CITY OF Vancouver WASHINGTON

MEMORANDUM

DATE: October 2, 2020

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

RE: **Transportation Budget Workshop**

CC: Chad Eiken, Director, Community and Economic Development
Brian Carlson, Interim Assistant City Manager
Dan Swensen, Interim Public Works Director
Rebecca, Kennedy, Long Range Planning Manager
Ryan Lopossa, Streets and Transportation Manager

Introduction

This memo is intended to provide background information relevant to the October 12, 2020 Council workshop on Transportation planning and project implementation processes, and to inform the development of the 2021-22 biennial budget. It addresses how projects move from policy priorities through the project development pipeline, and how a variety of programs and opportunities are utilized to implement capital improvements, with a focus on multimodal improvements. It also includes information on the City's Pavement Management Program, current criteria for prioritizing pavement maintenance work, and how the Pavement Program is leveraged to make other multimodal and safety improvements. Lastly, it reviews the City's overall transportation budget, the Street Funding Strategy adopted in 2015, and recent budget reductions necessitated by the passage of Initiative 976 and the COVID-19 pandemic.

Comprehensive Planning

The Vancouver Comprehensive Plan provides the overall long-term vision and policy direction for managing the built and natural environment and for the provision of necessary public facilities over a 20-year time horizon. It includes and integrates the following elements: community development; economic development; housing; environment; public facilities and services, including transportation, parks and recreation, water, sewer, and emergency services; and annexation. Capital facilities and services required to implement the policies in each element are included in the City's Capital Facilities Plan (CFP) and in discipline specific CFPs that reflect a diverse set of funding sources and service investment needs.

The Transportation System Plan (TSP) is the transportation element of the Comprehensive Plan and adopted by reference as part of it. The integration of the Transportation System Plan and the community development/land use element of the Comprehensive Plan is essential to making the built environment safer, more equitable, more livable and more sustainable. A transportation system that is land use responsive, and that views streets as places of exchange, gathering and recreation rather than just high-speed mobility, benefits a community in several ways. This includes reductions in vehicle miles traveled, improvements in air quality, increases in walking/biking/rolling, increases in transit use, improved access to services and amenities, more attractive and usable public spaces, and increased economic development as businesses and employees locate in highly livable areas.

In addition to establishing citywide policy and priorities through the Transportation System Plan, transportation planning implements comprehensive planning objectives in several areas and utilizing a variety of tools/strategies. This includes planning for high capacity and frequent transit service, in coordination with C-TRAN; developing context-sensitive transportation and infrastructure recommendations for subareas, districts and corridors across the City, in alignment with land use planning activities; integrating the City's Complete Streets Policy and best practices into the design of arterial upgrades and major street investments; reviewing individual development proposals to ensure they align with established plans, goals and objectives; and ensuring transportation projects and investments are aligned with housing strategies to provide transportation options for residents.

Transportation System Plan (TSP) 2020-22 Update

The City of Vancouver last adopted a Transportation System Plan in 2004 and is currently in the process of a comprehensive TSP overhaul that will establish new policies and priorities to guide transportation investments over the next 20 years. Due to economic impacts of the COVID-19 pandemic, the project scope and budget for 2020 were amended to only include the below items:

- State of Mobility Report: established the Vancouver Moves brand and provided high level information about the transportation system and how people in Vancouver move around the City and the region
- Public Outreach Plan: equity-focused public engagement plan that will provide opportunities for residents of diverse backgrounds and experiences with the transportation system to give feedback on the Existing Conditions analysis; this includes an emphasis on reaching Black, Indigenous and Communities of Color (BIPOC), community members with disabilities, and lower-income residents
- Technical Analysis for Modal Systems: complete existing conditions analysis that integrate new approaches to respond to emerging needs from COVID-19 and a focus on equity
- Public Outreach: share results of existing conditions analysis and gather information on how residents use the transportation system
- Collision Dashboard: develop a comprehensive collision analysis tool
- Pedestrian Crossing Policy: update City's crossing policy to incorporate changes in best practices and add signal improvement recommendations
- Equity Analysis: Identify key demographic characteristics of concern for equity focus and use these geographies as a lens for all existing conditions work and future project prioritization.

The remaining major elements required to complete the TSP Update will occur in the 2021-2022 biennium (pending budget approval), including the following elements:

- Public outreach process to help identify transportation system goals, policies, and objectives, which includes an emphasis on reaching Black, Indigenous and Communities of Color (BIPOC), community members with disabilities, and lower-income residents

- Completion of the 7 modal element plans with prioritized project lists, which will be integrated into an updated and prioritized 6-Year Transportation Improvement Program (TIP) as the forthcoming Comprehensive Plan Update and associated updated citywide Capital Facilities Plan (CFP). The seven model elements include: Pedestrian, Bicycle, Transit, Freight, Vehicle, Transportation Systems and Demand Management, and Smart Mobility.
- Development of new city street standard typologies and complete standards update
- Development of project implementation system

The TSP project scope integrates new approaches that respond to emerging needs from COVID-19 and a stronger emphasis on equity and addressing systemic racism that is reflected in the built environment. This includes improving access and safety for the City's most vulnerable residents, including low-income resident and Black, Indigenous and People of Color (BIPOC) communities. The equity analysis will allow the City to:

- Determine where disadvantaged communities live and infrastructure and transportation conditions in those neighborhoods
- Help shape how we target outreach to more successfully reach these populations
- Help prioritize investments with the goal of overcoming historical inequities and disparate outcomes
- Update or create new policies that integrate racial justice and equity in transportation planning processes and investment prioritization

As noted above, the City's Transportation System Plan is the transportation element of the Comprehensive Plan, and the work completed through the TSP Update will be incorporated into the upcoming 2022-2025 Comprehensive Plan Update. The goals and policies developed through the TSP Update will become the new transportation policies and goals for the Comprehensive Plan and the prioritized project lists will be incorporated into the Capital Facilities Plan. Updating the TSP prior to the Comprehensive Plan update provides a foundation for a systemic approach to aligning land use and transportation policies and investments that will advance citywide livability and mobility in the decades to come.

Transportation Project Development Process

The process of moving from a transportation policy directive to the construction of a specific project implementing that policy includes many steps and provides three key opportunities for prioritization by policymakers.

1. The first opportunity for prioritization is at the policy stage, which includes both the Transportation System Plan (TSP) and the City's Strategic Plan, as well as additional geographically specific guidance provided through Council adopted subarea and corridor plans. Both the updated TSP and the City's Strategic Plan prioritize specific projects, and this prioritization is incorporated in to both the City's Capital Facilities Plan and the 6-Year Transportation Improvement Program (TIP). The Capital Facilities Plan includes all the projects identified by the TSP over the 20-year planning time horizon; the TIP represents the highest priority projects based on the project lists and prioritization criteria established by the TSP. Once the TSP update is complete, the TIP will also be updated to reflect updated project lists and priorities.

2. The second opportunity for prioritization is through the annual update to the Transportation Improvement Program (TIP), which must be updated once per year to comply with state law. In principle, the TIP is updated based on the project lists and

prioritization established by the Transportation System Plan and other policy directives as outlined above, and as priority projects are completed new priorities from the CFP migrate on to the TIP. Priorities can and do change in response to emerging conditions or information, and the Council can update the TIP to align with emerging priorities as well as projects previously identified through past planning efforts on an annual basis.

3. The third opportunity comes through the biennial budget process, and the allocation of funding for various capital and operating programs as well as one-time professional services to fund projects at the planning/outreach/conceptual design phase and one-time capital funding for construction of projects (or project elements) not supported by other programs. This includes opportunities to advance planning, outreach, analysis and conceptual design of projects, as well as projects for which planning work has been completed and the next phase is final engineering, right-of-way acquisition, permitting and construction. This process is interactive, and the time and cost associated with each step is directly related to the type and complexity of the project and the needs of the neighborhoods in which they are located.

   For complete streets retrofits of existing roadways and other multimodal improvements, this involves identifying upcoming opportunities provided through the City's Pavement or Capital programs or through local, state or federal grant programs that can support one or more portions of a project. Previously, we had other programs that supported multimodal capital improvements- including the Safety Accessibility and Mobility, Rapid Response and Neighborhood Traffic Calming programs- but funding for these programs was eliminated in 2020 in response to the impacts of I-976 and COVID-19. Given these reductions as well as limited staff capacity to manage additional projects, opportunities for multimodal improvements at any phase are limited.

   For large capital projects and arterial upgrades, the path from policy to planning to construction is a multi-year process that requires grant funding at many phases, and which often requires phased construction as funding is identified and allocated.

Upcoming Multimodal Planning and Design Opportunities
The Pavement Management Program provides an opportunity to leverage system maintenance work to more efficiently implement Complete Streets retrofits and other multimodal safety improvement projects. This is because pavement work creates a clean slate for new striping and carries the cost of both grinding off old striping and laying new striping down after pavement work is complete. The City's Pavement Program proactively identifies projects several years in advance, which allows the Transportation Planning program to identify opportunities to advance project priorities, complete needed upfront planning, outreach and analysis, and implement improvements in conjunction with street resurfacing. This leveraging of the Pavement Program is particularly effective for multimodal and safety improvement projects, but these projects almost always require additional funding to cover the cost of constructing capital elements. Capital elements include treatments that go beyond striping, and include things like pedestrian refuge islands, raised cross walks, traffic control devices at roadway crossings like rectangular rapid flashing beacons (RRFB) and HAWK signals, vertical separation of bike facilities, and other vertical devices in the roadway to slow traffic and delineate user areas.

The biennial budget includes funding requests to advance planning and design work for several multimodal improvement projects that can be partially implemented through future pavement work. The funding requests will support planning, community engagement, technical analysis, and conceptual design work. Based on the draft 2021, 2022 and 2023 Pavement Program, staff has identified several projects as potential opportunities for Complete Streets improvements. Given limited staff capacity and funding resources, the list is limited and prioritizes projects based on the following factors: those with the greatest impact on safety, equity and climate action; how well the project will address geographically specific issues and overall system connectivity; and the ability to complete planning and design work in the next biennium, in advance of planned pavement work, with existing staff capacity and resources requested through the biennial budget.

1. Fourth Plain, F Street – Andresen Road
   - Listed in CFP, TIP; WSDOT City Safety Program funding for construction of safety project between F Street and Ft. Vancouver Way
   - Resurfacing planned from 2021-2023
   - Safety: improve multimodal infrastructure and safety in one of highest pedestrian-involved serious injury/fatality corridors citywide
   - Equity: home to significant populations of people identifying as/experiencing: BIPOC, low income, non-English speaking, transit dependent, environmental & public health hazards
   - Climate change: increase transportation options beyond single-occupancy vehicles, reduce emissions in overburdened area, increase access to transit, provide opportunities to experience mental & physical health benefits of active transportation/recreation

2. SE 34th Street, SE 164th Avenue – SE 192nd Avenue/City Limits
   - Listed in CFP
   - Resurfacing planned for 2022
   - Safety: provide facilities for people to bike (none existing), discourage driver speeding & decrease predominant speeds
   - Equity: rebalance street for all users, provide multimodal connectivity, serve east side of City, connect people to employment opportunities
   - Climate change: increase transportation options beyond single-occupancy vehicles, improve multimodal access to large employment centers

3. NE 112th Avenue, NE 51st Circle – SE Mill Plain Boulevard
   - Listed in CFP and TIP, rising safety issues related to recent fatalities
   - Resurfacing planned for 2022 and 2024
   - Safety: provide facilities for people to walk and bike (none existing), discourage driver speeding & decrease predominant speeds, address congestion
   - Equity: rebalance street for all users, provide multimodal connectivity, opportunity to provide sidewalks
   - Climate change: increase transportation options beyond single-occupancy vehicles, reduce emissions

4. Fort Vancouver Way, Mill Plain Boulevard – Fourth Plain Boulevard
   - Listed in CFP and TIP
   - Resurfacing planned for 2023
   - Safety: discourage driver speeding & decrease predominant speeds to enhance safety for students and other transit users accessing the Vine
   - Equity: rebalance street for all users, provide multimodal connectivity, serve students
   - Climate change: increase transportation options beyond single-occupancy vehicles, reduce emissions

Upcoming Multimodal Implementation Opportunities

Given budget reductions that have occurred in response to the passage of Initiative 976 and the COVID-19 pandemic, multimodal implementation opportunities are limited in the next biennium. Based on the most recent direction from Council, implementation opportunities in 2021 include improvements to Columbia Street identified through the Westside Bike Mobility Project, in conjunction with planned pavement management work. Additionally, some of the projects recommended for planning and design work above can be partially implemented through planned paving work in 2022. This includes 34th Street, 112th Ave., and a portion of the Fourth Plain Corridor identified above. Future implementation opportunities associated with the projects identified for planning and design this biennium will be implemented in 2023 or later, depending on available funding.

Initiative 976

In November 2019 the voters approved Initiative 976 which limited vehicle renewal fees to $30 and removed the TBD's ability to implement a vehicle license fee. This has resulted in a loss of approximately $5 million/year for the Street Funding Strategy (SFS). I-976 is currently being reviewed by the Washington Supreme Court, with a decision expected imminently. The recommended budget reflects an assumption that the initiative will be upheld and the license tab revenue will not be available. If the I-976This $5 million per year was used to support the following programs, which have subsequently been reduced by the following amounts:

- $1 million for pavement preservation
- $0.6 million for multimodal safety and accessibility
- $0.2 million for asset replacement
- $3.2 million as a local match for grant-funded arterial improvements.

Staff had been successful at leveraging these funds for grant opportunities averaging approximately $7 million/year for the last 3 years. Therefore, the true loss associated with I-976 is approximately $12 million/year which is approximately 30% of the funding allocated for transportation.

The 2020 Pavement Management program has been reduced due to the impact of the pandemic, mostly pushing into the future the some of the work that was anticipated to be completed in 2020. Additionally, the Business License Surcharge (BLS) has been suspended until the Spring of 2021 and gas tax collections are down because people are driving less. This has resulted in approximately $1 million less revenues for 2020-21. The Real Estate Tax revenue and the utility tax revenue that fund the Pavement Management program and other have been coming in at higher amounts that anticipated earlier in 2020 and are anticipated to replace some of the revenue reductions from other revenue sources in 2021-2022. Other revenue is coming in at the reduced levels forecasted.

We anticipate all these revenue sources combined will provide approximately $6 million annually after the economy recovers from COVID-19. The City Manager's Recommended Budget allocates approximately $1 million towards right-of-way and sidewalk maintenance and $3.5 million towards pavement management. The remaining $1.5 million annually is recommended to be allocated towards partially fulfilling the funding need for future grant funded projects.

Pavement Management Program

Vancouver's street system contains 1,900 lane miles of paved surfaces. It is the City's largest asset which carries the highest cost to replace (valued at over $1 Billion to replace the entire network). Vancouver's Pavement Management Program, using a variety of tools, works to ensure that the community enjoys the best pavement conditions practical in the most cost-effective way possible. The Program's stated objectives are:

- Extend the life of the pavement assets as long as possible
- Maintain the condition of the overall street network
- Improve the city street conditions system-wide if funding allows

The pavement management program is one of the primary contributors to the delivery of the City's mobility and multimodal improvements annually. Over 100 curb ramps are constructed or upgraded as part of the program annually, with 120 corners planned to be revised or constructed as part of the 2021 program.

In addition to the curb ramps, sidewalk repairs are made adjacent to the ramps being constructed, small sections of missing sidewalk are replaced, broken curbs are repaired, and coordination is done with the traffic signal group to add accessible pedestrian signals (APS) to existing intersections.

A large component of developing the pavement program every year is to coordinate with transportation planning staff to look at opportunities to improve multimodal options on existing streets as well as traffic calming and neighborhood traffic safety projects. Since the streets will have a blank canvas after the pavement work is done, changes to striping configurations, such as adding in bike lanes or changing crosswalk configurations, can easily be incorporated into the plans to cost effectively implement. One prominent example of this was the removal of a travel lane and installation of a buffered bike lane on Macarthur Blvd.

The pavement program also coordinates with the NTSA and planning groups to help implement traffic calming and neighborhood safety projects in conjunction with the pavement program. Traffic calming devices are either paid for by the pavement program or built with the pavement projects, which helps bring down the costs of the traffic calming and safety measures. Since 2006, there have been over 28 projects or street corridors that the pavement program has built and implemented throughout the City.

The Pavement Management team also works with water, sewer, and stormwater utilities to repave some neighborhood streets completely, based upon the pre-utility project PCI, rather than just patch the roadway after the installation of utility piping.

