

June 7, 2021 - Vancouver City Council Meeting Minutes

WORKSHOPS

Workshops were conducted remotely over video conference utilizing a GoToMeeting platform. Members of the public were invited to view the meeting via the live broadcast on www.cvtv.org and CTV cable channels 23 or HD 323, or on the City's Facebook page, www.facebook.com/VancouverUS, or listen via the GoToMeeting conference call.

Councilmember Fox absent from workshops.

4:00-4:30 p.m. Clark County Commission on Aging: 2020 Annual Report

Jenna Kay, Clark County Planner III; Chuck Green, Chair, Clark County Commission on Aging

Summary

Clark County staff and members from the Clark County Commission on Aging provided a summary of the Commission's 2020 Annual Report.

4:30-5:15 p.m. 2021 First Supplemental Budget

Natasha Ramras, Chief Financial Officer, 360-487-8484; Lisa Brandl, Deputy Finance Manager, 360-487-8445

Summary

Staff provided an overview of the proposed 2021 First Supplemental Budget.

5:15-6:00 p.m. American Rescue Plan Act (ARPA) Funds Update & Policy Framework

Eric Holmes, City Manager; Natasha Ramras, Chief Financial Officer, 360-487-8484

Summary

Staff provided Council with an overview of a proposed framework for how the City will deploy anticipated funding to be received as part of the American Recovery Plan Act.

REGULAR COUNCIL MEETING

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

Call to Order and Roll Call

The regular meeting of the Vancouver City Council was called to order at 6:30 p.m. by Mayor McEnerny-Ogle. This meeting was conducted remotely over video conference.

Present: Councilmembers Fox, Paulsen, Lebowsky, Glover, Stober, Hansen, Mayor McEnerny-Ogle

Absent: None

Also present on the call were the following: Eric Holmes, City Manager; Brian Carlson, Deputy City Manager; Jonathan Young, City Attorney; Chris Christofferson, Traffic Engineering Manager; Amanda Delapena, Assistant to the City Council; Chad Eiken, Community and Economic Development Director; Michelle Henry, Senior Civil Engineer; Rebecca Kennedy, Long Range Planning Manager; Carrie Lewellen, City Treasurer; Ryan Lopossa, Streets and Transportation Manager; Dean Perez, HR Deputy Director; Peggy Sheehan, Community Development Programs Manager; Natasha Ramras, Chief Financial Officer; Cara Rene, Communications Director; Bryan Snodgrass, Principal Planner; Terry Snyder, Senior Park Developer; and members of the public.

Approval of Minutes

Minutes - May 10, 2021

Motion by Councilmember Fox, seconded by Councilmember Stober, and carried unanimously to approve the meeting minutes of May 10, 2021. Councilmember Lebowsky abstained.

Minutes - May 17, 2021

Motion by Councilmember Lebowsky, seconded by Councilmember Fox, and carried unanimously to approve the meeting minutes of May 17, 2021. Councilmember Glover abstained.

Proclamations

- Pride Month

Mayor McEnerny-Ogle read a proclamation proclaiming June 2021 as Pride Month in Vancouver.

- Dementia Friends

Mayor McEnerny-Ogle read and presented a proclamation to Mike Reardon, Executive Director of the Agency on Aging & Disabilities of Southwest Washington, recognizing Dementia Friends.

Community Communication (Items 1-8)

Mayor McEnerny-Ogle opened Community Communication and received the following testimony:

- Glen Yung, Vancouver, stated he was generally supportive of items 6 and 7 regarding impact fee waivers, but expressed concerns that the waived fees are not accounted for from another City account. He stated this either creates a further deficit on the Park Impact Fees or places the burden of making up the waived amounts on other smaller developers.

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

Consent Agenda (Items 1-8)

Motion by Councilmember Fox, seconded by Councilmember Paulsen, and carried unanimously to approve the Consent Agenda.

1. **Water Station 5 Transmission Main project - Final Construction Acceptance/Release of Retainage (BID 20-22)**

Staff Report 076-21

Summary

Tapani, Incorporated of Battle Ground, Washington, has completed construction of 10,203 linear feet of 30-inch diameter water main in East Mill Plain Boulevard, Garrison Road, and Northeast 12th Street. The new water transmission main provides for water conveyance between the west side of the City's service area and the east side. An increased water capacity is provided to meet increasing water demands within the city's water service area. The pipeline was engineered with the future Water Station 5 site upgrades in mind to provide for energy efficiency. Coordination with Pavement Management for additional pavement restoration improved road surfaces after the utility construction.

The work was completed satisfactorily in accordance with the plans and specifications. Contract costs are summarized below:

TOTAL CONTRACT COSTS	
<i>Labor, Equipment and Material</i>	<i>\$3,873,596.27</i>
<i>Sales Tax</i>	<i>\$272,130.36</i>
<i>Total</i>	<i>\$4,145,726.63</i>
<i>Retainage</i>	<i>\$193,679.81</i>

The original bid amount was \$4,245,395.94 and the actual project cost came in at 2% less than the bid amount. This is because actual quantities of materials used were slightly less than what was estimated for bid quantities.

The contractor met the 5% apprenticeship utilization goal for this project with 5.3% in apprenticeship hours. The contractor delivered 587 apprenticeship hours.

Request: On June 7, 2021, accept the Water Station 5 Transmission Main project as constructed by Tapani, Incorporated, of Battle Ground, Washington, and authorize release of retainage in the amount of \$193,679.81, subject to receipt of all documentation required by law.

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

Motion approved the request.

2. **Daniels (W 27th St - 34th St) Water Main Replacement project - Final Construction Acceptance/Release of Retainage (BID 21-03)**

Staff Report 077-21

Summary

Halme Excavating, Incorporated of Battle Ground, Washington, has completed construction of approximately 2,400 feet of new ductile iron water main and installed new fire hydrants in Daniels Street from West 27th Street to West 34th Street. The new main replaced 100-year-old, high maintenance pipelines that were undersized when compared to current standards. Pavement restoration was completed to restore the roadway where utility work occurred.

The work was completed satisfactorily in accordance with the plans and specifications. Contract cost are summarized below.

TOTAL CONTRACT COSTS	
<i>Labor, Equipment and Material</i>	<i>\$315,605.14</i>
<i>Sales Tax (8.5%)</i>	<i>\$26,576.40</i>
<i>Total</i>	<i>\$342,181.54</i>
<i>Retainage</i>	<i>\$15,780.26</i>

The original bid amount was \$357,369.86 compared to the final amount of \$342,181.54, a 4% cost decrease. The decrease is attributed to the need for less pavement repair than was originally estimated to complete the street restoration work. The project had no apprenticeship requirement due to the awarded contract amount falling under the \$500,000 threshold.

Request: On June 7, 2021, accept the Daniels St. (W 27th St. – 34th St.) Water Main Replacement project as constructed by Halme Excavating, Inc. of Battle Ground, Washington, and authorize release of retainage in the amount of \$15,780.26, subject to receipt of all documentation required by law.

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

Motion approved the request.

3. **NW 41st St & NW 43rd St Water Main Replacement project - Final Construction Acceptance/Release of Retainage (BID 20-29)**

Staff Report 078-21

Summary

Halme Excavating, Inc. of Battle Ground, Washington, has completed construction of approximately 2,800 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 improves an area identified in the 2015 Comprehensive Water System Plan as having pressure and fire flow deficiencies. The majority of the roadways were fully restored from curb-to-curb with new asphalt after the utility installation. The City's Transportation and Water Departments are partnering to share the roadway improvement costs associated with the project in order to improve the final project restoration for this project.

The work was completed satisfactorily in accordance with the plans and specifications. Contract costs are summarized below:

TOTAL CONTRACT COSTS	
<i>Labor, Equipment and Material</i>	<i>\$568,754.86</i>
<i>Sales Tax</i>	<i>\$26,905.14</i>
<i>Total</i>	<i>\$595,660.00</i>
<i>Retainage</i>	<i>\$28,437.74</i>

The original bid amount was \$534,939.12 compared to a final amount of \$595,660.00, which is a \$60,720.88 or 12% increase. The additional expense is mostly attributed to additional pavement improvements completed with the project.

The contractor fell short of meeting the Apprenticeship utilization goals of 3%, and a penalty of \$359.25 was assessed. This project was bid in 2020 prior to changes to the Apprenticeship Utilization program.

Request: On June 7, 2021, accept the NW 41st St. and NW 43rd St. Water Main Replacement project as constructed by Halme Excavating, Inc., of Battle Ground, WA, and authorize release of retainage in the amount of \$28,437.74, subject to receipt of all documentation required by law.

