, voted levies, and state school taxes pt. 2; home and land value frozen in qualifying year. |

2025 Updates - ADU

Legislative updates have expanded the exemption program to include accessory dwelling units (ADUs). An ADU is defined as a separate, autonomous residential unit that provides complete independent living facilities, including permanent provisions for living, sleeping, eating, cooking, and sanitation. With these changes, the value of the ADU will be considered in the reduced valuation for the exemption program. If you have a previously excluded ADU and would like to include it in your exemption, please reach out to our senior exemption team for assistance at taxreduction@clark.wa.gov or by calling 564.397.2391.