Pavement Condition Rating

The Pavement Management Program approaches its mission in a proactive rather than reactive manner, working to mitigate pavement deterioration that occurs naturally due to exposure to water, sunlight, and oxygen before that deterioration reaches a stage that requires extensive remediation or replacement. As a result, the program focuses on keeping streets in good condition as long as possible since this is the most cost-effective way to maintain the system over time and follows best pavement management practices.

The Pavement Management team uses several tools to prioritize the use of maintenance resources. One heavily used tool is the "Pavement Condition Index" or PCI. The PCI uses a scoring scale of 0 to 100 and helps to divide streets into categories of; Excellent (PCI = 85-90), Good (70-85), Fair (55-70), Poor (40-55), Very Poor (25-40), and Failed (0-25). Each of the streets in the system is rated by visual observation and receives an updated PCI score once every two years. This score is then used to help determine what an appropriate pavement treatment is for that street as well as to help guide when that treatment should be placed.

In 2015, before the addition of Street Funding Strategy resources, Vancouver's street system had an overall PCI of 68, with 61% of the streets in Excellent or Good condition and 19% in Poor or Very Poor condition. In 2019, the overall PCI had increased to 73, with 69% of the streets in Excellent or Good condition, and 14% in Poor or Very Poor condition.

The methods used for improving the pavement condition of the street system can be grouped into three categories. The preservation category includes several surfacing treatment options that are applied over an existing, prepared asphalt surface. The resurfacing category includes more expensive treatments than what occur through preservation and involves laying a new layer of asphalt over an existing prepared asphalt surface. The third category, Rehabilitation/Reconstruction, is the most expensive approach and involves either milling of the old asphalt for use as new pavement base, or removing the old pavement entirely and rebuilding the supportive base underneath followed by laying down two or more layers of new asphalt. Preservation surface treatments are the most cost effective on a street where the PCI rating is "Good" or better. Resurfacing is used where streets are rated at "Fair" to "Poor". Rehabilitation/Reconstruction generally must be used when the street rating falls below "Poor" or lower.

Streets are selected for pavement surface improvements using a variety of criteria. The Pavement Condition Index described above is a major input into that process. Other criteria are: visual observations, keeping a good balance between Preservation treatments and Resurfacing efforts, focusing on keeping arterial street condition a priority, grouping together streets to be treated to add efficiency in the actual construction effort, coordination with other city departments and other agencies, and how much can actually be accomplished within the typical NW acceptable weather window. An overarching guideline for the last many years has been that the Preservation efforts are focused in an alternating manner, with one year's focus being on streets east of I-205, and the next year's focus being west of I-205. Resurfacing and rehabilitation work is spread throughout the City.

Pavement Treatment Costs
Current costs for implementing Preservation options run $2-$8 per square yard, Resurfacing costs are $20-$40 per square yard, and Rehabilitation/Reconstruction costs are in the range of $60-$100 per square yard. The costs can vary depending on several factors including type of pavement treatment, type of street the work is being done on, required curb ramp construction or upgrades, signal detection replacement, preparation or repair work, striping, design, and inspection.

With the 2019 levels of funding for the Pavement Management Program, Vancouver was gaining on the overall city-wide PCI. Keeping in mind that the last increments of PCI gain are increasingly harder to accomplish, the 2015 to 2019 PCI gain of 5 points (68 to 73) demonstrates the success of the program. With the loss of $1 million due to the passage of I-976, analysis shows a slow decline in PCI in the future, with the PCI approaching 70 before the end of this decade.

Larger reductions in budget will bring a faster decline in the PCI. If, for example, the Street Funding Strategy resources were removed, the PCI would decline to below 70 by 2030. At half of the current Pavement Management funding, the PCI drops to just over 65 by 2030. In an extreme example, if the funding for pavement management were cut entirely, the overall city-wide PCI would drop to 55 (Condition "Poor) by the end of the decade.

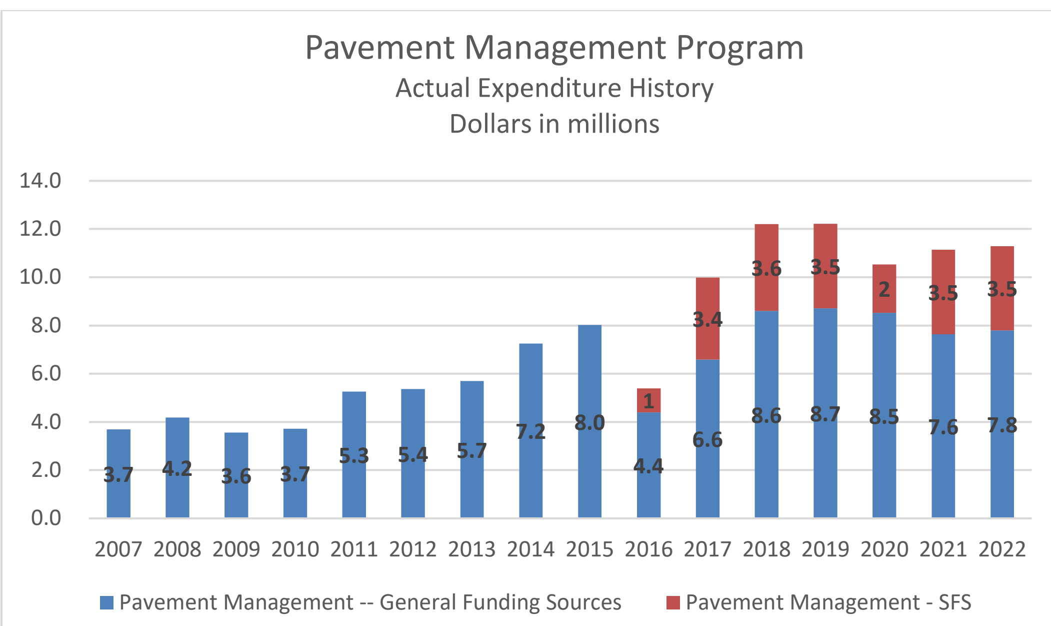
Deferment of pavement preservation treatment also leads to advancing natural deterioration, which makes the cost of eventual repairs and/or replacement higher. This advancing deterioration is not linear; it accelerates as time passes. If left unaddressed, deferred costs to repair or replace pavement surfaces do not grow along a straight line, but instead in an upward curve. For example, $1 million in deferred pavement treatments due to I-976 this year may only grow to a $3 million need in 4 years but grows to $20 million need by 2030.

History of Transportation Finances
In the last 3 decades the City has more than doubled in physical size due to multiple annexations. Many of the streets annexed were built to a rural County standard and were maintained at County standards. For 20+ years the City has struggled to find a way to fund improvements that will bring these streets up to City of Vancouver urban standards. For many years the City utilized issuance of bonds to fund Transportation Capital. This funding model became unsustainable over time, as the annual debt service continued to grow.

Specific growth figures From1980 to 2010 include:

- The population of Clark County more than doubled, growing from 190,000+ to 425,000+ with the 2020 census will likely show Clark County's population at over 500,000
- The City of Vancouver
- The number of lane miles more than tripled from 577 to 1,900+ miles
- The number of traffic signals increased from 69 to 265

For over 15 years, the City has made a priority of funding Pavement Management program by setting aside additional General Fund resources to support the annual program increases. Unlike many other agencies in the state, where funding of pavement management programs stagnated, and unlike any other service area of the city, the city has committed through one of it's financial policies to annually increase funding for the program for the cost of pavement management costs related to the new roads built and adjusting funding for the annual inflation index. As a result of this thoughtful strategy, the City's Pavement Management program grew from $3.6 million during the pre-recession year 2007 to $12 million per year in 2019. Beginning in 2016, new Street Funding Initiative began contributing $1-$3.5 million per year to achieve the goal of conversion all city streets to a "Good" rating faster.



In 2012, the annual debt service for Transportation had reached over $5 million/year. In 2021, the annual debt service costs will be around $2.75 million. Annual debt services costs will drop off in increments starting in 2025 and will be completely retired in 2035. The freed-up budget capacity will continue to be re-directed to fund Transportation capital in the upcoming years.

Street Funding Strategy
In 2012, the Vancouver City Council established a series of transportation goals, including: "Address the City's long-term transportation and infrastructure needs through development of a dedicated, long-term street funding program".

In 2015, a Street Funding Commission was created from major stakeholders to provide written recommendations for a Street Funding Strategy (SFS). The SFS would provide a roadmap to addressing how to fund transportation in a sustainable manner. Additionally, the City Council refined the street funding goal to read "Identify an adopted street funding program that provides reliable, dedicated, long-term funding for streets, including pedestrian, bike and accessible infrastructure". By the end of the year, after several months of public outreach, the Street Funding Commission presented their written recommendations to City Council. The recommendations included the following guiding principles and outcomes for the SFS:

Guiding principles:

- Supplement – not supplant – current street funds
- "Take care of what we have"
- Pay as we go is preferred to debt financing
- Equitable responsibility for supporting Vancouver's streets
- Predictability of funds
- Provide annual reporting to Council and community
- Require public process/review of any proposal to shift recommended revenues to anything other than streets
- Reinvest retired transportation debt service into streets

Outcomes:

- Restore historically maintained City right-of-way and medians to pre-recessionary 2009-2010 service levels
- Over a 20-year period, improve pavement conditions overall from Fair to Good
- Develop replacement program for street assets such as streetlights, traffic signals and City-owned bridges
- Expand mobility, safety and accessibility programs, including the Neighborhood Traffic Calming Program
- Complete one arterial street improvement project approximately every 2-3 years, leveraging local funding with state and federal grants to greatest extent possible

The City Council agreed with the recommendations and in November 2015 took action to implement the recommendations. These actions included:

- Creation of the Vancouver Transportation Benefit District (TBD). The TBD would go on to implement a vehicle license fee within the City limits of $20/renewal in 2016 and $40/renewal in 2018.
- Increasing the Business License Surcharge (BLS) by $20/employee in 2016 and an additional $20/employee in 2018.
- Increasing the City's utility tax by 1.5%.

In addition to Council's actions, the City implemented a financial policy redirecting any retired transportation debt service to funding transportation following a "pay-as-you-go" model. The graphic below shows the amount of revenue brought in from each source by year (in millions):

Source	2016	2017	2018	2019	2020	2021
Vehicle License Fees	$1.08	$2.41	$3.82	$5.15*	$0.0	$0.0
Business License Surcharge	$0.43	$0.45	$0.89	$0.94	$0.3	$0.75
Utility Tax	$1.43	$1.72	$1.86	$1.95	$1.9	$1.9
Debt Service Retirement	$1.0	$1.0	$1.0	$1.4	$2.2	$2.9
State Gas Tax Increase	$0.27	$0.35	$0.48	$0.48	$0.25	$0.45
Total	**$4.21**	**$5.93**	**$8.05**	**$9.92**	**$4.65**	**$6.0**

*Includes $345,000 received in December 2019 being held in special account for vehicle license fee refunds associated to I-976.

The chart below shows how the revenues were spent year by year (in millions):

	2016	2017	2018	2019	2020	2021
Median Maintenance & Sweeping	$0.2	$0.75	$0.75	$0.75	$0.75	$0.75
Pavement Preservation Pavement Reconstruction	$1.0	$3.4	$3.6	$3.5 $0.5	$2.0 $0.0***	$3.5 $0.0***
Mobility, Safety, Etc.	N/A	$0.6	$0.6	$0.6	$0.0	$0.0
Arterial Streets Upgrades	N/A	$3.4	$2.0*	$2.0*	$2.0**	$0.0
Asset Replacement	N/A	$0.2	$0.2	$0.2	$0.0	$0.0
Sidewalk Management	N/A	N/A	$0.2	$0.5	$0.25	$0.25

* Allocated about $3.5 M/year but saving for construction phases of future projects.
** using last of vehicle license fee reserves to move along an important arterial project.
***was supposed to be $1.5 million/year but went to zero due to I-976.

Potential Future Funding Opportunities

In the short term we have reduced/delayed transportation operating and capital expenses to address revenue shortfalls associated with COVID-19 and I-976. We also plan on asking the Transportation Benefit District (TBD) to allow the City to use $2 million of the remaining $2.7 million TBD fund balance for the upcoming improvements to SE 1st Street (177th to 192nd).

The solution to the reduced funding for transportation capital caused by suspension of the vehicle license fee revenues in the future has not been included in the City Manager's Recommended Budget. Restarting the conversation about viability of replacement of the vehicle license tab fees is planned for early 2021.

Potential replacement revenue options could include increases in either property taxes and/or increase sales taxes to raise revenues for City transportation needs. Both property tax and sales tax options would have to be approved by voters and would require significant public outreach.

Vancouver City Council
City Manager's Recommended 2021-2022 Budget:
Streets &Transportation
Planning & Implementation

CITY OF
Vancouver
WASHINGTON

October 12, 2020

Natasha Ramras, Chief Financial Officer
Dan Swensen, Interim Public Works Director
Rebecca Kennedy, Planning Manager

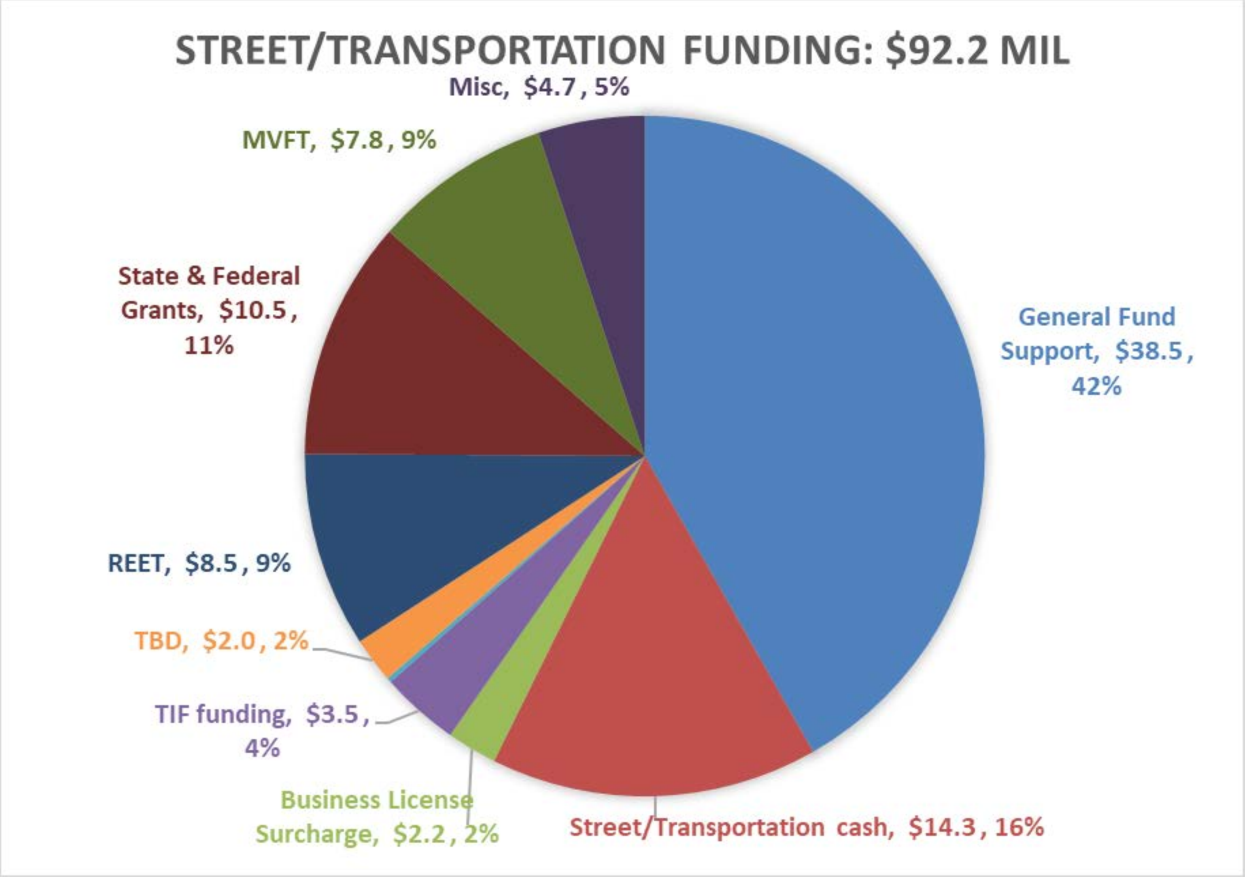
Agenda

- Overview Recommended 2021-2022 Streets & Transportation Budget
  - Total Revenues and Expenditures
- Project selection & development framework and process
  - Complete Streets Projects in the Recommended Budget
- Review of projects & programs:
  - Capital program – planning & design,
  - Capital construction program in the Recommended 2021-2022 Budget
  - Pavement management
  - Street Maintenance
- Impact of I-976 on the 2021-2022 Recommended Budget
- Questions and Discussion