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

Motion approved the request.

4. Bid Award for Street Light Materials, per IT B#21-09

Staff Report 079-21

Summary

The City received 1 bid for street lighting components in the amount of \$2,063,942.34. The low bidder was responsive. It is the City's intent to award a contract for a maximum of five (5) years. The bids received are as follow:

SUMMARY OF BIDS	
BIDDER	AMOUNT
C.E.D. Vancouver, Vancouver, WA	\$ 2,063,942.34

The required annual quantity of materials specified in the bid represents a worst case scenario and is conservative. The unpredictable nature of lighting repair requires that items be purchased on an as-needed basis. Therefore, while the contract appears to result in a projected annual cost that exceeds the annual budget allocation of \$255,000, the City will only order items needed to maintain adequate inventory levels. City staff will limit purchases to the amount of funds allocated in the annual budget.

Request: On June 7, 2021, award a materials contract for public street lighting components to the lowest responsive and responsible bidder, C.E.D. Vancouver, Vancouver, WA, for a maximum of \$2,063,942.34 over the five-year life of this contract.

Chris Christofferson, Traffic Engineering Manager, 360-487-7716

Motion approved the request.

Motion approved the request.

5. Northwest Staffing Resources Agreement C-100478, Contract Increase

Staff Report 080-21

Summary

The City of Vancouver, through the Human Resources Department, currently contracts with Northwest Staffing Resources to provide staff augmentation services on an on-call, as-needed, and occasionally on-going basis. The services required may include, but are not limited to, clerical, light industrial, technical, and professional level staffing. The contract with Northwest Staffing Resources began on November 20, 2020, and ends November 19, 2025. It is anticipated the contract not-to-exceed amount (C-100478) of \$300,000 will be exhausted by the end of June if not

increased. Staff requests an increase to the authorized amount of the contract.

Request: Approve an increase to the authorized not-to-exceed amount of the contract with Northwest Staffing Resources from \$300,000 to \$800,000.

Dean Perez, Human Resources Deputy Director, 360-487-8406

Motion approved the request.

6. Community Roots - Impact fee waiver request

Staff Report 081-21

A RESOLUTION of the City Council of the City of Vancouver, Washington, approving a partial exemption of the collection of Traffic Impact fees in the amount of \$2,692.80.00 and Park Impact Fees in the amount of \$27,535.20 for the Community Roots Collaborative low-income housing development.

Summary

In 2016 Council approved Ordinance M-4154 allowing a partial exemption or full waiver of transportation and parks impact fees to spur affordable housing projects. A waiver of the school district impact fees is only available upon approval by school district in which the project is located.

For residential developments of four or more units Council may, by resolution, partially exempt up to 80% of the transportation and park impact fees or fully waive 100% of the impact fees. If Council only partially exempts the development, up to 80% of the impact fee, there is no requirement to pay the exempted portion of the fee from public funds. If Council fully waives the development from impact fees, the remaining 20% of the waived fee must be paid from public funds other than impact fee accounts.

Community Roots Housing

The proposal is to build 21 new income-restricted housing units in separate buildings. The units will all be 1 bedroom and restricted for very low-income individuals trying to exit homelessness. The project site is located at 1901 NW 69th Circle east Vancouver Lake at the intersection of NW 69th Circle and Fruit Valley Road.

This request is for an 80% partial impact fee exemption. The standard transportation impact fees, based on the vehicle trips and designated fee

subarea, are \$3,366 (Exhibit A). After an 80% reduction of \$2,692.80 the remaining required transportation impact fee would be \$673.20.

Park impact fees are based on the number of residential units and the park district subarea. The site is located within Park District A, which has a rate of \$1,639 per unit. The total park impact fee is \$34,419 (Exhibit A). After an 80% reduction of \$27,535.20, the remaining required park impact fee would be \$6,883.80. The project site is located within the Vancouver School District which requires \$2,381.93 per multi-family unit. The Vancouver School District has declined to waive impact fees in this case. All impact fees are due prior to the issuance of building permits.

Request: Adopt a resolution to exempt 80% of Transportation and Park impact fees for the Community Roots low-income housing development.

Peggy Sheehan, Community Development Programs Manager, 360-487-7952

Motion approved the request.

7. Mercy Housing NW- Impact Fee Waiver Request

Staff Report 082-21

A RESOLUTION of the City Council of the City of Vancouver, Washington, approving a partial exemption of the collection of Traffic Impact fees in the amount of \$61,523 and Park Impact Fees in the amount of \$113,712 for the Mercy Peaceheath Family Housing Apartments development.

Summary

In 2016 Council approved Ordinance M-4154 allowing a partial exemption or full waiver of transportation and parks impact fees to support affordable housing projects. The waiver of any school district impact fees is determined by the school district in which the project is located.

For residential developments of four or more units Council may, by resolution, partially exempt up to 80% of the transportation and park impact fees or fully waive 100% of the transportation and park impact fees. If Council only partially exempts the impact fee there is no requirement to pay the exempted portion of the fee from public funds. If Council fully waives the development from impact fees, 20% of the waived fee must be paid through another public funding source other than impact fee accounts.

Mercy Peacehealth Family Housing

The proposal is to build 69 new income-restricted housing units in 5 buildings. The units will consist of one, two, and three bedrooms for low-income individuals and families. Thirty-five units will be restricted at 30% AMI. The remaining 34 units will be restricted at 50% AMI. The project site is located one block east of the SW Washington Medical Center generally at the intersection of NE 5th Street and NE 93rd Avenue.

This request is for an 80% partial impact fee exemption. The standard transportation impact fees, based on the vehicle trips and designated fee subarea are \$76,903.75 (Exhibit A). After an 80% reduction of \$61,523, the remaining required transportation impact fee would be \$15,380.75. Park impact fees are based on the number of residential units and the park district subarea. The site is located within Park District B, which has a rate of \$2,060 per unit. The total park impact fee is \$142,140 (Exhibit A). After an 80% reduction of \$113,712, the remaining required park impact fee would be \$24,428.

The project site is located within the Vancouver School District, which requires \$2,381.93 per multi-family unit. The Vancouver School District has declined to waive impact fees in this case. All impact fees are due prior to the issuance of building permits.

Request: Adopt a resolution exempting 80% of Transportation and Park impact fees for the Mercy Peacehealth low-income housing development.

*Peggy Sheehan, Community Development Programs
Manager, 360-487-7952*

Motion approved the request.

8. Approval of Claim Vouchers

Request: Approve claim vouchers for June 7, 2021.

Motion approved claim vouchers for June 7, 2021, in the amount of \$14,574,560.06.

Public Hearings (Items 9-10)

9. 2021B Limited Tax General Obligation (LTGO) Refunding Bonds

Staff Report 075-21

AN ORDINANCE of the City of Vancouver, Washington, providing for the issuance and sale of an up to \$10,100,000 Limited Tax General Obligation refunding bond of the City and delegating authority to approve the final terms of said bond.

Summary

In 2003, the City issued \$18.5 million in Limited Tax General Obligation (LTGO) bonds at an interest rate of 4.43% for construction of the Firstenburg Community Center. The callable maturities of the 2003 bond issue totaling \$15.0 million were partially refunded in 2012. The 2012A bond issue had an interest rate of 3.26%. The City now has the opportunity to refinance the remaining \$9.8 million of the callable maturities of the 2012A Refunding bonds, which can be called in September 2021. Their final maturity date is 12/1/2029.

The new refunding bond issue will be named the 2021B LTGO Refunding bond. A total of up to \$10.1 million is anticipated to be issued to refund the \$9.8 million of the callable maturities of the 2012A LTGO Refunding bond issue. The bond ordinance allows flexibility to issue up to \$10.1 million in refunding bonds in case of market fluctuations. The cost of issuance, including agent's and bond counsel fees, is estimated to be approximately \$50,000.

The 2021B LTGO Refunding bond is anticipated to have an interest rate of approximately 1.35%. By refunding this bond issue the City will realize approximately \$980,000 in future debt service savings, estimated at approximately \$120,000 per year. Debt service payments are currently supported by revenue received by the Real Estate Excise Tax (REET) 1 fund 133.

The ordinance allows for the not-to-exceed amount to be greater than the actual amount estimated to be issued, simply to provide flexibility for the bond sale.

Due to the explicit regulations regarding municipal finance, the City is unable to specify local preference on this debt offering; however, based on City Council discussion on first reading of this ordinance, the City's underwriter/placement agent and bond counsel have been directed to market the offering to financial institutions with a local presence in Vancouver.

Request: On Monday, June 7, 2021, subject to second reading and public hearing, approve the ordinance.

Mayor McEnemy-Ogle read the title of the ordinance into the record.

Carrie Lewellen, City Treasurer, provided background on the bond refunding ordinance.

Justin Monwai, bond agent from Piper Sandler, provided a presentation on the current interest rates compared to those at the time the bonds were originally issued, as well as an overview of the refunding results, schedule of events, and a summary of the banking institutions that will be sent the term sheet for the refunding bond.

Mayor McEnemy-Ogle opened the public hearing and, receiving no testimony, closed the public hearing.

Motion by Councilmember Fox, seconded by Councilmember Stober, and carried unanimously to approve Ord. M-4336.

10. **Renaissance Boardwalk Development Agreement**

Staff Report 083-21

A RESOLUTION approving a development agreement with Kirkland Development, LLC for an approximately two-acre parcel located east of Interstate 5 and south of SE Columbia fronting along the Columbia River.

Summary

Kirkland Development has an option to purchase a 2.03-acre parcel on the Columbia Waterfront immediately east of the I-5 Bridge and is proposing to redevelop the property for a high density mixed use project.

The subject property is located south of SE Columbia Way and existing improvements include two restaurant buildings (Who Song and Larry's and former Joe's Crab Shack) and two surface parking lots with two driveways onto SE Columbia Way. The property has approximately 430 feet of frontage along the Columbia River and a tall concrete bulkhead wall extends along most of the shoreline frontage.

The City owns a wooden "fishing pier" structure along the west 130 feet of property but this structure has fallen into disrepair and has been fenced off by the City due to safety concerns. A narrow pedestrian path exists along the top of the shoreline wall south of the restaurants but access to the pathway has been restricted from the west due to the closure of the pier structure. The City's Waterfront Renaissance Trail is located north of the property along Columbia Way. A pedestrian crossing exists at the northeast

corner of the property to the Old Apple Tree Park. The property to the east of the project site is owned by the National Park Service and has a small surface parking lot, pedestrian pathways, and lawn area.

Kirkland intends to redevelop the site following removal of the two restaurant buildings for a large mixed use project, with an 8-story residential tower above four retail and restaurant buildings, with underground parking and outdoor eating areas and reconstruction of a 15-foot wide public pedestrian boardwalk from along the top of the existing shoreline wall.

The proposed development agreement provides certainty to the Developer that certain development standards will apply to the project, certain system development charge credits and transportation impact fee credits will be made available to the project. The development agreement provides the City with certainty that the project will be constructed as proposed, the public walkway along the shoreline will be reconstructed, the wooden fishing pier, which has been closed, will be removed by the Developer, and sustainable design features will be incorporated.

City Council has been briefed on the project at two previous workshops, and recently extended the boundaries of the City's Multi-Family Tax Exemption Program to include the subject property. The Developer intends to utilize the 8-year Market Rate Tax Exemption option under a separate request, and subject to a requirement to provide one or more substantial public benefits.

The City Center Redevelopment Authority reviewed the proposed development agreement on April 15, 2021, and unanimously recommended that City Council approve the agreement as drafted.

Request: Subject to public hearing, adopt a resolution approving the development agreement between the City and Kirkland Development LLC for the Renaissance Boardwalk project.

*Chad Eiken, Community and Economic Development
Director, 360-487-7882*

Chad Eiken, Community and Economic Development Director, provided a summary of the proposed development agreement and background information on the project.

Brian Fleener, architect for the project, provided an overview of project details and conceptual renderings.

Councilmember Stober expressed concerns regarding a proposed provision to install physical barriers between the public walkways and the private businesses on the ground floors of the proposed buildings. He stated other

cities have managed this type of transition without utilizing fencing. Mr. Eiken explained this feature is intended to serve as a demarcation between where the private property ends and public property begins to ensure the seating and other elements of the ground floor businesses do not encroach on the public space.

Jonathan Young, City Attorney, explained state liquor and cannabis regulations require licensed premises for alcohol sales be under the control of the land owner, which may contribute to the legal rationale for why the City may want to have some of these areas around restaurant patios fenced off from the public space. Councilmember Lebowsky requested the City's lobbyist work on this state regulation to allow more flexibility in such spaces. Councilmember Glover concurred, stating a more open environment would be more inviting.

Councilmember Fox asked how public versus private parking would be handled and how much will be available to the public. She cautioned that, given how busy this area is now and will become once developed, the City should be sensitive to the need for potential public overflow parking and where to situate that to ensure safe pedestrian access. Mr. Eiken stated the parking requirements will be handled more specifically at the master plan and site plan approval points in the process for the project, and the project will have minimum parking requirements regardless of what is in the development agreement.

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

- Dean Kirkland, applicant for the project, stated it has taken many years to get this project to this point, and the developers know the site very well. He stated they are very excited to be able to develop it.

Councilmember Hansen asked what the commercial square footage of the site is now compared to what it would be with the build out of the development. Mr. Kirkland stated it is about 16,000 square feet now, and it would be about 122,000 square feet once developed.

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

Councilmember Paulsen stated he appreciates all of the public amenities proposed for the project, but he was underwhelmed by the proposed LEED Silver sustainability standards. He stated he thinks a LEED Gold standard would be a reasonable goal given the public investment going into the project. He stated he could not support the development agreement with the sustainability standards as proposed.

City Manager Eric Holmes asked for clarification as to whether the Council could consider passage of the development agreement with conditions without having to hold another hearing at a future date. Mr. Young stated the City code contemplates the Council having a fully finalized development agreement for

consideration before ratification. Staff would need to go back and make the preferred changes to the documentation and then bring it back before Council in its final form. He confirmed that if Council gave direction for amendments to the development agreement, the public hearing could be continued to a date certain for consideration of that version of the development agreement.

Councilmember Glover stated she can agree with Councilmember Paulsen's concerns, but it does not seem right to change the rules in the middle of the process because the Council now has better knowledge and expectations regarding sustainability standards. She stated she thinks the Council should keep the expectations that were in place at the start of the process.

Councilmember Stober stated he is very excited for this project, as it will vastly expand the retail utilization of the site, but he also agrees that the proposed sustainability standards are disappointing, and he shares Councilmember Paulsen's concerns. He noted this project comes before the Council at an awkward time, as they are considering new climate action goals but have not finalized those standards yet; however, this will be ten-year development agreement.

Councilmember Fox stated she appreciates that the applicant has agreed to not vest to current building standards, but she is also concerned about the list of specific sustainability standards included in the proposed development agreement. She stated the development agreement is intended to provide assurances to both parties moving forward. She stated that if she voted against the development agreement at this time, it is not because she is not necessarily on board with a particular set of goals, but that she would like to see a better articulation of that section within the development agreement.

Mayor McEnerny-Ogle asked for clarification about how the proposed sustainability standards were arrived at and the differences in the LEED levels. Mr. Eiken stated he believes the applicant thought that by itemizing what is included in the LEED Silver level, which would be an expensive undertaking, they would show what goes into that level and be able to address the concerns Council expressed at the March workshop. They agreed to not vest at current building standards but rather wait and vest to whatever standards are in place at the time of site plan approval.

Mr. Fleener explained a project can accumulate LEED points for specific project features at higher efficiency levels, such as HVAC and insulating glass. He noted these come at significant costs to the project. He stated that if Council needs the project to meet a certain level of sustainability, the developer would like to understand what those goals are and determine what it would take to meet them for the project.

Mayor McEnerny-Ogle noted this project sits at one of the noisiest spots in the community, with ambient noise coming from Pearson Airfield and PDX, the railroad, and noise from the river and Interstate 5. She stated she thinks more could be done to protect future residents at the site from this. Mr. Eiken stated the project will be located in a noise impact overlay district, which requires

specific standards the buildings would need to be built to in regard to sound impacts. He stated these standards would be outside of the LEED standards, and would be applied at the site plan and building review steps of the process.

Councilmember Stober stated the area of most concern would be increasing the HVAC efficiency of this project.

Councilmember Hansen stated this project will bring a significant increase of commercial space and community access to the waterfront in this area. He stated he is supportive of the project and wants to see it move forward.

Councilmember Glover stated the improvements to the boardwalk and the trail along this site are something the City has wanted for a long time and this project presents a huge opportunity to make those improvements. She stated it will be an outstanding development and provide more waterfront access.