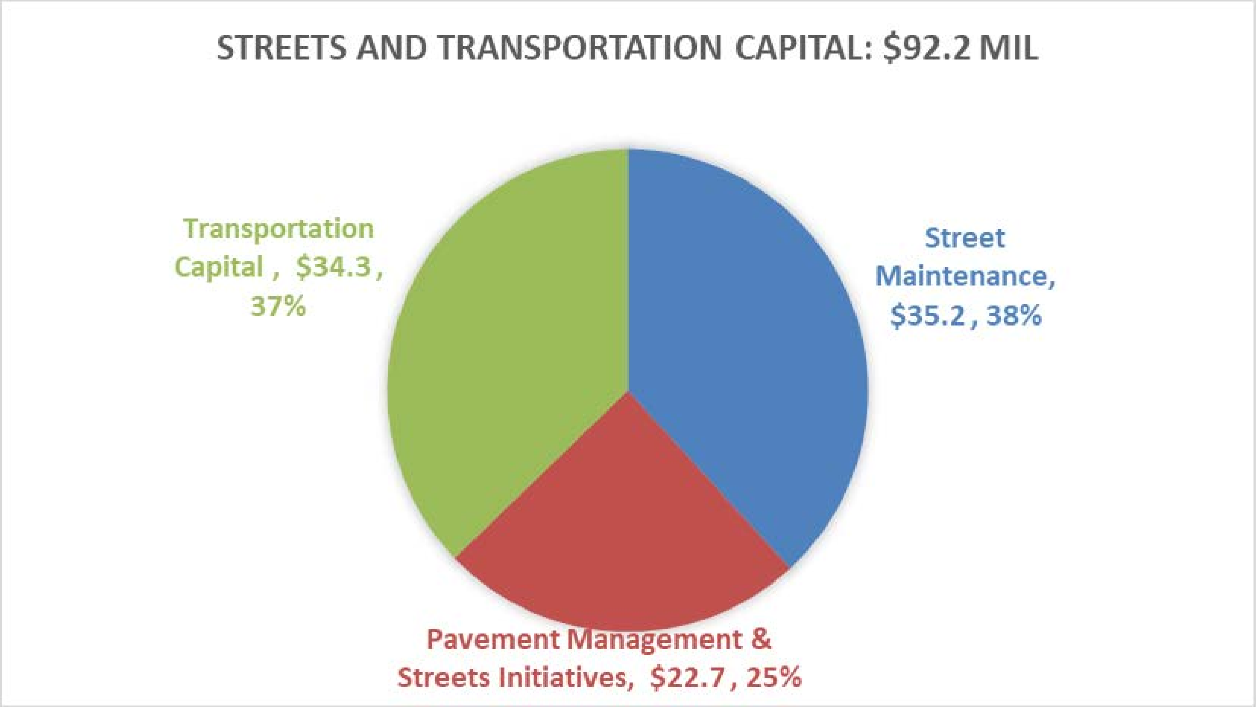
2021-22 Recommended Transportation Revenues

Additional $1.4 m is included in planning to fund:

- Transportation System Plan
- Planning and design for four complete streets projects



2021-22 Recommended Transportation Expenditures by Purpose



- Capital Projects Fund: ROW, design, Construction of streets, lights
- Maintenance (Street Fund): Signals, Striping, ROW maintenance, Sidewalks, Pavement Maintenance
- Pavement Management (Fund 103): Maintenance and pavement preservation

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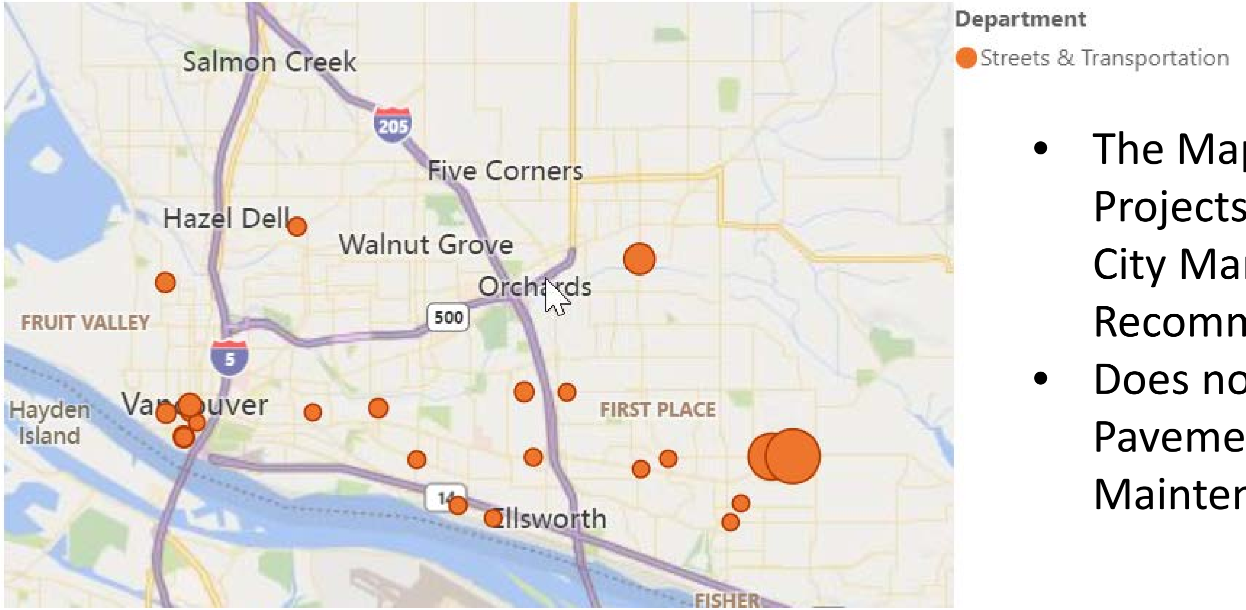
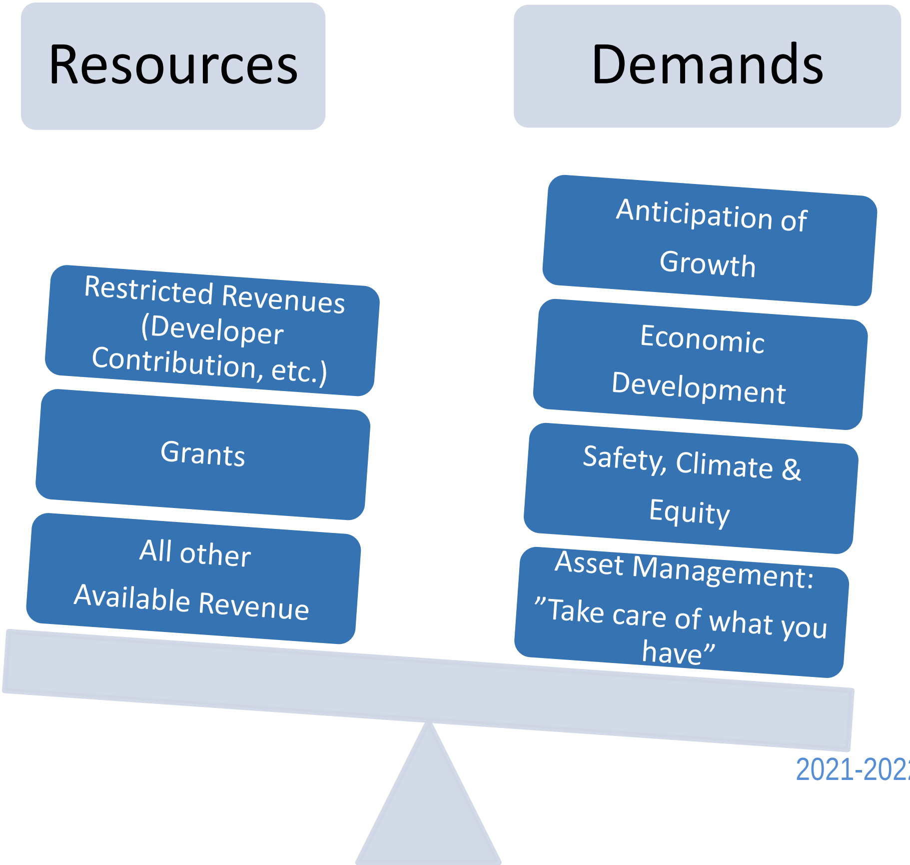
2021-22 Recommended Budget: Transportation Capital

Capital Projects by Department

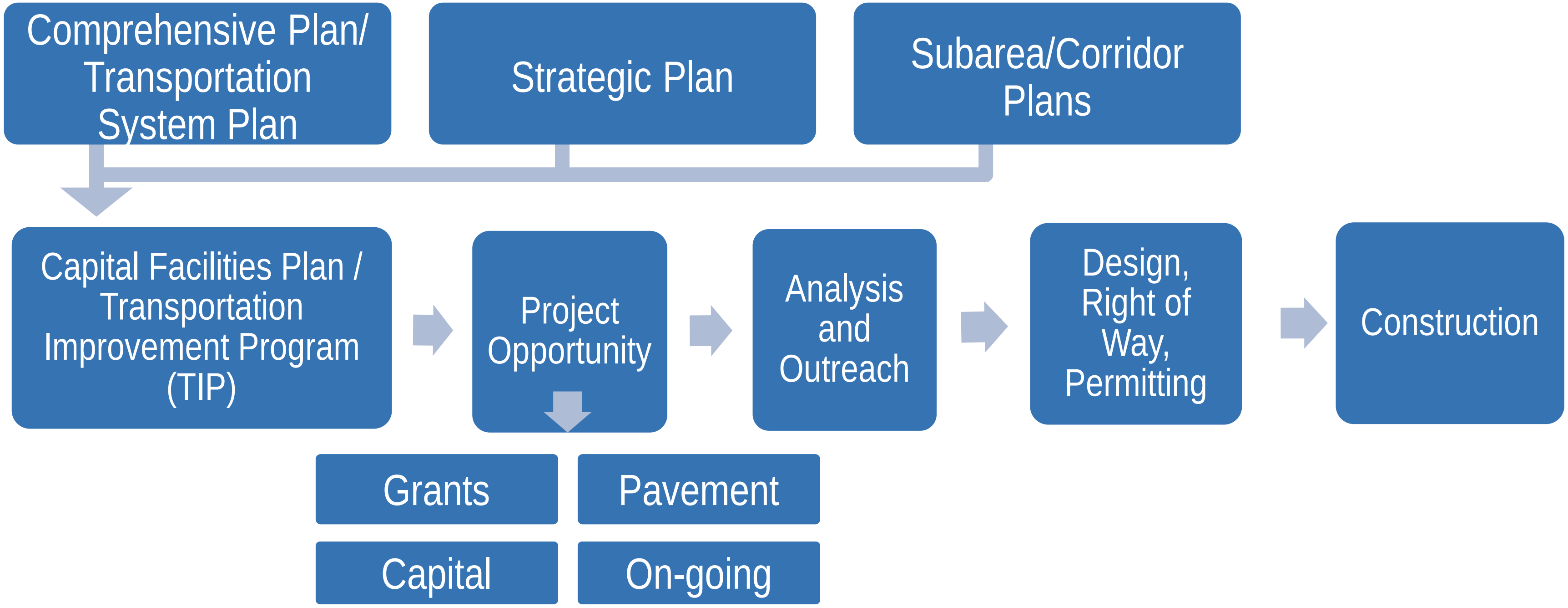


- The Map outlines Capital Projects in the 2021-2022 City Manager's Recommended Budget
- Does not include Pavement Management or Maintenance work

Capital Project Selection Framework



Project Development Process – the “Pipeline”



Comprehensive Planning

- Transportation and land use planning conducted in tandem as part of the comprehensive planning process
- Transportation System Plan is transportation element of the Comprehensive Plan
- Complete Streets Policy applies to all roadways and all projects, both public and private
- Integration of transportation policies and goals with other planning/projects/programs citywide: subarea/corridor planning, housing policy/plans, development review process, transit planning, capital design of arterial upgrades, pavement management, etc.

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2020-22 Transportation System Plan Update

- Last Transportation System Plan completed in 2004
- Update of the Transportation System is included in the Recommended Budget (additional to Streets budget): $0.6 m
  - Robust public engagement
  - Existing conditions analysis
  - Equity analysis/framework and updated goals/policies/objectives
  - Creation of 7 modal element plans with prioritized project lists
  - Creation of collision dashboard tool
  - Updated pedestrian crossing policy, land use-responsive street standard typologies/details
  - Updated project development and implementation systems

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Transportation System Plan: Equity Framework

- Equity Analysis: Identifies key demographic characteristics of concern for equity focus and uses these geographies to aid the City's project prioritization and selection processes:
  - Determines needs of underserved populations represented in TSP
  - Develops updated or new policies that integrate racial justice and equity into project prioritization
  - Targets resource allocation in equity areas
  - Builds stronger relationship between the City and the historically underserved population

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Engagement Throughout Project Development

Strategies to engage diverse communities:

- Communicate in a variety of formats to ensure accessibility
- Outreach at a variety of times/locations; meet people where they are
- Provide childcare, translation/interpretation, food and transportation
- Work with BIPOC-led organizations and community leaders; build long-term relationships and reduce barriers to participation
- Incorporate messaging and activities into partner programs and outreach

Tools for outreach/engagement:

- Email newsletters, press releases, social media, radio
- Flyers/mailers, yard signs, posters, postcards
- City website, Be Heard Vancouver, Peachjar
- Work with community-based organizations: churches, community groups, non-profits, service providers, businesses/organizations and neighborhood groups
- One-on-one: targeted, culturally competent outreach to specific communities

Example: E. McLoughlin Safety Project

McLoughlin Boulevard – Reserve Street to Brandt Road: multimodal corridor improvement project that included addition of buffered bike lanes (pilot element), pedestrian crossings, and traffic calming to improve system connectivity and neighborhood safety concerns, implemented by leveraging pavement program

Capital Program: Complete Streets Planning

2021-2022 Complete Streets projects selected to move forward for planning/outreach/analysis based on the following framework:

- Priorities outlined in the existing planning documents
- Prioritization consistent with City priorities of safety, equity and climate action
- Address geographically specific issues and advance overall system connectivity in alignment with City priorities
- Ability to complete planning and design work in the next biennium, in advance of planned pavement work with existing resources

Capital Program: Complete Streets Planning

Fourth Plain, F Street – Andresen Road - $0.2 m

- Listed in CFP, TIP, Strategic Plan
- Resurfacing planned from 2022-2023; awarded grant funding for construction of safety improvements on one segment of corridor- F Street and Ft. Vancouver Way
- Safety: one of highest pedestrian-involved serious injury/fatality corridors citywide
- Equity: home to significant populations of people identifying as/experiencing: BIPOC, low income, non-English speaking, transit dependent, environmental & public health hazards
- Climate change: increase transportation options beyond single-occupancy vehicles, reduce emissions in overburdened area, increase access to transit, provide opportunities to experience mental & physical health benefits of active transportation/recreation

Capital Program: Complete Streets Planning

SE 34th Street, SE 164th Ave. – SE 192nd Ave./City Limits - $0.2 m

- Listed in CFP
- Resurfacing planned for 2022
- Safety: provide facilities for people to bike (none existing), discourage driver speeding & decrease predominant speeds
- Equity: rebalance street for all users, provide multimodal connectivity, serve east side of City, connect people to employment opportunities
- Climate change: increase transportation options beyond single-occupancy vehicles, reduce emissions, improve multimodal access to large employment centers

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Capital Program: Complete Streets Planning

NE 112th Avenue, NE 51st Circle – SE Mill Plain Boulevard - $0.4 m

- Listed in CFP and TIP, rising safety issues related to recent fatalities
- Resurfacing planned for 2022 and 2024
- Safety: provide facilities for people to walk and bike (none existing), discourage driver speeding & decrease predominant speeds, address congestion
- Equity: rebalance street for all users, provide multimodal connectivity, opportunity to provide sidewalks
- Climate change: increase transportation options beyond single-occupancy vehicles, reduce emissions