Councilmember Paulsen stated he agrees with Councilmembers Hansen and Glover, and he appreciates the concerns regarding changing rules in the middle of a process, but he stated this is a different situation because the City is in the process of negotiating a development agreement and it is appropriate to bring into the conversation issues that are important to the City, such as climate sustainability. He stated he wants to see a more aspirational project than what has been described in the LEED Silver standards. He stated he does not believe much has changed in the proposal since it came before Council in workshop.

Mr. Kirkland stated both sides have worked diligently on the development agreement and he feels like this project is being held to a higher standard than the projects on the western waterfront. He noted this site has sat undeveloped for years with a dangerous pier and under-maintained parks and they want to clean it up. He stated he believes his company builds projects to a higher standard, but if there is something more the Council wants to see, they want to know what that would be and evaluate it to determine if it is reasonable.

Motion by Councilmember Paulsen, seconded by Councilmember Fox to continue the public hearing to a date certain and direct staff and the applicant to confer on what may be viable regarding increased sustainability standards and clarifying whether any movement can be made on the issue of demarcation between ground floor restaurants and the public space.

Mr. Holmes suggested the hearing could be continued to July 12.

Motion approved unanimously to continue the hearing to July 12, 2021.

Communications

A. From the Council

B. From the Mayor

C. From the City Manager

a. Housing Code Changes Update

Bryan Snodgrass, Principal Planner, provided Council with an update on the previously confirmed scope of the Housing Code Changes project, next steps and public engagement.

b. Clark County Vacant & Buildable Lands Model

Mr. Snodgrass provided Council with an update on Clark County's vacant and buildable lands model and confirmed direction to City staff in advance of an upcoming County public hearing on the matter.

Adjournment

8:40 p.m.

Anne McEnery-Ogle, Mayor

Attest:

Natasha Ramras, City Clerk

Meetings of the Vancouver City Council are electronically recorded on audio and video. The audio files are kept on file in the office of the City Clerk for a period of six years.

May 24, 2021 - Vancouver City Council Meeting Minutes

WORKSHOPS

Workshops were conducted remotely over video conference utilizing a GoToMeeting platform. Members of the public were invited to view the meeting via the live broadcast on www.cvtv.org and CVTV cable channels 23 or HD 323, or on the City's Facebook page, www.facebook.com/VancouverUS, or listen via the GoToMeeting conference call.

4:00-5:00 p.m. Vancouver Homelessness Plan: Mitigating Impacts of Unsheltered Homelessness

Jamie Spinelli, Homeless Response Coordinator, 360-487-8610

Summary

Staff provided Council with an overview of a proposed plan for addressing the impacts of unsheltered homelessness in Vancouver.

5:00-6:00 p.m. 2022-2027 Transportation Improvement Program (TIP)

Chris Malone, Public Works Finance and Asset Manager, 360-487-7711

Summary

Staff provided an overview of the proposed 2022-2027 Transportation Improvement Plan.

COUNCIL CONSENT AGENDA MEETING

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

Pledge of Allegiance

Call to Order and Roll Call

The Consent Agenda meeting of the Vancouver City Council was called to order at 6:30 p.m. by Mayor McEnerny-Ogle. This meeting was conducted remotely over video conference.

Present: Councilmembers Fox, Paulsen, Lebowsky, Glover, Stober, Hansen, Mayor McEnerny-Ogle

Absent: None

Also present on the call were the following: Eric Holmes, City Manager; Jonathan Young, City Attorney; Amanda Delapena, Assistant to the City Council; Brian Carlson, Deputy City Manager; Julie Hannon, Parks and Recreation Director; Rebecca Kennedy, Long Range Planning Manager; Carrie Lewellen, City Treasurer; Cara Rene, Communications Director; Bryan Snodgrass, Principal Planner; and members of the public.

Proclamation: Memorial Day

Mayor McEnerny-Ogle read and presented a proclamation to Larry Smith, co-chair of the Community Military Appreciation Committee, recognizing May 31, 2021, as Memorial Day.

Community Communication (Items 1-4)

Mayor McEnerny-Ogle opened Community Communication and, receiving no testimony, closed Community Communication.

Consent Agenda (Items 1-4)

Council requested Item 2 be pulled for separate discussion.

Councilmember Fox stated she had spoken with staff about whether the bonds could be funded by a more local institution, but it sounds like there is not the legal criteria for such a selection of a purchaser, and she asked staff to further clarify this

issue for the Council.

Justin Monwai, bond agent through Piper Sandler, explained that they would send the term sheet to about 30-40 banks to solicit offers, and if there are any specific institutions the Council would like the term sheet sent to, they can do so.

Councilmember Fox stated that if the City can re-invest the money in the local economy, that would be preferred.

City Attorney Jonathan Young explained that there are ways the City can use its local purchasing power to support diversity, equity and inclusion issues; however, when it comes to local preference contracting, the state Attorney General's office has advised that providing a preference for local establishments in using the City's purchasing power is implicitly prohibited by state law. He added that any time the City wants to engage preferential treatment in using its purchasing power, it should establish a strong legislative record of the need tied to the end result. He noted he had spoken with the City's Diversity, Equity, and Inclusion Director, Alicia Sojourner, about how to bridge that gap and use the City's purchasing power in a more thoughtful way, and they would present that to the Council for consideration in future meetings. He stated for the purpose of this item, strictly looking at a local purchasing preference is not recommended.

Cynthia Weed, bond counsel, agreed with Mr. Young. She pointed out that developing a preference for a local bank can be an interesting process also because there are not many banking institutions that are still genuinely local versus just being local branches of larger corporations.

Councilmember Fox asked what the criteria for selection would be if more than one bank offered the same rates. Mr. Monwai stated they would look at other criteria, such as the call or redeem feature, and whatever would be most beneficial or preferred by the City. He stated the bank with the best bid is not always the one selected, depending on the other terms offered.

Motion by Councilmember Paulsen, seconded by Councilmember Fox, and carried unanimously to approve the Consent Agenda.

1. Acceptance of Public Art - "The Columbia"

Staff Report 074-21

Summary

The City of Vancouver was contacted by the Port of Portland regarding a donation of public art from Portland International Airport (PDX). In 2001, artist Larry Kirkland, who designed the water feature in Vancouver's Waterfront Park, did an art installation at PDX entitled "The Columbia". Included in the installation were four marble and granite pieces of art that served as decorative benches. The expansion plans for the terminal at PDX do not include reusing the benches and the Port of Portland has

offered them to the City. The pieces are in very good shape and include two fish made of Brazilian quartzite and a boat and bridge made of Indian granite and Italian marble. While these pieces are currently being used indoors, the artist has noted that with slight modifications, they could also be used outdoors. The Public Art Committee is considering locations for the placement of these pieces. At this time, the two fish benches we will installed at the Water Resource Education Center, the Bridge is going to find a home in City Hall and the boat will be on-loan to the Fort Vancouver Regional Library, for their Cascade Park location.

The proposed donation was review by the Public Art Committee and the pieces are being recommended for acceptance into the City's public art collection by the Culture, Arts and Heritage Commission. The City's Donation Acceptance Policy, No. 100-41, requires that donations of artwork that will be on permanent or long-term display be approved by the City Council. The pieces would be added to the City's Public Art Collection.

Request: On May 24, 2021, adopt a resolution accepting the donation of four pieces of artwork associated with "The Columbia" installation at Portland International Airport; and authorize the City Manager or designee to execute the Intergovernmental Agreement - Artwork Transfer with the Port of Portland.

Julie Hannon, Parks and Recreation Director, 360-487-8309

Motion approved the request.

2. 2021B Limited Tax General Obligation (LTGO) Refunding Bonds

Staff Report 075-21

AN ORDINANCE of the City of Vancouver, Washington, providing for the issuance and sale of an up to \$10,100,000 Limited Tax General Obligation refunding bond of the City and delegating authority to approve the final terms of said bond.

Summary

In 2003, the City issued \$18.5 million in Limited Tax General Obligation (LTGO) bonds at an interest rate of 4.43% for construction of the Firstenburg Community Center. The callable maturities of the 2003 bond issue totaling \$15.0 million were partially refunded in 2012. The 2012A bond issue had an interest rate of 3.26%. The City now has the opportunity to refinance the remaining \$9.8 million of the callable maturities of the 2012A Refunding bonds, which can be called in September 2021. Their final maturity date is 12/1/2029.

The new refunding bond issue will be named the 2021B LTGO Refunding bond. A total of up to \$10.1 million is anticipated to be issued to refund the \$9.8 million of the callable maturities of the 2012A LTGO Refunding bond issue. The bond ordinance allows flexibility to issue up to \$10.1 million in refunding bonds in case of market fluctuations. The cost of issuance, including agent's and bond counsel fees, is estimated to be approximately \$50,000.

The 2021B LTGO Refunding bond is anticipated to have an interest rate of approximately 1.35%. By refunding this bond issue the City will realize approximately \$980,000 in future debt service savings, estimated at approximately \$120,000 per year. Debt service payments are currently supported by revenue received by the Real Estate Excise Tax (REET) 1 fund 133.

The ordinance allows for the not-to-exceed amount to be greater than the actual amount estimated to be issued, simply to provide flexibility for the bond sale.

Request: On Monday, May 24, 2021, approve ordinance on first reading, setting date of second reading and public hearing for Monday, June 7, 2021.

Carrie Lewellen, City Treasurer, 360-487-8482

Mayor McEnemy-Ogle read the title of the ordinance into the record.

Motion approved the request.

3. Appointment to the City/County Telecommunications Commission

The City/County Telecommunications Commission (TCC) serves in an advisory capacity to the Vancouver City Council and the Clark County Council on matters related to telecommunications and cable television. The commission makes reports, monitors compliance with the city and county cable franchise agreements, and establishes rules and regulations regarding cable television and associated telecommunications issues.

Mayor McEnemy-Ogle recently interviewed three applicants for this mid-term position and recommends appointment of Denise Shephard; with a term beginning immediately and expiring December 31, 2022.

Request: Appoint Denise Shephard to the City/County Telecommunications Commission, term beginning immediately and expiring December 31, 2022.

Mayor McEnemy-Ogle

Motion approved the request.

4. Approval of Claim Vouchers

Request: Approve claim vouchers for May 24, 2021.

Motion approve claim vouchers for May 24, 2021, in the amount of \$4,403,517.39.

Community Forum

Mayor McEnemy-Ogle opened the Community Forum and received the following testimony:

- Don Steinke, Vancouver, urged the Council to consider supporting the state's goals for emissions reductions.
- Cathryn Chudy, Vancouver, thanked the residents and the Council for sitting through a long meeting on May 17 to provide testimony in support of the City's moratorium on large-scale fossil fuel facilities. She also urged the Council to consider adding a land acknowledgement statement to the beginning of Council meetings.
- Norm Yonemura, Vancouver, spoke in support of improvements to Columbia Street, stating it is an investment in the future and will positively impact residents' physical and social health.
- Glen Yung, Vancouver, urged the City to have a robust conversation with the neighborhoods regarding the City's proposed homelessness plan and work directly with the neighborhoods in selecting the most appropriate sites for the supportive camping program.

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

Mayor McEnemy-Ogle spoke regarding the passing of Vancouver resident and community activist Jane Jacobsen, and about Ms. Jacobsen's many accomplishments and impact on Southwest Washington.

Adjournment

7:00 p.m.

Anne McEnerny-Ogle, Mayor

Attest:

Natasha Ramras, City Clerk

Meetings of the Vancouver City Council are electronically recorded on audio and video. The audio files are kept on file in the office of the City Clerk for a period of six years.

Delapena, Amanda

From: City of Vancouver - Office of the City Manager
Sent: Monday, May 24, 2021 9:11 AM
To: Delapena, Amanda
Subject: FW: Don Steinke's public testimony, May 24, 2021

Testimony for council meeting

Kerry

From: Don Steinke [REDACTED]
Sent: Monday, May 24, 2021 9:03 AM
To: City of Vancouver - Office of the City Manager <CMO@cityofvancouver.us>
Subject: Don Steinke's public testimony, May 24, 2021

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

VCC May 24, 2021, Hello everyone, my name is Don Steinke,

We passed two major climate bills in Olympia this year. According to the tribes, the significance of one of those bills cannot be overstated.

The Climate Commitment Act is like a much-improved version of California's cap and trade program. It will raise at least \$500 million for pollution reduction programs each year.

Here's how it works. A permit to pollute is called an allowance. In our case, an allowance is a permit to emit 1000 tons of ghg. Polluting industries will be allowed to continue polluting up to a certain cap. The cap will be lowered over time.

Companies that want to continue polluting will be required to purchase allowances at auction and the number of allowances available will decline. Gas distribution companies are also covered with a more gradual approach.

In my mind, there still seems to be a cloud over those bills which may take a few months to clear. I'll let you know when I know. This brings me to **Topic 2**

On June 1 of 2017, Alona and I attended the Portland City Council meeting where they established the goal of having 100% renewable energy by 2050. They set the goal and told staff to work out the details.

Consider doing that in Vancouver. Set the goals and hand it over to staff. Consider matching the goal established by our legislature which is to reduce emissions 45% below 1990 levels by 2030 and 95% below 1990 levels by 2050.

I don't think you need to do time consuming outreach to publicly affirm you will get busy to support the state goals and I don't think you need lengthy outreach to lead by example within municipal operations.

The legislature has already told Clark PUD they need to be net zero by 2030, so your primary focus will be the electrification of buildings and transportation beginning with new construction.

To: Vancouver City Council and Staff
Citizen Forum/Public Comment/May 24, 2021/Cathryn Chudy

The agenda for the Council meeting last week was daunting, and I was amazed at the fortitude of those who waited patiently to speak at the hearings. There were 24 out of 26 of us who hung in there and adjusted our time down to 2 minutes while advocating in support of the extension of the bulk Fossil Fuel Moratorium along with the goal of having a strong protective ordinance for Vancouver by the end of the year.

I appreciate the fortitude and patience of our Council members as well, weathering such a lengthy meeting and remaining in active listening mode throughout. I realize that working full time jobs along with managing the expectations and time frames posed by your work as elected representatives of our community must be a challenging balancing act to navigate. I suspect you don't hear 'thank you' as often as you should, and so I am here tonight to offer just that.

I also want to acknowledge the challenges faced by city Staff as they do extensive work that steers the course of our city and informs you as Council members on crucial decisions you are faced with in serving the diverse needs of our community. My experience with city staff who are working on the issues I care most about has been positive, and any effort I have made to engage and communicate has been met with a thorough and positive response. I especially appreciate Aaron Lande for the Fossil Fuel Moratorium and Climate Strategy work that he is doing. I realize these are only a portion of what Aaron does, and that many other staff are also behind the scenes working on these initiatives. I want to recognize and appreciate city staff for the effort and hard work being done behind the scenes for Council and for our community.

.
On a different note, back in October I sent an email to Council members after the October 12th Indigenous Peoples Day Proclamation, suggesting that our Vancouver City Council consider putting in place the practice that exists in many other municipalities of beginning Council meetings with a Land Acknowledgment to Indigenous Peoples statement for Vancouver. I heard back initially from Mayor Anne that there was discussion of this but have heard nothing since. I am hoping that discussion will lead to action, since I believe in expressing gratitude and appreciation to those whose territory we reside on and who have preceded us in stewardship of this land we now share.

I

I-5 Bridge Replacement Program

Vancouver's Program Priorities

VANCOUVER
CITY HALL



June 21, 2021

Vancouver City Council Workshop

Katherine Kelly, Senior Policy Advisor
Rebecca Kennedy, Deputy Director, CED

Process for Establishing Council Priorities

June 21 Workshop:

- Recap of Program History and Current Process
- Discuss Desired Program Outcomes
 - *Seeking Council Direction on Desired Outcomes*

July 12 Workshop:

- Review Desired Outcomes & Draft Resolution
 - *Seeking Council Feedback on Draft Resolution*

July 26 Consent:

- *Seeking Council Approval of Resolution on Vancouver's IBRP Desired Outcomes*

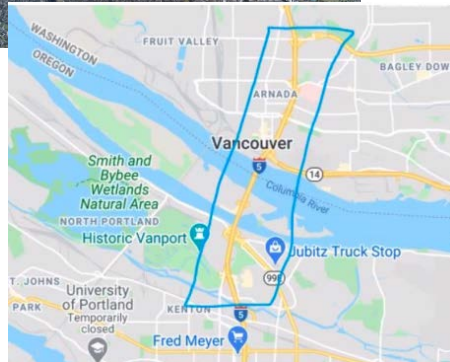


June 21 Workshop: Purpose & Desired Outcomes

- Review of program history: CRC to IBRP
- Review 2018 Council-articulated resolution re: IBRP
- Overview of process for integrating changes since 2011
- Council direction on City's desired outcomes from the IBRP
- Council discussion regarding community benefits from IBRP
- Next Steps