Capital Program: Complete Streets Planning

Fort Vancouver Way, Mill Plain Blvd. – Fourth Plain Blvd. - $0.1 m

- Listed in CFP and TIP
- Resurfacing planned for 2023
- Safety: discourage driver speeding & decrease predominant speeds to enhance safety for students and other transit users accessing the Vine
- Equity: rebalance street for all users, provide multimodal connectivity, serve students
- Climate change: increase transportation options beyond single-occupancy vehicles, reduce emissions

Capital Program: Complete Streets Planning

Questions and Council Discussion on the prioritization of future complete streets projects for planning work

2021-2022 City Manager's Recommended Budget

Transportation & Streets Initiative Capital: $34.3 million

- SE 1st St (grants and GF backup) $19.0 m
- Westside Bike Mobility (GF) $2.2 m
  (Columbia Street complete street project - coordinated with pavement management)
- 137th Corridor – 49th St $2.9 m
- NE 18th St. – 97th to 107th $0.8 m
- Jefferson: Evergreen to Mill Plain $0.6 m
- Evergreen Trail $0.3 m
- McArthur Blvd complete Streets $0.3 m

2021-2022 City Manager's Recommended Budget

Transportation & Streets Initiative Capital: $34.3 million

• Neighborhood Traffic Management Program	$0.9 m
• Devine Pedestrian Improvements (grant)	$0.9 m
• Lincoln Sidewalks (grant)	$1.0 m
• Columbia &13th Signal	$0.4 m
• NE 68th sidewalks	$0.5 m
• Other Safety/Signals/LED replacement	$4.5 m

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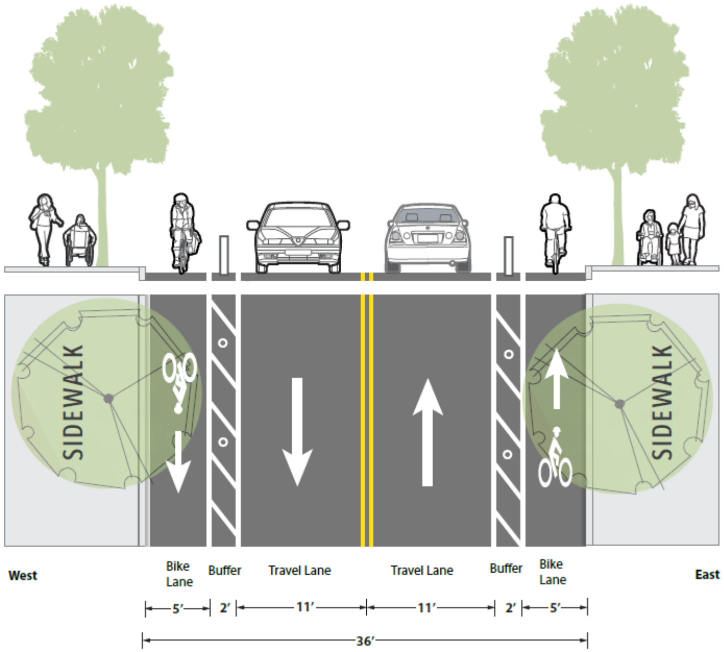
Capital Program: Construction

Columbia Street – Columbia Way to 45th Street - $4.4 mil. (2021 and 2022)

- Listed in CFP, TIP, Westside Mobility Strategy, Strategic Plan
- Resurfacing currently planned for 2021 (to 33rd) and in 2022 (to 45th)
- Analysis, outreach and design completed for the design phase
- General Fund's strategic initiative funding of $2.2 m + Pavement Mgmt. funding of $2.2 m



Capital Program: Construction

SE 1st St from 164th to 192nd St.: $19 m

- Listed in CFP, TIP, comprehensive plan
- Opportunity to facilitate economic development and private investment in Section 30
- Brings major E/W arterial up to urban standards
- Design and ROW acquisition in final stages
- Funded by grants and local matching funds

Capital Program: Construction

137th Corridor – 49th Corridor: $2.9 m

- Listed in CFP, TIP, TSP and comprehensive plan
- Design and right-of-way acquisition only budgeted for biennium
- Project will complete vital North/South arterial to urban standards
- Project will stimulate economic development along north end of corridor

Impacts of Initiative 976

- Loss of $4.8 M in Annual TBD Revenue:
  - Reduced for Design and ROW for TIP projects
  - Reduced funds for local match for State and Federal Grants
  - Scaled down Pavement Management Program (-11%)
  - Traffic Signal and Lighting — 50% reduction in funding for Asset Replacement
  - Eliminated funding for all multi-modal capital programs

- Potential discussion on options for replacement of the TBD revenue in 2021

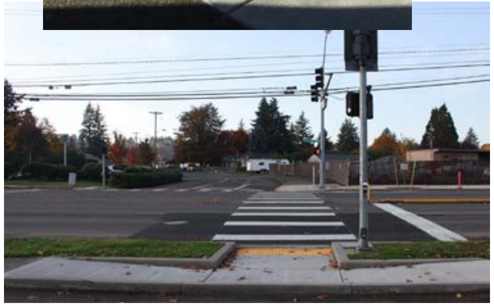
Discussion and Questions about the Recommended Transportation Capital Projects

Pavement Management Program

- 1900 Lane Miles of City Streets
- Proactive versus Reactive
- Program Objectives:
  - To extend the life of existing pavement for the longest time possible
  - Leverage safety, mobility and multi-modal opportunities
  - Maintain the overall network condition
  - Improve streets citywide from “Fair” to “Good” over time

Transportation Mobility and Multimodal

- Annual Pavement Management coordination with Transportation Planning to look at opportunities for additions and improvements
- Pavement Management projects often include enhancements for both mobility and multimodal functions
  - Pedestrian improvements – typically construct or reconstruct over 100 curb ramps per year – 120 planned for 2021
  - Traffic calming and Neighborhood traffic safety
  - New bike lanes and modifications to existing bike facilities
  - Minor sidewalk repairs and sidewalk infill



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Vancouver Pavement Condition: GOOD

2015 Conditions (Pre – SFS): Citywide PCI = 68

Good or Better	Fair	Poor	Very Poor
61%	20%	9%	10%

Excellent	85-90
Good	70-85
Fair	55-70

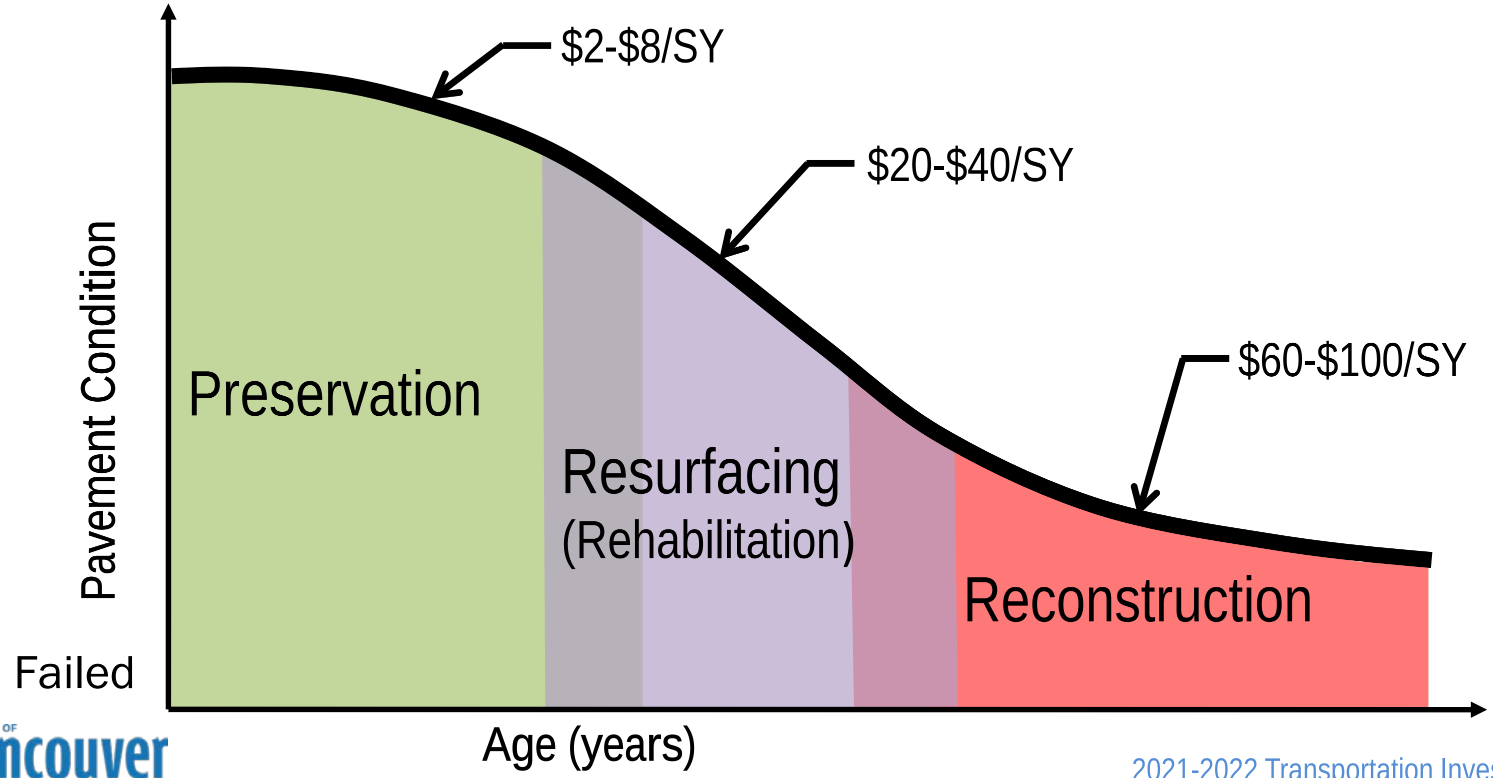
2019 Conditions (Pre – I-976): Citywide PCI = 73

Good or Better	Fair	Poor	Very Poor
69%	17%	7%	7%

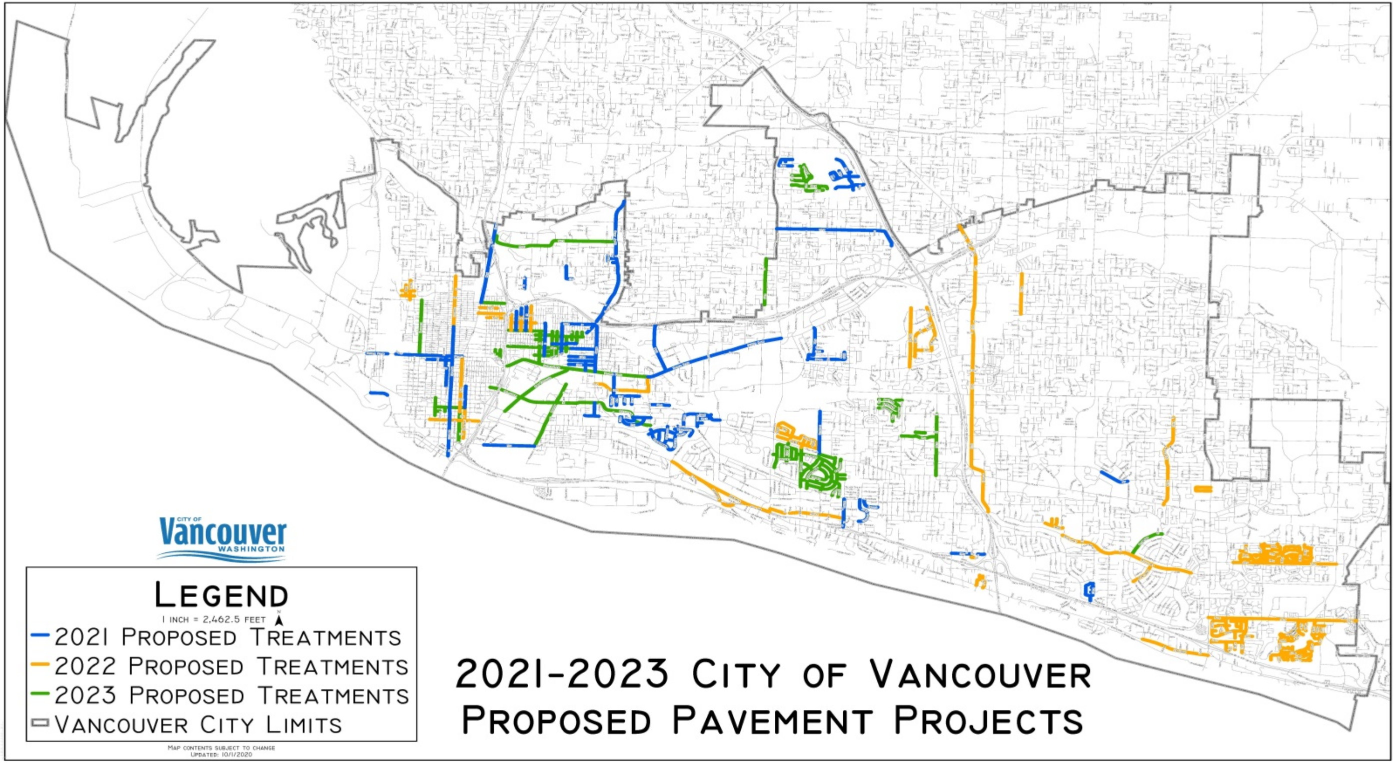
How Are Streets Selected?

- Balance Preservation with Resurfacing
- Pavement Condition Index (PCI) and type of defects
- Priority on arterial streets
- Preservation alternates between East and West sections of City

Cost Comparison



Proposed 2021-2023 Pavement Projects



2021-2022 Recommended Pavement Management budget:

$22.7 m

Questions and Discussion about the Pavement Management Program proposed priorities

2021-2022 Recommended Budget: Street Maintenance

2021-2022 Recommended Budget maintains the current service level of Street Maintenance. Activities include:

- Pavement maintenance
- Annual restriping
- Traffic signals - 261
- Street lighting – 19,000+
- Clean up of illegal dumping in ROW

2021-2022 Recommended Budget: Street Maintenance (cont-d)

- Graffiti Removal
- Storm Response (Ice/Snow/Wind)
- Emergency response support for VPD, VFD and others
- Maintenance of City-owned sidewalks
- Sight distance and legal height landscape maintenance in ROW
- Median landscape maintenance

Questions and Discussion

Dan Swensen, Interim Public Works Director
Dan.Swensen@cityofvancouver.us
Rebecca Kennedy, Planning Manager
Rebecca.Kennedy@cityofvancouver.us

City of Vancouver Washington

Staff Report 139-20

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 10/12/2020

SUBJECT Award of bid for the NW 41st St & NW 43rd St Water Main Replacement (Bid #20-29)

Key Points

- Replaces undersized water mains.
- Addresses both pressure and fire flow deficiencies.
- Interdepartmental coordination will lead to improved road surfaces upon project completion.

Strategic Plan Alignment

This action support implementation of **Goal 1, Objective 1.2** of the City's Strategic Plan: Ensure our infrastructure, including buildings and utilities, is safe, environmentally responsible and well maintained.

Present Situation

This project will install approximately 2,700 linear feet of 8-inch ductile iron water main to replace undersized pipelines in Northwest 41st Street and Northwest 43rd Street from Northwest Lincoln Avenue to Northwest Daniels Street. The increased pipeline sizes will improve water service to an area identified in the 2015 Comprehensive Water System Plan as having pressure and fire flow deficiencies. The majority of the existing road surfaces where the utilities are to be installed were found in aging condition and instead of patching the trenches, the streets will be fully restored full-width with new asphalt after the utility installation. City's Transportation and Water Departments are sharing the roadway improvement costs associated with the project.

On August 15, 2020, the City received eight bids for the subject project. The bids ranged between $534,939.12 and $675,108.22. The low bidder was responsive. The bids are as follows:

SUMMARY OF BIDS	
BIDDER	**AMOUNT**

Halme Excavating, Inc., Battle Ground, WA	$534,939.12
Advanced Excavating, Longview, WA	$558,604.67
Rotschy, Inc., Vancouver, Washington	$561,000.45
Civilworks NW, Vancouver, WA	$580,140.84
Columbia Pacific Construction, Woodland, WA	$580,895.87
Lee Contractors, Battle Ground, WA	$610,039.24
NW Construction, Battle Ground, WA	$626,492.88
Nutter Corporation, Vancouver, WA	$675,108.22
Engineer's Estimate	*$650,000.00*

Halme Excavating, Incorporated of Battle Ground, Washington, is the lowest responsive and responsible bidder, and has successfully completed utility construction projects of this magnitude during the last three years. The required minimum apprenticeship utilization for this project is 3%.