Where We've Been – 1999 through 2014



- 1999 – 2005: I-5 Corridor Studies
- 2005 – 2014: Columbia River Crossing
 - 2005 – 2008: Draft Design Alternatives
 - 2008 – 2011: Development of Preferred Alternative
 - 2011: Record of Decision (ROD)
 - 2012: Refinements to ROD
 - 2013: Funding Not Realized
 - 2014: Program Officially Closed

Where We've Been: Vancouver Resolution

Resolution M-3975 (August 6, 2018)

- An I-5 replacement bridge
- High Capacity Transit (HCT) with a dedicated guideway
- Supports a multimodal approach of highway, HCT, multimodal enhancements to support regional travel needs
- Urges Governor Inslee and WA State legislature to provide adequate funding for the program to WA DOT to materially advance project development for I-5 Bridge replacement

I-5 Bridge Replacement Program (IBRP)

- Nov. 2019: Bi-State Commitment
 - Memorandum of Intent signed by Governors Brown and Inslee
 - Bi-State Legislative Committee established to provide oversight and guidance on program work
- 2019 – Present: I-5 Bridge Replacement Program
 - ODOT and WSDOT are jointly leading the program work in collaboration with eight other bi-state partner agencies
 - \$80M of combined funding dedicated by OR and WA as of March 2021
 - Recognition of need to further elevate Climate and Equity into Program

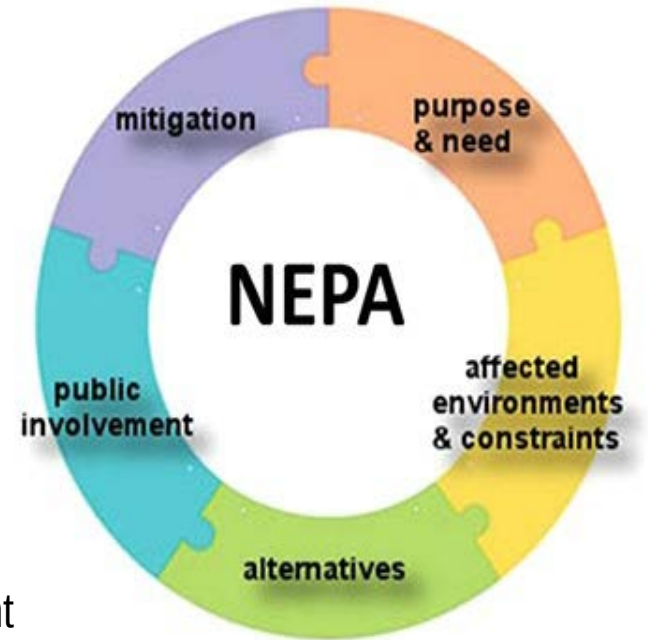


IBRP Process



National Environmental Policy Act (NEPA)

- Required for federally funded projects
- Determines impacts on human and natural environment
- Requires agency and public participation in project planning
- Discloses project alternatives, environmental effects, mitigations
- Four steps:
 - ✓ Notice of Intent
 - ✓ Draft Environmental Impact Statement
 - ✓ Final Environmental Impact Statement
 - ✓ Record of Decision (ROD)



Identified Problems: Purpose & Need



Congestion



Seismic
Resiliency



Safety



Limited public
transportation



Impaired freight movement



Inadequate bike and ped
connections

Proposed CRC Solutions – Vancouver Elements

Record of Decision (2011) – Vancouver-specific elements

- A replacement bridge
- Redesign of four interchanges, improvements to three interchanges
- Bicycle and pedestrian enhancements, connection to regional system
- Light rail to Clark College, terminating at Clark College
- A transit alignment on a Washington/Broadway couplet in lower Downtown and on McLoughlin Blvd. to the Clark College terminus
- Tolling on the bridge

Refinements (2011 – 2013)

- Bridge height adjustment
- Construction phasing

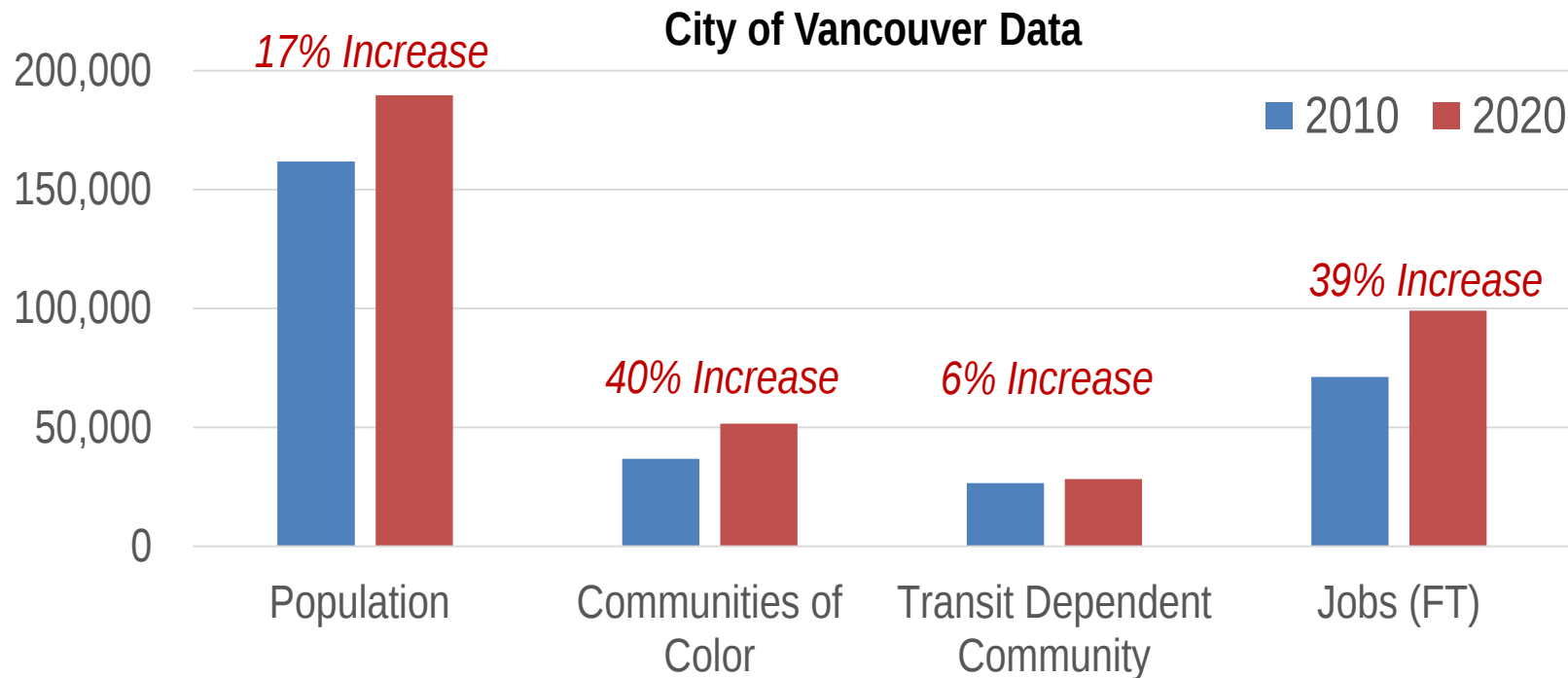
Questions on History or NEPA Process?