Advantage(s)

1. Improves pressure and fire flow.
2. Increases water system integrity and reliability.
3. Improves street surfaces and pavement longevity.

Disadvantage(s)

Temporary traffic disturbances and inconvenience to neighboring properties unavoidable during construction.

Budget Impact

The funds for this project are budgeted in the 2019-2020 Water Capital Budget as project number 100247.

Prior Council Review

Approved in the 2019-2020 Water Capital Budget and the 2015 Comprehensive Water System Plan.

Action Requested

Award a construction contract for the NW 41st St and NW 43rd St Water Main Replacement project to the lowest responsive and responsible bidder, Halme Excavating Inc. of Battle Ground, WA, at their bid price of $534,939.12, which includes Washington State sales tax, and authorize the City Manager or designee to execute the same.

Michelle Henry, Senior Civil Engineer, 360-487-7155

ATTACHMENTS:

- Contract

CONTRACT # C-100438
BID 20-29: NW 41st St. & NW 43rd St. Water Main Replacement

THIS CONTRACT is entered into by and between the City of Vancouver, a municipal corporation under the laws of the State of Washington, hereinafter referred to as "City," and Halme Excavating Inc hereinafter referred to as "Contractor," whose address is 22514 NE 72nd Avenue Battle Ground WA 98604, hereinafter referred to "Parties."

WHEREAS, the City desires to engage the Contractor to provide public work and other related services for NW 41st St. & NW 43rd St. Water Main Replacement . Contractor has agreed to offer its services to perform said work per the City issued Invitation to Bid (ITB) No. 20-29 and all addenda thereto, Contractor's bid to said ITB, the Project Plans and Special Provisions, and City Council's approval on __________ per Staff Report No. __________; and

WHEREAS, the Contractor has represented by entering into this Contract that it is fully qualified to perform the work to which it will be assigned in a competent and professional manner, and to the standards required by the City.

1. **STATEMENT OF WORK:** The Contractor hereby agrees to furnish all materials, labor, tools, machinery and implements of every description necessary to complete the work in a professional manner within the time limits stated in this Contract for the construction and installation of the following improvements and will make all necessary arrangements for the obtaining of permits from the United States, State of Washington, and/or any of its agencies as may be necessary to do the work required and covered by this Contract.

   This contract provides for the replacement of the water main at NW 41st St. and NW 43rd St. The Contractor shall furnish and install approximately 2,714 linear feet of 8-inch, 89 linear feet of 6-inch, and 27 linear feet of 4-inch ductile iron water main. Also, furnish and install fire hydrant assemblies, fittings, valves and provide pavement restoration per the plans and specified herein, all in accordance with the attached Contract Plans, these Contract Provisions, and the Standard Specifications.

   The contract work shall be fully complete within 45 working days from physically starting the project.

2. **EFFECTIVE DATE:** This Contract is effective as of the date signed.

3. **E-VERIFY PROGRAM:** Contractor shall register and enter into a Memorandum of Understanding (MOU) with the Department of Homeland Security E-Verify program

within sixty (60) days after execution of this Agreement. Contractor shall ensure all Contractor employees and any sub-contractor(s) assigned to perform work under this Agreement are eligible to work in the United States. Contractor shall provide verification of compliance upon City request. Failure by Contractor to comply with this subsection shall be considered a material breach.

4. **CONTRACTOR RESPONSIBILITIES FOR SUBCONTRACTORS:** The Contractor shall include the language of this section in all tier subcontracts, and shall require each of its subcontractors to include the same language of this section in each of their subcontracts, adjusting only as necessary the terms used for the contracting parties. The requirements of this section apply to all subcontractors regardless of tier. The Contractor shall require all subcontractors to comply with all relevant federal, state and municipal laws, rules and regulations whatsoever.

   At the time of subcontract execution, the Contractor shall verify that all tier subcontractors meet the following bidder responsibility criteria:
   1. Have a current certificate of registration in compliance with chapter 18.27 RCW, which must have been in effect at the time of subcontract bid submittal;
   2. Have a current Washington Unified Business Identifier (UBI) number;
   3. Have received training on the requirements related to public works and prevailing wage as required by RCW 39.04.350;
   4. Within the three-year period immediately preceding the date of the bid solicitation, not have been determined by a final and binding citation and notice of assessment issued by the department of labor and industries or through a civil judgment entered by a court of limited or general jurisdiction to have willfully violated, as defined in RCW 49.48.082, any provision of chapter 49.46, 49.48, or 49.52 RCW.
   5. If applicable, have:
      i. Have Industrial Insurance (workers' compensation) coverage for the subcontractor's employees working in Washington, as required in Title 51 RCW;
      ii. A Washington Employment Security Department reference number, as required in Title 50 RCW;
      iii. A Washington Department of Revenue state excise tax registration number, as required in Title 82 RCW;
      iv. An electrical contractor license, if required by Chapter 19.28 RCW;
      v. An elevator contractor license, if required by Chapter 70.87 RCW.
   6. Not be disqualified from bidding on any public works contract under RCW 39.06.010 or 39.12.065 (3).

5. **DELINQUENT STATE TAXES:** The Contractor shall not owe delinquent taxes to the Washington State Department of Revenue without a payment plan approved by the Department of Revenue.

6. **COMPENSATION AND SCHEDULE OF PAYMENTS:** In consideration of the promises and agreements of the Contractor as set forth herein, and in consideration of the faithful performance and furnishing of the work and materials required by this Contract to the satisfaction of the City, the City agrees to pay to the Contractor in the manner and at the times provided hereinafter and in the Contract Documents, and in accordance with the ordinances of the City of Vancouver and the laws of the State of Washington, the following sum as indicated, which amount does includes 8.4% Washington State Sales Tax (if applicable) $534,939.12.

   The amount finally to be paid is, however, variable upon the work actually performed and final payment will be made upon the basis of the amount of work performed and the materials furnished, and at the lump sum or unit prices fixed in the Contractor's Proposal and as modified by any and all approved Change Orders.

7. **CONTRACTOR'S INSURANCE:** The Contractor agrees to procure insurance coverage as required below:

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	Statutory
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	$2,000,000
IV. Pollution Legal Liability	
Each Claim	$3,000,000
Annual Aggregate	$6,000,000

COVERAGE	LIMITS OF LIABILITY
V. Builders Risk	
Builder's "All Risk" Property Insurance a. Coverage to include personal property of others in the care, custody and control of the contractor. Coverage should be written for 100% of the completed value. b. For additions or repairs of existing building structures, coverage to include contractor's interest in improvements, repairs, additions, alterations to completed buildings and subject to items described in "a".	Contract Value

8. **CONTRACTOR'S BOND:** The Contractor agrees that before it undertakes performance of this Contract, it will file with the City of Vancouver a Performance Bond and Payment Bond, in the forms prescribed by the City of Vancouver, in the full amount of the Contract price with a company authorized to do business in the State of Washington as a surety. The bonds shall comply with the laws of the State of Washington, and especially with the provisions of Chapter 39.08 RCW.

9. **DISPUTE RESOLUTION:** In the event of a dispute between the Parties which cannot be resolved by the contract managers, the Contractor and the City shall review such dispute and may attempt to resolve the dispute. Any controversy or claim arising out of or relating to this Contract or the alleged breach of this Contract that cannot be resolved by the Parties within 30 days of receipt of written notice may be submitted to mediation. If the dispute is not resolved through mediation, it shall be submitted to binding arbitration in accordance with the rules and procedures set forth in Chapter 7.04A RCW. The Parties agree to pay their own attorneys' fees and expenses.

10. **EMPLOYMENT OF LABOR:** The Contractor agrees that all persons employed by Contractor and by any of its subcontractors and any of their lower tier contractors in work performed pursuant to this Contract shall not be employed in excess of eight (8) hours in any one day, except as provided or allowed by Chapter 49.28 RCW and WAC 296-127 and any amendment thereto.

11. **PAYMENT OF LABOR:** The Contractor agrees that all laborers, workers, or mechanics employed by it or by any subcontractor in the performance of this Contract will be paid not less than the prevailing rate of wage for an hours work, in accordance with the provisions of the Chapter 39.12 RCW, and all rules and regulations promulgated pursuant thereto. The State of Washington prevailing wage rates applicable for this public works project, which is located in Clark County, may be found at the following website address of the Department of Labor and Industries: https://fortress.wa.gov/lni/wagelookup/prvWagelookup.aspx. The prevailing wage rates in effect at the time of the bid submittal deadline shall apply for the duration

of the project, no matter how long it lasts. However, if the Contract is awarded more than six months after the bids were due, the prevailing wage rates in effect on the award date shall apply.

In case any dispute arises as to what the prevailing rates of wages for work of a similar nature are and such dispute cannot be adjusted by the parties involved, the matter shall be referred to the director of the Department of Labor and Industries of the State of Washington for arbitration, and the director's decision shall be final, conclusive and binding on all parties involved in the dispute.

12. **PAYMENT TO THE CONTRACTOR:** Progress payments to the Contractor shall be made within 30 days of a fully executed Pay Estimate and are in compliance with all contractual requirements. A sum equal to 5% may be reserved and retained from monies earned by the Contractor in accordance with Chapter 60.28 RCW. The City reserves the right to require Contractor to correct any submitted or paid erroneous invoices according to the rates set forth herein. City and Contractor agree that any amount paid in error by City does not constitute a change in the agreed upon amount; Contractor agrees to issue a refund of any overages paid in error by the City.

    Release of the retained percentage or the retainage bond shall be in accordance with Chapter 60.28 RCW. Every person performing labor or furnishing supplies toward the completion of said improvement of work shall have a lien upon said monies so reserved; provided, that such notice of the lien of such claimant shall be given in the manner provided in RCW 39.08.030 and within the time provided in Chapter 60.28 RCW as now existing and in accordance with any amendments that may hereafter be made thereto.

    No payment shall be made to the Contractor, however, until the Contractor and all subcontractors who have performed work shall have filed and received approval of a Statement of Intent to Pay Prevailing Wage as required by RCW 39.12.040 from the Washington State Department a Labor and Industries. Said Contractor and all subcontractors shall also keep accurate payroll records for three years from the date of acceptance as described in RCW 39.12.120. A Contractor and all subcontractors shall, file a copy of its certified payroll records using the Department of Labor and Industries online system on a monthly basis. A Contractor’s noncompliance with this section shall constitute a violation of RCW 39.12.050.

13. **INDEMNIFICATION:** Contractor agrees to indemnify, defend, save and hold harmless the City, its officials, employees and agents from any and all liability, including but not limited to demands, claims, causes of action, suits or judgments, claims of copyright or patent infringement, including costs, attorney fees and expenses incurred in connection therewith, or whatsoever kind or nature, arising out of, or in connection with, or incident to, the performance of services by Contractor pursuant to this Contract.

In the event that any suit based on such a claim, demand, loss, damage, cost, or cause of action is brought against the Contractor, the City retains the right to participate in said suit.

This indemnity and hold harmless shall include any claim made against the City by an employee of Contractor or subcontractor or agent of the Contractor, even if Contractor is thus otherwise immune from liability pursuant to the workers' compensation statute, Title 51 RCW. To the extent that such liability arises from the concurrent negligence of both the City and the Contractor, such cost, fees and expenses shall be shared between the City and the Contractor in proportion to their relative degrees of negligence. This indemnity and hold harmless shall NOT apply in the case where liability arises from the sole negligence of the City. Contractor specifically acknowledges that the provisions contained herein have been mutually negotiated by the Parties and it is the intent of the Parties that Contractor provide the broadest scope of indemnity permitted by RCW 4.24.115.

14. **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 Contract, 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 or any third party, and any know-how, methodologies or processes used by Contractor to provide the services or project deliverables under this Contract shall remain property of the original City.

15. **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.

16. **AMENDMENTS:** All changes to this Contract, including changes to the statement of work and compensation, must be made by written Change Order and/or Amendment and signed by all parties to this Contract.

17. **AUTHORIZATION AND COMPLIANCE WITH THE LAW:** The Contractor certifies that the person signing the Contract is legally authorized to enter into this binding Contract and

that the Contractor shall fully comply with all relevant, federal, state and municipal laws, rules, regulations and policies.

18. **RELATION OF PARTIES:** The Contractor, its subcontractors, agents and employees are independent contractors performing services for The City and are not employees of City; shall not, as a result of this Contract, accrue leave, retirement, insurance, bonding or any other benefits afforded to City employees; and, shall not have the authority to bind the City in any way except as may be specifically provided in the Statement of Work.

19. **JURISDICATION/VENUE:** In the event that any litigation should arise concerning the construction or interpretation of the terms and/or conditions of this Contract, the venue of such action of litigation shall be in the Superior Court of the State of Washington in and for the County of Clark. This Contract shall be governed by the law of the State of Washington.

20. **COOPERATIVE PURCHASING**: The Washington State Inter-local Cooperation Act, Chapter 39.34 RCW, authorizes public agencies to cooperatively purchase goods and services if all parties agree. By having executed this Contract, 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 of Vancouver incurring any financial or legal liability for such purchases. The City of Vancouver agrees to allow other public agencies to purchase goods and services under this solicitation or contract, provided that the City of Vancouver 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.

21. **ASSIGNMENT:** This Contract is binding on each party, its successors, assigns, and legal representatives and may not, under any circumstances, be assigned or transferred by either party without the other party's express written authorization.

22. **TERMINATION FOR 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 Contract is terminated prior to the completion of Work, Contractor will only be paid for the Work completed at the time of termination of the Contract.

23. **TERMINATION FOR CAUSE:** In the event the Contractor is, or has been, in violation of the terms of this Contract, including the solicitation, the City reserves the right, upon written notice to the Contractor, to cancel, terminate, or suspend this contract in whole or in part for default. Termination shall be effected by serving a notice of termination on the Contractor setting forth the manner in which the Contractor is in default. The Contractor will be paid only the contract price for services performed in accordance with the manner of performance set forth in the Contract.

If it is later determined by the City that the Contractor had an excusable reason for not performing, such as a strike, fire, or flood, or events which are not the fault of or are beyond the control of the Contractor, the City after setting up a new delivery or performance schedule, may allow the Contractor to continue work or treat the termination as a termination for convenience.

24. **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.

25. **WAIVER AND REMEDIES:** City’s failure to enforce the terms or conditions herein or to exercise any right or privilege, or the City’s waiver of any breach hereunder shall not thereafter waive any other term, condition, or privilege, whether of the same or similar type. Remedies under this Contract are cumulative; the use of one remedy shall not be taken to exclude or waive the right to use another.

26. **ENTIRETY OF CONTRACT:** This Contract incorporates all the agreements, covenants and understanding between the parties hereto and are merged into this written Contract. 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 Contract.

27. **USE OF CITY’S NAME:** Contractor may not use any of City’s name, trademark, service marks, or logo in connection with the services contemplated by this Contract or otherwise without the prior written permission of City, which permission may be withheld for any or no reason and may be subject to certain conditions.

28. **NON-DISCRIMINATION AND EQUAL EMPLOYMENT OPPORTUNITY**: During the term of this Contract, Contractor will not discriminate against any employee or applicant for employment in accordance with RCW Chapter 49.60, including, but not limited to creed, religion, race, color, age, sex, marital status, sexual orientation, sexual identity, pregnancy, military status, political ideology, ancestry, national origin, or the presence of any sensory, mental or physical disability, unless based upon a bona fide occupational qualification. The Contractor will take affirmative action to ensure that applicants and employees are treated fairly, without regard to their creed, religion, race, color, sex, national origin, or the presence of any sensory, mental or physical disability. Such action shall include all terms and conditions of employment, compensation, and benefits, including apprenticeship.

29. BINDING EFFECT: The provisions, covenants and conditions in this Contract bind the parties, their legal heirs, representatives, successors, and assigns.

30. RATIFICATION: Acts taken pursuant to this Contract but prior to its effective date are hereby ratified and confirmed.

31. INCORPORATED CONTRACT DOCUMENTS AND ORDER OF PRECEDENCE: The complete Contract includes these parts listed in this section below, which are incorporated by this reference as if fully as set forth herein. Any inconsistency in the parts of the contract shall be resolved by following this order of precedence (e.g., 1 presiding over 2, 2 over 3, 3 over 4, and so forth):

1. Amendments to the Contract,
2. This Contract,
3. Addenda to the Solicitation,
4. The Solicitation,
5. Contractor's Proposal,
6. Special Provisions,
7. Contract Plan Set,
8. City of Vancouver Amendments to the specified WSDOT Standard Specifications,
9. General Conditions for Facility Construction,
10. City of Vancouver Standard Plans,
11. WSDOT Amendments to the WSDOT Standard Specifications,
12. WSDOT Standard Specifications,
13. WSDOT Standard Plans.

32. NOTICES: Whenever in this written Contract written notices are to be given or made, they may be sent by certified mail to the following people at the addresses as shown herein unless a different address is designated in writing or delivered to the respective party hereto.

Anna Vogel
City of Vancouver
415 W 6th St.
PO Box 1995
Vancouver WA 98668-1995

Pekka O. Halme
Halme Excavating Inc
22514 NE 72nd Ave.
Battle Ground WA 98604

By signing below, Contractor accepts the terms and conditions of this Contract and specifically acknowledges and agrees that the provisions contained herein have been mutually negotiated by the Parties.

CITY OF VANCOUVER A municipal corporation	**CONTRACTOR:** Halme Excavating Inc
______________________ Eric Holmes, City Manager	______________________ Signature
______________________ Date	______________________ Printed Name /Title
Attest:	______________________ Date
______________________ Natasha Ramras, City Clerk	
Approved as to form:	
______________________ Jonathan Young, City Attorney	

Staff Report 140-20

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 10/12/2020

SUBJECT Approval of a tax-exempt qualified private activity bond issuance by the Vancouver Housing Authority

Key Points

- The Vancouver Housing Authority is planning the construction and equipping of a multifamily housing complex known as Miles Terrace located on Mill Plain Boulevard, between Esther Street and Daniels Street.
- When complete, the Miles Terrace project will provide approximately 69 units of housing for low income persons in the City.
- The Vancouver Housing Authority is requesting the City's approval of the issuance of tax-exempt qualified private activity bond obligations to finance a portion of the costs of the project.
- Approval by the City of Vancouver will satisfy legal requirements that are needed to allow the Vancouver Housing Authority to move forward with issuance of the bonds, but will not obligate the City of Vancouver to be legally or financially responsible for the payment of the bond obligations or fulfillment of the VHA's obligations under the bonds.

Strategic Plan Alignment

Goal 10, Objective 10.1: Lend the City's support, as appropriate, to assist with the success of community projects.

Present Situation

The Vancouver Housing Authority (VHA) is planning the construction and equipping of a multifamily housing complex known as Miles Terrace located on Mill Plain Boulevard, between Esther Street and Daniels Street. Miles Terrace will provide approximately 69 units of housing for low-income persons in the City. VHA has requested the City's approval of the issuance of tax-exempt qualified private activity bond obligations ("bonds") to finance a portion of the costs of the Miles Terrace project.

If approved, the bond obligations would be issued pursuant to a plan of financing consistent with Treasury Regulations. The schedule for issuance will require that the first issue of the obligations for the project be issued no later than one year after the City's approval and that any subsequent issuance for the project be issued no later than three years after first bond issuance for the project. The maximum principal amount of the bond obligations for the project will not exceed $9,300,000.

Unlike "governmental" tax-exempt bonds, qualified private activity bonds may finance a facility to be used primarily by a private entity, so long as 95% of the proceeds of the bonds are applied to a qualifying purpose (here, provision of low-income housing) and certain other requirements are met. Among the special requirements applicable to qualified private activity bonds are those contained in Section 147(f) of the Internal Revenue Code (the "Code"). Under these provisions, added by the Tax Equity and Fiscal Responsibility Act and therefore often referred to by the acronym "TEFRA", are notice, hearing and local government approval requirements. These TEFRA requirements are intended to provide opportunities for the public to be made aware of projects to be financed with tax-exempt qualified private activity bonds.

Although the City's approval is required for the issuance of the Obligations, the City's approval does not create or imply any responsibility on the part of the City to issue the Obligations, to pay debt service on the Obligations or to determine whether the Obligations or the Project are financially feasible.

Advantage(s)

Approval of the Resolution supports the VHA's efforts to construct and equip the Miles Terrace multifamily housing complex located on Mill Plain Boulevard, between Esther Street and Daniels Street.

Disadvantage(s)

As approval of the Resolution will not obligate the City of Vancouver to be legally or financially responsible for the fulfillment of the VHA's obligations under the bonds, no legal or financial disadvantages have been identified.

Budget Impact

None.

Prior Council Review

None.

Action Requested

On October 12, 2020, adopt the resolution authorizing issuance of tax-exempt qualified private activity bond obligations by the Vancouver Housing Authority to support the Miles Terrace project.

Jonathan Young, City Attorney, 360-487-8500

ATTACHMENTS:

- Resolution
- VHA Issuers letter w VHA signature
- VHA TEFRA Hearing Meeting Minutes
- VHA Miles Terrace Affidavit of Publication of TEFRA Notice

CITY OF VANCOUVER, WASHINGTON

RESOLUTION NO. __________

A RESOLUTION PROVIDING APPROVAL, SOLELY FOR PURPOSES OF SECTION 147(f) OF THE INTERNAL REVENUE CODE, OF THE ISSUANCE OF REVENUE OBLIGATIONS BY THE HOUSING AUTHORITY OF THE CITY OF VANCOUVER IN THE PRINCIPAL AMOUNT OF NOT TO EXCEED $9,300,000, TO FINANCE THE CONSTRUCTION AND EQUIPPING OF A MULTIFAMILY HOUSING COMPLEX TO PROVIDE HOUSING FOR LOW-INCOME PERSONS IN THE CITY OF VANCOUVER, WASHINGTON.

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF VANCOUVER, WASHINGTON, as follows:

WHEREAS, the City of Vancouver, Washington (the "City"), is a city duly organized and existing under and virtue of the Constitution and laws of the State of Washington (the "State");

WHEREAS, as provided in RCW 35.82.030, the City Council of the City previously activated the Housing Authority of the City of Vancouver (the "Authority") pursuant to a Resolution Declaring the Need for a Housing Authority in the City of Vancouver, Washington, adopted on February 5, 1942;

WHEREAS, RCW 35.82.020(11) and 35.82.130 together provide that a housing authority may issue bonds, notes or other obligations for any of its corporate purposes;

WHEREAS, RCW 35.82.070(18) provides that a housing authority may, among other things and if certain conditions are met, "make . . . loans for the acquisition, construction, reconstruction, rehabilitation, improvement, leasing, or refinancing of land, buildings, or developments for housing for persons of low income";

WHEREAS, the Authority has advised the City that the Authority intends to issue certain obligations (the "Obligations") in the maximum aggregate principal amount of $9,300,000 pursuant to chapter 35.82 RCW and a plan of financing (the "Plan of Financing") with respect to the construction and equipping of an approximately 69 unit multifamily housing complex to be known as Miles Terrace (the "Project") that will be owned for federal tax purposes by Miles Terrace LLLP (the "Borrower"), a Washington limited liability limited partnership of which the Authority is the sole general partner;

WHEREAS, the Authority also has advised the City that the proceeds of the Obligations will be used to make one or more loans to the Borrower to finance the costs of the Project, and that the Authority intends that the interest on the Obligations be eligible for exclusion from gross income

FG:54008941.2

for federal income tax purposes pursuant to Sections 103 and 142 of the Internal Revenue Code of 1986, as amended (the “Code”);

WHEREAS, Section 147(f)(2) of the Code and related Treasury Regulations provide that one of the eligibility requirements for such exemption of interest on the Obligations for federal income tax purposes is approval of the Obligation by the governmental unit under the auspices of which the Authority was activated, which is the City, and a governmental unit having jurisdiction over the area in which the Project is located, which also includes the City;

WHEREAS, the Authority has advised the City that, following timely notice thereof being published in a newspaper of general circulation throughout the City, a public hearing was held on August 11, 2020, on the proposed issuance of the Obligations pursuant to the Plan of Financing for the Project, in accordance with the requirements of Section 147(f) of the Code;

WHEREAS, the Authority has provided the City with a written summary of any public testimony and any written comments received at such public hearing;

WHEREAS, the proposed Obligations, Plan of Financing, and Project are further described below:

Maximum Principal Amount of Obligations:	$9,300,000
Project Principal User:	Miles Terrace LLLP, a Washington limited liability limited partnership of which the Authority is the sole general partner
Project Description:	Construction and equipping of an approximately 69 unit multifamily housing complex to be known as Miles Terrace
Project Location:	On Mill Plain Boulevard in the City of Vancouver, Washington, between Esther Street and Daniels Street, including locations currently known as 1501 and 1503 Esther Street and 1500 and 1506 Daniels Street, Vancouver, Washington, and other adjacent property

WHEREAS, the Authority has advised the City that the Obligations to be issued by the Authority for the Project pursuant to the Plan of Financing (a) may consist of a line of credit and/or one or more issues (including refunding issues) of revenue bond anticipation notes to provide interim financing for the Project and one or more issues (including refunding issues) of long-term revenue bonds to provide permanent financing for the Project; (b) will be issued in accordance with a schedule such that the first issue of Obligations for the Project will be issued no later than one year after the date of this approval and any subsequent issue for the Project will be issued no later than three years after the issue date of the first such issue for the Project; (c) will not exceed a maximum aggregate principal amount of $9,300,000; and (d) in calculating the maximum aggregate principal amount of Obligations issued for the Project pursuant to the Plan of Financing, the principal amount of any issue of Obligations used to currently refund a prior issue of Obligations will be disregarded to the extent that the principal amount of such refunding issue does not exceed the outstanding principal amount of such prior issue;

NOW, THEREFORE, IT IS HEREBY FOUND, DETERMINED AND ORDERED as follows:

Section 1. The City approves the Plan of Financing for the Project, and each issue of Obligations that is timely issued by the Authority for the Project in accordance with the Plan of Financing. This approval is intended solely to comply with the requirements of Section 147(f) of the Code in order to permit the issuance of the Obligations.

Section 2. This approval is not intended to imply that the City is under any obligation to repay the Obligations. In so approving the issuance of Obligations, the City Council does not assume any responsibility with respect to any payments due thereunder. The City is not obligated to pay the principal of or the interest on the Obligations; no tax funds or governmental revenue of the City may be used to pay the principal of or the interest on the Obligations; the Obligations do not directly or indirectly constitute a debt or liability of the City; and neither the faith and credit nor the taxing power of the City is pledged to the payment of such principal or interest.

Section 3. This approval is not intended to serve as any land use, permit, occupancy, zoning or other approval for the Project not expressly set forth in this resolution.

Section 4. This resolution shall take effect immediately upon its passage and approval.

ADOPTED by the City Council of the City of Vancouver, Washington, at an open public meeting this 12th day of October, 2020.

CITY COUNCIL, CITY OF VANCOUVER, WASHINGTON

____

Anne McEnerny-Ogle, Mayor

ATTEST:

____

Natasha Ramras, City Clerk

____

Jonathan Young, City Attorney

CERTIFICATE

I, the undersigned, the duly chosen, qualified and acting City Clerk of the City of Vancouver, Washington (the "City"), and keeper of the records of the City, CERTIFY:

1. That the attached Resolution No. ____ (the "Resolution") is a true and correct copy of the resolution of the City Council of the City as adopted at a meeting of the City Council held on October 12, 2020 (the "Meeting"), and duly recorded in the minute books of the City;

2. That in accordance with RCW 43.06.220, and the Proclamations of the Governor of the State of Washington, as extended by the leadership of the Washington State Senate and House of Representatives (a) the Meeting was not conducted in person, (b) one or more options were provided for the public to attend the Meeting remotely, including by telephone access, which mean(s) of access provided the ability for all persons attending the Meeting remotely to hear each other at the same time, and (c) adoption of the Resolution is necessary and routine action of the City Council of the City;

3. The public was notified of access options for remote participation in the Meeting via the City's website and ______________________; and

4. The Meeting was duly convened and held in all respects in accordance with law, and to the extent required by law, due and proper notice of the Meeting was given; that a quorum was present throughout the Meeting through telephonic and/or internet means of remote access, and a majority of the members of the City Council of the City present at the Meeting voted in the proper manner for the adoption of the Resolution; that all other requirements and proceedings incident to the proper adoption of the Resolution have been duly fulfilled, carried out and otherwise observed; and that I am authorized to execute this Certificate.

IN WITNESS WHEREOF, I have hereunto set my hand this 12th day of October, 2020.

____
Natasha Ramras, City Clerk

VANCOUVER HOUSING AUTHORITY

09/24/2020

Honorable Anne McEnerny-Ogle
City of Vancouver
415 West 6th Street
Vancouver, Washington 98660-3110

Re: Housing Authority of the City of Vancouver – Miles Terrace

Dear Mayor McEnerny-Ogle:

The Housing Authority of the City of Vancouver (the "Authority"), a housing authority created under chapter 35.82 of the Revised Code of Washington (the "Housing Authorities Law"), is planning the construction and equipping of a multifamily housing complex to be known as Miles Terrace (the "Project") and located in Vancouver, Washington (the "City") on Mill Plain Boulevard, between Esther Street and Daniels Street. The Project will provide approximately 69 units of housing for low income persons in the City.

As further described below, the Authority is requesting your approval of the issuance of tax-exempt qualified private activity obligations (the "Obligations") to finance a portion of the costs of the Project. Although the City's approval is required for the issuance of the Obligations, it does not create or imply any responsibility on the part of the City to issue the Obligations, to pay debt service on the Obligations or to determine whether the Obligations or the Project are financially feasible.

The financing sources for the Project will include low income housing tax credits, the Obligations, and other loans. In order to qualify for low income housing tax credits, the Project must be owned by a private entity. Here, ownership of the Project for federal income tax purposes will be transferred via a long-term lease to Miles Terrace LLLP, a Washington limited liability limited partnership of which the Authority is the sole general partner (the "Borrower"). The Authority will issue the Obligations as a conduit issuer and use the proceeds of the sale of the Obligations to make a loan or loans to the Borrower to finance the costs of the Project.

The Obligations will be issued for the Project pursuant to a plan of financing within the meaning of applicable Treasury Regulations (the "Plan of Financing") and (a) may consist of a line of credit and/or one or more issues (including refunding issues) of revenue bond anticipation notes to provide interim financing for the Project and one or more issues (including refunding issues) of long-term revenue bonds or notes to provide permanent financing for the Project; (b) will be issued in accordance with a schedule such that the first issue of the Obligations for the Project will be issued no later than one year after the date of the Mayor's approval and any subsequent issue for the Project will be issued no later than three years after the issue date of the first such issue for the Project; and (c) the maximum principal amount of Obligations issued for the Project will not exceed $9,300,000. In calculating the maximum aggregate principal amount of the Obligations issued for the Project pursuant to the Plan of Financing, the principal amount of any issue of Obligations used to currently refund a prior issue of Obligations will be disregarded to the extent that the principal amount of such refunding issue does not exceed the outstanding principal amount of the prior issue.

Unlike "governmental" tax-exempt bonds, qualified private activity bonds may finance a facility to be used primarily by a private entity, so long as 95% of the proceeds of the bonds are applied to a qualifying purpose (here, provision of low-income housing) and certain other requirements are met. Among the special requirements applicable to qualified private activity bonds are those contained in Section 147(f) of the Internal Revenue Code (the "Code"). Under these provisions, added by the Tax Equity and Fiscal Responsibility Act and therefore often referred to by the acronym "TEFRA", are notice, hearing and local government approval requirements. These TEFRA requirements are intended to provide opportunities for the public to be made aware of projects to be financed with tax-exempt qualified private activity bonds.

Section 147(f) of the Code requires that a qualified private activity bond be approved by (a) the governmental unit that issues the bond, or on behalf of which such bond is issued, and (b) a governmental unit having jurisdiction over the area in which the financed facility is located. A bond may be approved by the "applicable elected representative" of a governmental unit. The City has jurisdiction over the location of the Project. Therefore, approval by the City constitutes approval by a governmental unit having jurisdiction over the area in which the financed facility is located. In addition, as explained below, the Authority's bond counsel has advised us that approval by the City also satisfies the requirement for approval by the governmental unit that issues the Obligations, in this case, the Authority. Here, the Authority is serving as the issuer of the tax-exempt Obligations. Because the members of the Authority's governing body are appointed, rather than elected, the Authority does not have its own "applicable elected representative" for purposes of the TEFRA requirements. The Authority's bond counsel has advised us that, because the City activated the Authority (by resolution adopted by the City Council on February 5, 1942) under the Housing Authorities Law and appoints members to the Authority's governing body, the "applicable elected representative" of the City is treated as the "applicable elected representative" of the Authority for TEFRA purposes. Our bond counsel has further advised that the City's Mayor, as the City's chief elected executive officer, is an "applicable elected representative" of the City and represents the City for purposes of TEFRA approval. Approval by the Mayor satisfies both the "issuer" and "jurisdiction" TEFRA approval requirements.