Coming Up: IBRP - A New Program

- Changes Since CRC
- Process to Address Changes
- Desired Outcomes



Changes Since 2011 – Demographics & Employment

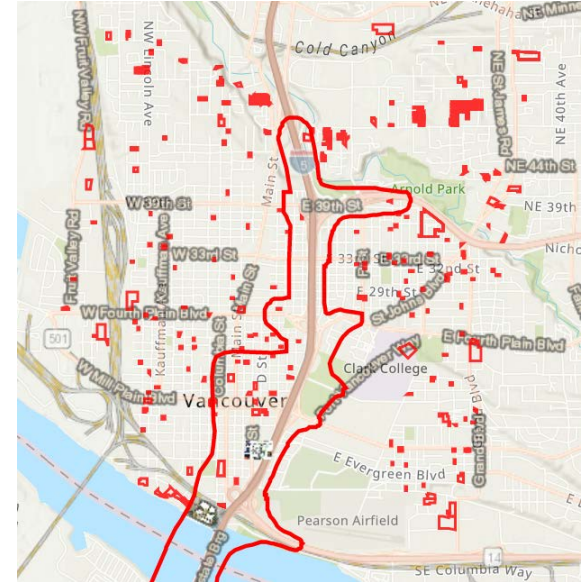


Changes Since 2011 - Development

Major Development Sites within the IBRP Area

- Hurley Bldg. (2020): between 3rd and 4th, Columbia and Washington Streets
- Potential new development at parking lot between 4th and 5th, Columbia and Washington Streets (north of Hurley Bldg.)
- Terminal One site (forthcoming)
- New Seasons (2023): Main and 15th Streets

New Development Since 2011



Changes Since 2011 - Transit

Bus Rapid Transit

- The Vine Bus Rapid Transit system implemented on Fourth Plain
- New BRT stations in Downtown
- Mill Plain Bus Rapid Transit forthcoming

Bus on Shoulder on I-5 and I-205

Local Transit System Service Enhancements

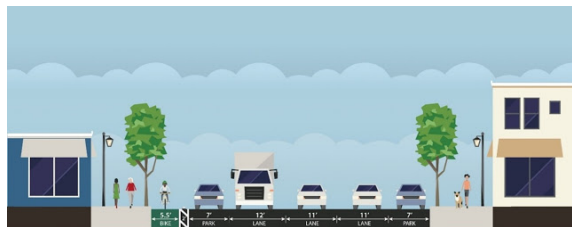


Changes Since 2011 – Bike/Ped Facilities



Bike lanes on 8th St. between C St. and Franklin St.

Buffered bike lanes on Mill Plain from Ft. Vancouver Way to Reserve St.



Parking protected bike facilities on Mill Plain at 15th St. from Ft. Vancouver Way to Columbia St.

Changes Since 2011 – Local Streets

Traffic Flow Changes

- Portion of Washington St. converted from one-way to two-way
- BRT-only lane on a portion of Washington St.
- Future consideration: convert Washington St. from one-way to two-way between 6th and 15th streets if transit analysis warrants



Street Enhancements

- New roadway: Columbia Way
- Enhancements on Columbia Way from waterfront to 45th St.
- Ft. Vancouver Safety & Mobility Project
- SR 501 to I-5 Mill Plain Freight Mobility & Safety Project

Changes Since 2011 – Highway Access

Ramp Metering:

- All ramps on I-5 SB from the bridge to 78th St.
- NB at Fourth Plain ramp (forthcoming)

Added Capacity:

- NB off-ramp at Mill Plain - minor widening of ramp
- Reconfiguration of existing roadway on Mill Plain to accommodate for NB on-ramp widening
- Mill Plain Interchange (2026) – Redesign
- Addition of traffic signal at I-5 NB ramp @ Fourth Plain



Changes Since 2011 – Key Council Policy Actions

In addition to Council strategic planning processes since 2011, the following are Council policy actions that influence transportation project decisions:

- Biennial Budget (2021-2022): Council adopted citywide priorities of safety, equity, and climate action to guide budgetary decisions:
- Complete Streets Policy (adopted 2016): All projects safely serve all users, ages and abilities regardless of mode of travel.
- Westside Mobility Strategy (adopted in 2016): Identifies mobility improvements for all modes on Vancouver's west side and connections to Interstate 5.

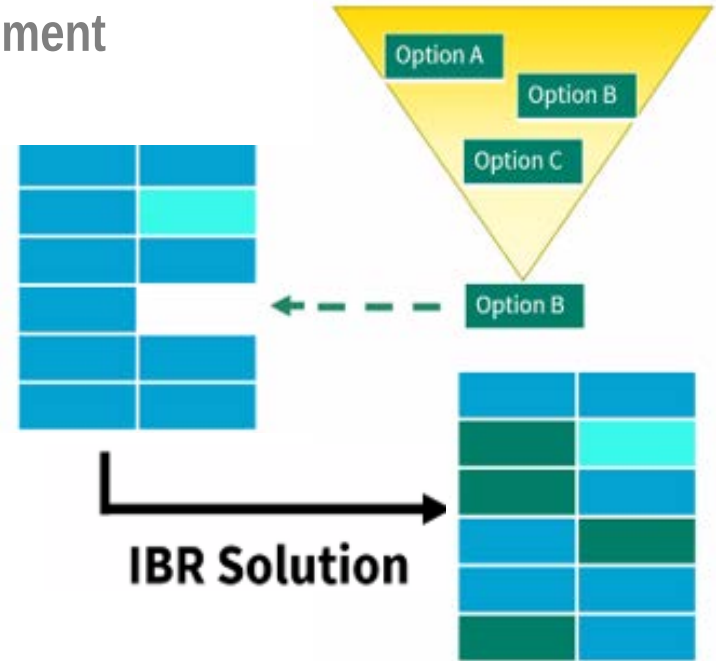
Addressing Changes in Design Options

2013 LPA

Bridge Design	Bridge Lanes
Bridge Location	Bridge Height
Bridge Connections	Hayden Is Interchange
NPH Bridge	Active Transportation
Transit Mode	Transit Route & Termini
Transit Stations	Transit P&R

Design Option Development & Screening

- Identify changes to physical environment and context
- Develop design options to address changes
- Use data and analysis to evaluate design options
- Engage advisory groups, community
- Narrow design options for each change to a single solution



Program and City Values

IBRP Values

- Community Livability
- Distribution of Impacts and Benefits
- Mobility, Reliability, Accessibility
- Stewardship of Resources
- Bi-State Cooperation
- Modal Choice
- Safety
- Regional Economy, Freight Mobility

Climate
and
Equity

Vancouver Core Values (DRAFT)

- Livability
- Equity & Inclusion
- Innovation
- Sustainability
& Resiliency
- Community Trust &
Relationships

Climate and Equity

Climate and Equity elements being developed and further refined:

- Goals
- Screening criteria
- Performance measures
- Metrics for tracking performance
 - Design
 - Construction
 - Post-Construction



Vancouver Priorities – Built Environment

Desired Outcomes

- Support Downtown development goals
- Improved access to regional highway system from downtown
- Improved access to transit
- Local roadway improvements

Community Benefits

- Retain the number of access points to Downtown
- Transit access in proximity to housing and jobs
- Main Street extension to the waterfront

Vancouver Priorities – Urban Design

Desired Outcomes

- Integration and recognition of the area's history
- Better connectivity between neighborhoods and institutions on both sides of I-5
- Creation of new public open spaces that serve Vancouver's diverse and growing community

Community Benefits

- Recognition of Indigenous People's history in the bridge impact area
- Bridge design is integrated into Downtown Vancouver, supports placemaking goals
- Community Connector – Lid over I-5 south of Evergreen connecting Library Square to the Historic Reserve
- A Public open space under the bridge that is welcoming and place-based

Vancouver Priorities – Traffic Operations

Desired Outcomes

- Reduce overall bridge congestion and length of peak congestion periods
- Reduce peak period impacts on local road system
- More reliable travel for all modes
- Reduced collisions on local roads in Downtown

Community Benefits

- Plan to reduce congestion on local roads
- Plan to reduce peak period congestion

Vancouver Priorities – Construction, O&M

Desired Outcomes

- Disadvantaged Business Enterprise (DBE) requirements meet or exceed standards
- Post-construction operating and maintenance costs efficiently managed
- Construction materials, built for existing and future types of transportation

Community Benefits

- Construction plan limits impacts to businesses through mitigation, education, and outreach
- Generational wealth is built through journey programs that begin with WBE/MBE requirements
- Long-term maintenance costs are reduced with use of environmentally-friendly and sustainable materials (climate benefit)

Discussion

- What are the city's desired outcomes from the Interstate Bridge Replacement Program?
- How do desired outcomes translate to community benefits?

Questions, Discussion, Next Steps

- Katherine Kelly, Senior Policy Advisor
Contact Info.: Katherine.Kelly@CityofVancouver.us



Staff Report 087-21

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 6/21/2021

SUBJECT Amended and Restated Coordination of Services Agreement between Clark Regional Wastewater District and the City of Vancouver

Key Points

- The City and the District originally entered into the Coordination of Services Agreement in 2010 to coordinate wastewater services between the agencies and provide a future roadmap for assumption of the District by the City pending a large-scale annexation of the District service area by the City
- The Agreement is proposed to be amended to address certain administrative updates and changes to the District's service area and expanded responsibilities
- The amended Agreement remains consistent with its original intent and the guiding principles under which it was developed.

Strategic Plan Alignment

Goal 1, Objective 1.2: Ensure our infrastructure, including buildings and utilities, is safe, environmentally responsible and well maintained.