The approval of the applicable elected representative must be made "after a public hearing following reasonable public notice." The Treasury Regulations on this topic provide that notice is presumed reasonable if is published no fewer than seven days before the hearing in on or more ways, including by publication in a newspaper of general circulation available to residents of that locality. The Authority published a notice of a public hearing with respect to the Project and the Obligations on August 4, 2020, in *The Columbian*, a newspaper of general circulation in the City. A copy of the affidavit of publication of this notice is enclosed. The Treasury Regulations also provide that a public hearing "means a forum providing a reasonable opportunity for interested individuals to express their views, orally or in writing, on the proposed issue of bonds and the location and nature of a proposed project to be financed." The Authority held a hearing regarding the proposed Obligations and the Project on August 11, 2020. As shown in the enclosed hearing minutes, no one from the public appeared to present testimony or provided written testimony in advance of the hearing.

Although approval of the City is required for issuance of tax-exempt qualified private activity bonds to finance the Project, this approval is intended solely to comply with the requirements of Section 147(f) of the Code and is not intended to imply that the Obligations are issued on behalf of the City, that the City has approved the form of documents relating to the Obligations, that the City has approved underlying credit issues regarding the Project, or that the City is under any duty or has any responsibility for the payment of the Obligations or for fulfillment of the Authority's or the Borrower's obligations under documents relating to the Project or the Plan of Financing.

The Authority respectfully requests that you execute the enclosed certificate indicating your approval of the issuance of the Obligations pursuant to the Plan of Financing for the Project. Please do not hesitate to contact me, or our bond counsel (Allison Schwartzman (206) 447-6406) with any questions or if we may be of assistance.

Sincerely,

Saeed Hajarizadeh, Deputy Director, Housing Authority of the City of Vancouver

Encl.

MINUTES OF A TELEPHONIC PUBLIC HEARING OF
THE HOUSING AUTHORITY OF THE CITY OF VANCOUVER

The Housing Authority of the City of Vancouver (the "Authority") conducted a telephonic public hearing on Tuesday, August 11, 2020, at 11:00 a.m. Members of the public were invited to attend the public hearing by telephone using the following telephone dial-in instructions:

TOLL-FREE CALL-IN NUMBER: 1-866-307-9319
ACCESS CODE: 379-253-5714.

The purpose of the hearing was to consider public testimony on the proposed issuance by the Authority, pursuant to chapter 35.82 RCW and a plan of financing with respect to the project described below (the "Project") of certain obligations the interest on which will be excluded from gross income for federal income tax purposes pursuant to Sections 103 and 142 of the Internal Revenue Code of 1986, as amended (the "Code").

Maximum Principal Amount of Obligations:	$9,300,000
Project Principal User:	Miles Terrace LLLP, a Washington limited liability limited partnership of which the Authority is the sole general partner
Project Description:	Construction and equipping of an approximately 69 unit multifamily housing complex to be known as Miles Terrace
Project Location:	On Mill Plain Boulevard in the City of Vancouver, Washington, between Esther Street and Daniels Street, including locations currently known as 1501 and 1503 Esther Street and 1500 and 1506 Daniels Street, Vancouver, Washington, and other adjacent property

The hearing was called to order by Victor Caesar, Development Director of the Authority at 11:00 AM. No one from the public attended to present testimony. No written comments were received prior to or at the hearing. The hearing was adjourned at 11:35 AM.

By: Saeed Hajarizadeh
Name: Saeed Hajarizadeh
Title: Deputy Director

FG:53541826.1

Affidavit of Publication
STATE OF WASHINGTON)
) ss:
County of Clark)

COLUMBIAN

FOSTER GARVEY PC
1111 THIRD AVE
STE 3000
SEATTLE WA 98101

REFERENCE:
0000816164
0000431500 NOTICE OF TELEPHONIC PUBLIC HE

I, the undersigned say,

Than I am over the age of eighteen and not interested in the above entitled matter; that I am now, and at all times embraced in the publication herein mentioned, was, the principal clerk of the printer of The Columbian, a daily newspaper printed, published and circulated in the said county and adjudged a newspaper of general circulation by the Superior Court of the County of Clark ,State of Washington, under Proceeding No. 802006715; that the advertisement, of which the annexed is a true printed copy, was published in the above-named newspaper on the following dates, To wit:

PUBLISHED ON 08/04/2020.
TOTAL COST: 171.52
FILED ON: 08/04/2020

I Certify (or declare) under penalty of perjury that the foregoing is true and correct.

Signature

NOTICE OF TELEPHONIC PUBLIC HEARING

The Housing Authority of the City of Vancouver (the "Authority") will hold a public hearing on Tuesday, August 11, 2020, at 11:00 a.m., on the proposed issuance by the Authority pursuant to chapter 35.82 RCW and a plan of financing, of certain obligations (the "Obligations"), the interest on which will be excluded from gross income for federal income tax purposes pursuant to Sections 103 and 142 of the Internal Revenue Code of 1986, as amended (the "Code"). The Obligations are expected to be issued finance the construction and equipping of the Miles Terrace multifamily housing facility described below, to be operated as a qualified residential rental project under Section 142(d) of the Code, to provide housing for low-income persons.

Maximum Principal Amount of Obligations: $9,300,000

Project Principal User: Miles Terrace LLLP, a Washington limited liability limited partnership of which the Authority is the sole general partner

Project Description: Construction and equipping of an approximately 69 unit multifamily housing complex to be known as Miles Terrace

Project Location: On Mill Plain Boulevard in the City of Vancouver, Washington, between Esther Street and Daniels Street, including locations currently known as 1501 and 1503 Esther Street and 1500 and 1506 Daniels Street, Vancouver, Washington, and other adjacent property

In recognition of the need to curtail the spread of the COVID-19 pandemic, and as required by Proclamations of the Governor of the State of Washington and in accordance with Internal Revenue Service Revenue Procedure 2020-21, the public hearing will not be conducted in person.

Members of the public are invited to attend the public hearing by telephone. Please see below for telephone dial-in instructions. Please call the Authority at (360) 694-2501 if you have any questions regarding attending the hearing remotely.

Telephone Dial-In Instructions:
TOLL-FREE CALL-IN NUMBER: 1-866-307-9319
ACCESS CODE: 379-253-5714

The public is invited to attend the hearing by telephone, as described above, and to present oral or written testimony regarding the proposed issuance of the Obligations and the location and nature of the proposed Project to be financed, or to submit written comments to the Authority at 2500 Main Street, Vancouver, Washington 98660 to be received no later than the time of the hearing. The hearing will constitute the public hearing required by Section 147(f) of the Code. The Authority is committed to providing equal access to individuals with disabilities, consistent with the Americans with Disabilities Act and other state and federal laws prohibiting discrimination against individuals with disabilities. Anyone requiring an accommodation to participate in this hearing or to obtain information subject to this notice should contact the Authority, at least 24 hours prior to the time of the hearing, at (360) 694-2501.

/s/ Roy A. Johnson, Executive Director
August 4 - 431500

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:

$ 3,879,653.74 this 12th day of October 2020.

MAYOR

AUDITING OFFICER

COUNCILMEMBER

COUNCILMEMBER

DATE	INCLUSIVE CHECK NUMBERS	CHECK TOTAL
September 29 - October 5	Accounts Payable Checks (see attached)	**$ 3,869,679.13**
September 29 - October 5	Hansen City Payments (see attached)	**$ 7,062.78**
September 29 - October 5	Visa Refunds (see attached)	**$ 1,139.36**
September 29 - October 5	Payroll Checks (see attached)	**$ 1,772.47**
TOTAL		**$ 3,879,653.74**

INVOICE PAYMENTS REPORT

Payment Category	Payment Type	Check Number	Payment Date	Payment Amount	Payment Payee	Payment Memo if applicable
Supplier Payment	Manual Wire	No Reference	9/29/2020	8,726.66	Bank Of America N.A. - Remit-To: Charlotte NC	
Supplier Payment	Manual Wire	No Reference	9/29/2020	46,734.90	Gallagher Bassett Services Inc	
Supplier Payment	Manual Wire	No Reference	9/29/2020	22,630.47	State of Oregon Department of Revenue	
Supplier Payment	Manual Wire	No Reference	9/29/2020	754,492.44	State of Washington Department of Retirement System (PERS)	
Supplier Payment	Manual Wire	No Reference	10/1/2020	4,361.46	Internal Revenue Service	
Supplier Payment	Manual Wire	No Reference	10/5/2020	148,349.86	Blue Cross Blue Shield of Oregon	
Supplier Payment	Manual Wire	No Reference	10/5/2020	14,869.30	Washington Dental Service	
Expense Payment	Direct Deposit	EFT-00073214	10/1/2020	128.56	Robert Givens	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00073215	10/1/2020	10.00	Ryan Starbuck	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00073216	10/1/2020	806.66	Luke Koistinen	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00073217	10/1/2020	14.04	Brian Potter	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00073218	10/1/2020	102.00	Scott Gillis	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00073219	10/1/2020	225.00	Mikey Permin	Employee Reimbursement
Expense Payment	Direct Deposit	EFT-00073220	10/1/2020	98.08	Joseph Lenahan	Employee Reimbursement
Supplier Payment	EFT	EFT-00073221	10/1/2020	8,500.00	Mark Brown	
Supplier Payment	EFT	EFT-00073222	10/1/2020	5,975.00	Otak Inc	
Supplier Payment	EFT	EFT-00073223	10/1/2020	320.24	Praxair Distribution Inc	
Supplier Payment	EFT	EFT-00073224	10/1/2020	1,186.82	Harrys Key Service Inc	
Supplier Payment	EFT	EFT-00073225	10/1/2020	327,658.68	Rotschy Inc	
Supplier Payment	EFT	EFT-00073226	10/1/2020	306,616.20	Operations Management International Inc	
Supplier Payment	EFT	EFT-00073227	10/1/2020	218,528.19	Granite Construction Company	
Supplier Payment	EFT	EFT-00073228	10/1/2020	2,588.41	Universal Field Services Inc	
Supplier Payment	EFT	EFT-00073229	10/1/2020	13,448.00	Clark County - Remit-To: Clark County - Treasurer Vancouver	
Supplier Payment	EFT	EFT-00073230	10/1/2020	7,307.51	MacKay Sposito Inc	
Supplier Payment	EFT	EFT-00073231	10/1/2020	758.80	International Graphics & Nameplate Inc	
Supplier Payment	EFT	EFT-00073232	10/1/2020	9,116.62	Clark and Sons Excavating Inc	
Supplier Payment	EFT	EFT-00073233	10/1/2020	18,796.02	Fire Systems West	
Supplier Payment	EFT	EFT-00073234	10/1/2020	2,750.00	JCI Jones Chemicals Inc	
Supplier Payment	EFT	EFT-00073235	10/1/2020	23,973.76	Metereaders LLC	
Ad Hoc Payment	Check	16784	9/30/2020	82.83	Adam Stacey	Utility Refunds: 0117054034-03 Consolidated refund created from multiple refunds
Ad Hoc Payment	Check	16785	9/30/2020	23.00	Alan Chase	Friday Flicks Cancellation Refund 9/11
Ad Hoc Payment	Check	16786	9/30/2020	81.60	Ament-Leas,Julianne	Utility Refunds: 0012077527-02
Ad Hoc Payment	Check	16787	9/30/2020	313.27	Anthony Minotti	Prorated refund for 12 month pass
Ad Hoc Payment	Check	16788	9/30/2020	20.00	Arnold Castro	Friday Flicks Cancellation Refund 9/11
Ad Hoc Payment	Check	16789	9/30/2020	23.00	Ashley Domingo	Friday Flicks Cancellation Refund 9/11
Ad Hoc Payment	Check	16790	9/30/2020	785.00	Bogert,Alfred	Utility Refunds: 0000004569-03
Ad Hoc Payment	Check	16791	9/30/2020	23.00	Brock Carrier	Friday Flicks Cancellation Refund 9/11
Ad Hoc Payment	Check	16792	9/30/2020	23.00	Brock Carrier	9/18 Friday Flicks Cancellation Refund
Ad Hoc Payment	Check	16793	9/30/2020	20.00	Carolee Bay	Friday Flicks Cancellation Refund 9/11
Ad Hoc Payment	Check	16794	9/30/2020	23.00	Cassandra Ross	Friday Flicks Cancellation Refund 9/11

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Payment Category	Payment Type	Check Number	Payment Date	Payment Amount	Payment Payee	Payment Memo if applicable
Ad Hoc Payment	Check	16795	9/30/2020	110.26	Catholic Charities	Utility Refunds: 0037007200-02
Ad Hoc Payment	Check	16796	9/30/2020	120.00	Central Park Neighborhood Association	200925 RecycleU
Ad Hoc Payment	Check	16797	9/30/2020	20.00	Charlie Rogers	Friday Flicks Cancellation Refund 9/11
Ad Hoc Payment	Check	16798	9/30/2020	20.00	Charlie Rogers	9/18 Friday Flicks Cancellation Refund
Ad Hoc Payment	Check	16799	9/30/2020	20.00	Chelsey Arnold	Friday Flicks Cancellation Refund 9/11
Ad Hoc Payment	Check	16800	9/30/2020	61.92	Cherri L Bocci	Utility Refunds: 0141004174-02
Ad Hoc Payment	Check	16801	9/30/2020	20.00	Cheryl Landes	9/18 Friday Flicks Cancellation Refund
Ad Hoc Payment	Check	16802	9/30/2020	20.00	Chulina Wheeler	9/18 Friday Flicks Cancellation Refund
Ad Hoc Payment	Check	16803	9/30/2020	20.00	Clarissa Meyers	Friday Flicks Cancellation Refund 9/11
Ad Hoc Payment	Check	16804	9/30/2020	20.00	Clarissa Meyers	9/18 Friday Flicks Cancellation Refund
Ad Hoc Payment	Check	16805	9/30/2020	1,600.00	Clark County Title	reconveyance x 8
Ad Hoc Payment	Check	16806	9/30/2020	2,400.00	Clark County Title	reconveyance X 12
Ad Hoc Payment	Check	16807	9/30/2020	20.00	Connie Delrossi	refund overpmt alarm
Ad Hoc Payment	Check	16808	9/30/2020	40.00	Courtney Gifford	Friday Flicks Cancellation Refund 9/11
Ad Hoc Payment	Check	16809	9/30/2020	23.00	Crystal Lambert	Friday Flicks Cancellation Refund 9/11
Ad Hoc Payment	Check	16810	9/30/2020	23.00	Crystal Lambert	9/18 Friday Flicks Cancellation Refund
Ad Hoc Payment	Check	16811	9/30/2020	137.48	CTP Solutions	Inv #193110
Ad Hoc Payment	Check	16812	9/30/2020	23.00	Dan Brown	Friday Flicks Cancellation Refund 9/11
Ad Hoc Payment	Check	16813	9/30/2020	20.00	Debrorah Mazour	refund overpmt alarm
Ad Hoc Payment	Check	16814	9/30/2020	264.00	Elizabeth Bolza	Room Rental Refund
Ad Hoc Payment	Check	16815	9/30/2020	170.89	Ellany Thompson	Utility Refunds: 0163001016-02
Ad Hoc Payment	Check	16816	9/30/2020	40.00	Fujis Grill & Sushi	refund overpmt alarm
Ad Hoc Payment	Check	16817	9/30/2020	20.00	Giff Hancock	Friday Flicks Cancellation Refund 9/11
Ad Hoc Payment	Check	16818	9/30/2020	139.02	Greg Moranville	Prorated 12 Month Pass Refund
Ad Hoc Payment	Check	16819	9/30/2020	22.00	Greg Northup	Prorated difference Dist Learning Camp Refund
Ad Hoc Payment	Check	16820	9/30/2020	2,495.00	Holt Homes Incorporated	WTR-287502 refund
Ad Hoc Payment	Check	16821	9/30/2020	20.00	Jakob Miner	Friday Flicks Cancellation Refund 9/11
Ad Hoc Payment	Check	16822	9/30/2020	23.00	Jamie Stewart	Friday Flicks Cancellation Refund 9/11
Ad Hoc Payment	Check	16823	9/30/2020	23.00	Jane Goodwin	9/18 Friday Flicks Cancellation Refund
Ad Hoc Payment	Check	16824	9/30/2020	20.00	Jennifer Goss	Friday Flicks Cancellation Refund 9/11
Ad Hoc Payment	Check	16825	9/30/2020	23.00	Jennifer McCollum	Friday Flicks Cancellation Refund 9/11
Ad Hoc Payment	Check	16826	9/30/2020	23.00	Jenny Rodriguez	Friday Flicks Cancellation Refund 9/11
Ad Hoc Payment	Check	16827	9/30/2020	20.00	Jessica Longacre	9/18 Friday Flicks Cancellation Refund
Ad Hoc Payment	Check	16828	9/30/2020	559.60	Jet Industries Inc	MPE-288440 refund
Ad Hoc Payment	Check	16829	9/30/2020	4.39	Jones,Kristine	Utility Refunds: 0000004569-03
Ad Hoc Payment	Check	16830	9/30/2020	113.55	Joshua Flores	refund pkg permit COV09520
Ad Hoc Payment	Check	16831	9/30/2020	23.00	Karen Baker	Friday Flicks Cancellation Refund 9/11
Ad Hoc Payment	Check	16832	9/30/2020	20.00	Karen Craig	Friday Flicks Cancellation Refund 9/11
Ad Hoc Payment	Check	16833	9/30/2020	20.00	Karen Craig	9/18 Friday Flicks Cancellation Refund
Ad Hoc Payment	Check	16834	9/30/2020	771.62	Katrina M Cloud	Utility Refunds: 0108010135-01
Ad Hoc Payment	Check	16835	9/30/2020	20.00	Kelly Bice	Friday Flicks Cancellation Refund 9/11
Ad Hoc Payment	Check	16836	9/30/2020	23.00	Kelly McKone	9/18 Friday Flicks Cancellation Refund
Ad Hoc Payment	Check	16837	9/30/2020	20.00	kelly sporseen	9/18 Friday Flicks Cancellation Refund
Ad Hoc Payment	Check	16838	9/30/2020	173.48	Kevin Wright	Utility Refunds: 0146002984-04
Ad Hoc Payment	Check	16839	9/30/2020	20.00	Larkspur Place Apartments	refund overpmt alarm
Ad Hoc Payment	Check	16840	9/30/2020	200.00	McKever Enterprises LLC	ENG-78385 refund
Ad Hoc Payment	Check	16841	9/30/2020	20.00	Megan Richards	Friday Flicks Cancellation Refund 9/11
Ad Hoc Payment	Check	16842	9/30/2020	337.66	Michael and Mae Kelly	Utility Refunds: 0140012028-02
Ad Hoc Payment	Check	16843	9/30/2020	20.00	Mileah Deulen	Friday Flicks Cancellation Refund 9/11

INVOICE PAYMENTS REPORT

Payment Category	Payment Type	Check Number	Payment Date	Payment Amount	Payment Payee	Payment Memo if applicable
Ad Hoc Payment	Check	16844	9/30/2020	20.00	Molly Hilton	Friday Flicks Cancellation Refund 9/11
Ad Hoc Payment	Check	16845	9/30/2020	14,440.00	National Assoc of Clean Water Agencies	66613
Ad Hoc Payment	Check	16846	9/30/2020	23.00	Neal Yang	Friday Flicks Cancellation Refund 9/11
Ad Hoc Payment	Check	16847	9/30/2020	166.37	Olan J & Frederick F Williams	Utility Refunds: 0000006892-02
Ad Hoc Payment	Check	16848	9/30/2020	305.28	Pam Caddy	Prorated refund for 12 month pass
Ad Hoc Payment	Check	16849	9/30/2020	25.00	Patricia Joy Stepp	refund overpmt pkg cit #7202302083
Ad Hoc Payment	Check	16850	9/30/2020	23.00	Patti Hayner	9/18 Friday Flicks Cancellation Refund
Ad Hoc Payment	Check	16851	9/30/2020	149.55	Philip E and Sharon L Metschan	Utility Refunds: 0054080008-01
Ad Hoc Payment	Check	16852	9/30/2020	145.99	Phillip G Stringer	Utility Refunds: 0126008110-01
Ad Hoc Payment	Check	16853	9/30/2020	20.00	Rachael Minton	Friday Flicks Cancellation Refund 9/11
Ad Hoc Payment	Check	16854	9/30/2020	162.79	Rachael Nielsen	Utility Refunds: 0126007330-07
Ad Hoc Payment	Check	16855	9/30/2020	23.00	Rachel Farmer	Friday Flicks Cancellation Refund 9/11
Ad Hoc Payment	Check	16856	9/30/2020	104.41	Real Property Management	Utility Refunds: 0500001548-02
Ad Hoc Payment	Check	16857	9/30/2020	20.00	Richard Cutshaw	9/18 Friday Flicks Cancellation Refund
Ad Hoc Payment	Check	16858	9/30/2020	20.00	Robert Housley	Friday Flicks Cancellation Refund 9/11
Ad Hoc Payment	Check	16859	9/30/2020	16.61	Robert Pellechi	Utility Refunds: 0097001312-02
Ad Hoc Payment	Check	16860	9/30/2020	20.00	Ryan Smith	Friday Flicks Cancellation Refund 9/11
Ad Hoc Payment	Check	16861	9/30/2020	295.00	Stewart Mechanical Inc.	WTR-287400 refund
Ad Hoc Payment	Check	16862	9/30/2020	23.00	Synthia Rowe	Friday Flicks Cancellation Refund 9/11
Ad Hoc Payment	Check	16863	9/30/2020	20.00	Tanya Donahue	Friday Flicks Cancellation Refund 9/11
Ad Hoc Payment	Check	16864	9/30/2020	23.00	Tasha Lesher	Friday Flicks Cancellation Refund 9/11
Ad Hoc Payment	Check	16865	9/30/2020	20.00	Vigor Natural Health Clinic	refund overpmt alarm
Ad Hoc Payment	Check	16866	9/30/2020	179.08	Vincent P & Cherri L Bocci	Utility Refunds: 0141004174-02
Ad Hoc Payment	Check	16867	9/30/2020	2,755.20	Western States Fire Protection Co.	FRI-288349 refund
Ad Hoc Payment	Check	16868	9/30/2020	20.00	William Watson	Friday Flicks Cancellation Refund 9/11
Supplier Payment	Check	16869	9/30/2020	4,272.50	Accenture LLP	
Supplier Payment	Check	16870	9/30/2020	632.95	Advance Stores Company Incorporated - Remit-To: Advance Auto Parts - Atlanta	
Supplier Payment	Check	16871	9/30/2020	28,294.67	Allegiance Benefit Plan Management Inc	
Supplier Payment	Check	16872	9/30/2020	125.70	Aramark Uniform & Career Apparel LLC - Remit-To: Aramark - Pasadena	
Supplier Payment	Check	16873	9/30/2020	1,230.00	Arborscape Ltd Inc	
Supplier Payment	Check	16874	9/30/2020	86.46	AT & T Mobility II LLC	
Supplier Payment	Check	16875	9/30/2020	8,250.00	BNSF Railway Company	
Supplier Payment	Check	16876	9/30/2020	6,321.11	Bound Tree Medical LLC	
Supplier Payment	Check	16877	9/30/2020	2,378.60	Brand Safway Services LLC	
Supplier Payment	Check	16878	9/30/2020	980.00	Carl Enterprises East, Inc	
Supplier Payment	Check	16879	9/30/2020	605.28	Cellco Partnership - Remit-To: Cellco - Dallas	
Supplier Payment	Check	16880	9/30/2020	612.52	Chicago Title Company of WA	
Supplier Payment	Check	16881	9/30/2020	250.00	City of Vancouver - Remit-To: COV Main	
Supplier Payment	Check	16882	9/30/2020	900.87	Clark Public Utility District No. 1	
Supplier Payment	Check	16883	9/30/2020	824.10	Clark Public Utility District No. 1	
Supplier Payment	Check	16884	9/30/2020	498.76	Clark Public Utility District No. 1	
Supplier Payment	Check	16885	9/30/2020	851.35	Clark Public Utility District No. 1	
Supplier Payment	Check	16886	9/30/2020	486.99	Clark Public Utility District No. 1	
Supplier Payment	Check	16887	9/30/2020	1,018.63	Clark Public Utility District No. 1	
Supplier Payment	Check	16888	9/30/2020	398.69	Clark Public Utility District No. 1	
Supplier Payment	Check	16889	9/30/2020	668.60	Clark Public Utility District No. 1	
Supplier Payment	Check	16890	9/30/2020	43.56	Clark Public Utility District No. 1	
Supplier Payment	Check	16891	9/30/2020	434.60	Clark Public Utility District No. 1	

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INVOICE PAYMENTS REPORT

Payment Category	Payment Type	Check Number	Payment Date	Payment Amount	Payment Payee	Payment Memo if applicable
Supplier Payment	Check	16892	9/30/2020	1,856.66	Clark Public Utility District No. 1	
Supplier Payment	Check	16893	9/30/2020	28.39	Clark Public Utility District No. 1	
Supplier Payment	Check	16894	9/30/2020	288.26	Comcast Holdings Corporation - Remit-To: Comcast Business - City of Industry	
Supplier Payment	Check	16895	9/30/2020	42,591.07	Council for the Homeless	
Supplier Payment	Check	16896	9/30/2020	40.82	CUES Inc - Remit-To: CUES Inc - Cincinnati	
Supplier Payment	Check	16897	9/30/2020	4,050.00	David Corey PHD PC	
Supplier Payment	Check	16898	9/30/2020	262.00	Dex Media West	
Supplier Payment	Check	16899	9/30/2020	1,870.40	DKS Associates Inc	
Supplier Payment	Check	16900	9/30/2020	3,944.75	Erickson Structural Consulting Engineers	
Supplier Payment	Check	16901	9/30/2020	44.00	Esix Sportswear	
Supplier Payment	Check	16902	9/30/2020	13,335.02	Ferguson Enterprises - Remit-To: Ferguson - Dallas	
Supplier Payment	Check	16903	9/30/2020	2,757.11	Gallagher Bassett Services Inc	
Supplier Payment	Check	16904	9/30/2020	878.66	Genuine Parts Company - Remit-To: NAPA - Los Angeles	
Supplier Payment	Check	16905	9/30/2020	9,253.74	Gordon Truck Centers	
Supplier Payment	Check	16906	9/30/2020	1,140.32	H D Fowler Company Inc	
Supplier Payment	Check	16907	9/30/2020	415.00	HDJ Design Group - Remit-To: HDJ - Portland	
Supplier Payment	Check	16908	9/30/2020	13,756.91	HDR Engineering Inc - Remit-To: HDR Engineering - Chicago	
Supplier Payment	Check	16909	9/30/2020	8,774.47	Herrera Environmental Consultants Inc	
Supplier Payment	Check	16910	9/30/2020	200.55	J-2 Blueprint Supply Co.	
Supplier Payment	Check	16911	9/30/2020	65.00	Kaiser Permanente - Remit-To: Kaiser Permanente	
Supplier Payment	Check	16912	9/30/2020	1,542.41	Kittelson & Associates Inc	
Supplier Payment	Check	16913	9/30/2020	2,875.00	Kramer Gehlen & Associates	
Supplier Payment	Check	16914	9/30/2020	21.42	Kronos Incorporated - Remit-To: Atlanta	
Supplier Payment	Check	16915	9/30/2020	10,025.00	Lee Weinstein	
Supplier Payment	Check	16916	9/30/2020	1,385.20	Linguava Interpreters Inc	
Supplier Payment	Check	16917	9/30/2020	31,573.19	Magnum Power LLC	
Supplier Payment	Check	16918	9/30/2020	5,303.00	Maria Hermenia Diaz	
Supplier Payment	Check	16919	9/30/2020	3,000.00	Michael McCulloch Architecture LLC	
Supplier Payment	Check	16920	9/30/2020	1,814.19	Mobes Business Forms	
Supplier Payment	Check	16921	9/30/2020	9,048.42	Municipal Emergency Services Inc - Remit-To: Municipal Emergency Services - Chicago	
Supplier Payment	Check	16922	9/30/2020	12,097.80	Murray Smith Inc	
Supplier Payment	Check	16923	9/30/2020	66,806.50	Nelson Nygaard Consulting Associates Inc	
Supplier Payment	Check	16924	9/30/2020	311.88	Northwest Cascade Inc	
Supplier Payment	Check	16925	9/30/2020	22.00	Northwest Natural Gas Company - Remit-To: NW Natural - Portland	
Supplier Payment	Check	16926	9/30/2020	323.68	Pacific Cascade Corporation	
Supplier Payment	Check	16927	9/30/2020	1,434.25	Qwest Corp - Remit-To: CenturyLink - Phoenix	
Supplier Payment	Check	16928	9/30/2020	350.00	Rapid Response Bio Clean	
Supplier Payment	Check	16929	9/30/2020	1,443.75	Reid Middleton Inc	
Supplier Payment	Check	16930	9/30/2020	9,647.60	SafeFire LLC	
Supplier Payment	Check	16931	9/30/2020	333.37	Shred It USA LLC	
Supplier Payment	Check	16932	9/30/2020	5,363.19	Siteimprove, Inc.	
Supplier Payment	Check	16933	9/30/2020	123,176.00	Software House International SHI - Remit-To: SHI - Dallas	
Supplier Payment	Check	16934	9/30/2020	28,485.00	Southwest Washington Humane Society	
Supplier Payment	Check	16935	9/30/2020	14,544.67	SP Plus Corporation	

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INVOICE PAYMENTS REPORT

Payment Category	Payment Type	Check Number	Payment Date	Payment Amount	Payment Payee	Payment Memo if applicable
Supplier Payment	Check	16936	9/30/2020	730.26	State of Washington Department of Licensing	
Supplier Payment	Check	16937	9/30/2020	10.36	Stericycle Inc	
Supplier Payment	Check	16938	9/30/2020	5,959.00	Summit Law Group	
Supplier Payment	Check	16939	9/30/2020	13,194.78	The 4 Kids Inc	
Supplier Payment	Check	16940	9/30/2020	460.70	Towing & Recovering Services Inc	
Supplier Payment	Check	16941	9/30/2020	379.40	Triple J Enterprises	
Supplier Payment	Check	16942	9/30/2020	9,428.71	Univar Solutions USA Inc - Remit-To: Supplier Univar Solutions USA Inc	
Supplier Payment	Check	16943	9/30/2020	400.00	Vancouver Downtown Association	
Supplier Payment	Check	16944	9/30/2020	4,534.84	Walter E Nelson Company	
Supplier Payment	Check	16945	9/30/2020	8,498.20	Western Equipment Distributors - Remit-To: Western Equipment - Los Angeles	
Supplier Payment	Check	16946	9/30/2020	26,662.95	Williams Kastner & Gibbs PLLC	
Supplier Payment	Check	16947	9/30/2020	1,315,881.00	Willis Towers Watson Insurance Services West inc	
Supplier Payment	Check	16948	9/30/2020	3,733.00	W Todd Pascoe	
Supplier Payment	Check	16949	9/30/2020	1,474.10	WW Grainger Inc	
Supplier Payment	Check	16950	9/30/2020	1,791.26	Northwest Staffing Resources Inc - Remit-To: NW Staffing - Portland	
Supplier Payment	Check	16951	9/30/2020	14.45	United Parcel Service	
			SUBTOTAL	**3,869,679.13**		
Hansen			10/6/2020	7,062.78	City Payments	Posted 09-29-20 to 10-05-20
			SUBTOTAL	**7,062.78**		
Visa			10/6/2020	979.90	Miscellaneous	Parks Class Refunds - FCC 09-29-20 to 10-05-20
Visa			10/6/2020	159.46	Miscellaneous	Parks Class Refunds - MCC 09-29-20 to 10-05-20
Visa			10/6/2020	0.00	Miscellaneous	Parks Class Refunds - Special Events 09-29-20 to 10-05-20
Visa			10/6/2020	0.00	Miscellaneous	Parks Class Refunds - WREC 09-29-20 to 10-05-20
			SUBTOTAL	**1,139.36**		
			TOTAL	**3,877,881.27**		

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City of Vancouver
Payroll Council Report
September 29, 2020 - October 5, 2020

Check No.	Date	Explanation	Amount
2729	09/29/20	Replacement check for NACHA Return	$1,772.47

$ 1,772.47