Present Situation

The City of Vancouver and Clark Regional Wastewater District (District) originally entered into the Coordination of Services Agreement on June 28, 2010, to cooperatively plan and coordinate the delivery of wastewater services for the public served by both agencies. The Agreement has served the City and the District well for many years and there have been significant accomplishments over time for the partnership.

With more than a decade passing since the original agreement was approved, staff from both agencies have worked to update the agreement within the original intent and guiding principles to address changes in the following areas:

- Formation of the Discovery Clean Water Alliance in 2013
- Transfer of the Ridgefield wastewater collection system to the District in 2015

- Recent investment by the District in its administrative and operations center campus facilities
- Updates to relevant portions of RCW 35.13A (governing assumption of jurisdiction of water and sewer districts)

A briefing memo with additional background information is attached.

Advantage(s)

1. The Amended Agreement continues to provide a roadmap to what happens to current District customers when they are annexed into the City and for how the City and the District treat those customers.
2. The Amended Agreement continues to provide predictability for the City and the District and our respective sewer utility customers.
3. The Amended Agreement continues to provide support and flexibility for current sewer regionalization efforts.
4. The Amended Agreement continues the successful partnership between the City and the District that the parties have enjoyed over the past decade.

Disadvantage(s)

None

Budget Impact

None

Prior Council Review

- The original Coordination of Services Agreement was adopted by City Council on June 28, 2010.
- The First Amendment to the Agreement (Staff Report 133-15) was entered into on September 14, 2015, regarding the City aiding the District in the collection of delinquent sewer service charges through the ability to shutoff City water service to delinquent sewer accounts.
- A briefing memo dated June 7, 2021 concerning the Amended and Restated Coordination of Services Agreement was transmitted to Council and is also attached.

Action Requested

Authorize the Mayor to sign the Amended and Restated Clark Regional Wastewater District and City of Vancouver Coordination of Services Agreement.

Brian Carlson, Deputy City Manager, 360-487-7131

ATTACHMENTS:

- ▢ Background memo
- ▢ Agreement
- ▢ Redlined Agreement



MEMORANDUM

DATE: June 7, 2021

TO: Eric Holmes, City Manager

FROM: Brian K. Carlson, Deputy City Manager
Jennifer Belknap Williamson, Public Works Director

RE: **Amended Coordination of Services Agreement between Clark Regional Wastewater District and the City of Vancouver**

BACKGROUND:

In 2007, the City of Vancouver and Clark Regional Wastewater District (District) jointly undertook a Merger (Assumption) Impact Study. The study explored all aspects of a no assumption, a partial assumption, and a full assumption options between the sewer utilities of the City and the District. For a variety of reasons, a full assumption or a partial assumption did not move forward.

As a follow up to the study, the District and the City developed a set of guiding principles as a framework to provide wastewater and sewer services effectively and efficiently in the Vancouver Urban Growth Boundary. That framework also led the two agencies to explore a long-term agreement structure to provide a roadmap showing how services could be coordinated in a way to maximize benefits to the sewer customers of the City and the District and directly address issues with annexation and assumption per RCW 35.13A.

That process resulted in the District and the City entering into a Coordination of Services Agreement on June 28, 2010 to coordinate and cooperatively plan the delivery of wastewater services for the public served by both agencies. A key function of the Agreement was to maintain the focus on service delivery while acknowledging the annexation and assumption processes that were anticipated to happen over time.

The Agreement has served the District and the City well for many years and there have been significant accomplishments over time for the partnership. With more than 10 years passing since the original Agreement was approved, both agencies have worked to update the Agreement within the original intent and guiding principles to address changes over the last decade including:

- Formation in 2013 of the Discovery Clean Water Alliance (the District, cities of Battle Ground and Ridgefield and Clark County) with the District as the administrative lead.
- The Alliance assuming full ownership and operational responsibility over the Salmon Creek and Ridgefield wastewater treatment plants and other conveyance facilities serving the cities of Battle Ground, Ridgefield and a small portion of Vancouver and portions of unincorporated Clark County.

- In 2014, transfer of ownership of the City of Ridgefield's wastewater collection system to the District
- Recent expansion and reinvestment by the District into its administrative and operations center facilities on its current campus at 8000 NE 52nd Court.

The revisions fall generally into two categories: (1) administrative updates to reflect current events and legislative changes since the original agreement was approved, and (2) updates to address more substantive issues considering the regional sewer service changes that the District is now involved with. benefitting the expanded service area.

The updated Agreement also incorporates the terms of the First Amendment of the Coordination of Services Agreement that was entered into on September 14, 2015 relating to the collection of delinquent sewer service charges and the assistance provided by the City through the termination of water service.

To aid in the review of the proposed changes to the Agreement a "redline" document that shows all the revisions from the original Agreement is attached.

NEXT STEPS:

This District Board is scheduled to adopt the amended Agreement on Tuesday, June 8. Consideration by City Council has been scheduled on Council's June 21 Consent Agenda.

Should there be any questions, please let us know.

Attachment: Redline version of the Amended Agreement

**CLARK REGIONAL WASTEWATER DISTRICT AND CITY OF VANCOUVER
COORDINATION OF SERVICES AGREEMENT
[AMENDED AND RESTATED JUNE ___, 2021]**

THIS COORDINATION OF SERVICES AGREEMENT ("Agreement") is made and entered into by and between CLARK REGIONAL WASTEWATER DISTRICT, Clark County, Washington ("District") and the CITY OF VANCOUVER, Washington ("City"), each a Washington municipal corporation, (individually a "Party" or collectively the "Parties").

RECITALS

A. The District and the City both operate wastewater collection systems. The District's wastewater is treated at the City's Westside Wastewater Reclamation Facility and the Discovery Clean Water Alliance's Salmon Creek Treatment Plant and Ridgefield Treatment Plant. The City's wastewater is treated at the City's Westside and Marine Park Wastewater Reclamation Facilities.

B. A significant portion of the District's territory lies within the City's urban growth area. Pursuant to the Growth Management Act and the City's comprehensive plan, the City intends to annex the City's urban growth area within the District's territory.

C. The City is authorized by state law to assume the ownership, operation and maintenance of the portion of the District's wastewater system that lies within an annexed area, and to assume ownership, operation and maintenance of all of the District's wastewater system when either 60% of the assessed value of real property in the District or 60% of the area of the District is included within the City.

D. In order for the District and the City to better serve their respective customers, and to collect and treat efficiently and effectively the wastewater generated by those customers, the District and the City have agreed to coordinate and plan cooperatively their services, facilities, and annexations, as well as any City assumptions.

E. On June 28, 2010, the District and the City entered into a Coordination of Services Agreement effective July 1, 2010 to coordinate and plan cooperatively their services, facilities, and annexations, as well as any City assumptions including an agreement for the City to assume the entirety of the District when the threshold of 60% under RCW 35.13A.030 is reached.

F. Pursuant to the original Coordination of Services Agreement, the District and the City agreed to coordinate and plan cooperatively their services, facilities, and annexations, as well as City assumptions under Chapter 35.13A RCW, and have established an excellent and cooperative working relationship which serves the best interests of both Parties and their respective customers and residents.

G. The District wastewater collection system also serves the Ridgefield urban growth area pursuant to a separate agreement with the City of Ridgefield. The City of Ridgefield transferred ownership of its wastewater collection system to the District effective January 1, 2014.

H. On September 14, 2015, the District and the City entered into the First Amendment to the Coordination of Services Agreement ("First Amendment") pursuant to which the City agreed to assist the District in the collection of delinquent District sewer service charges by terminating water service to the subject property in limited circumstances.

I. Since entering into the Coordination of Services Agreement, certain events have occurred, including the formal creation of the Discovery Clean Water Alliance pursuant to Chapter 39.106 RCW, and effective as of January 1, 2015 the Alliance assumed full ownership and operational responsibility over certain regional wastewater treatment facilities which serve District customers, including customers located within certain areas of the City. The District serves as both the Administrative Lead and as an Operator under contract with the Alliance.

J. Given the passage of time since entering into the original Coordination of Services Agreement, the District and City now desire to enter into this Agreement to update and consolidate the terms and conditions of the original Coordination of Services Agreement and the First Amendment to the Coordination of Services Agreement which the Parties acknowledge has fostered a mutually beneficial relationship between the District and the City.

AGREEMENT

In consideration of the following terms and conditions, the District and the City agree as follows:

1. City assumption of entire District.

1.1 The City shall notify the District when at least 45% of the assessed valuation of the real property of the District is within the City or at least 45% of the area of the District is within the City.

1.2 In consideration of the forbearance of its rights to assume the District under Chapter 35.13A RCW, and receipt of the Interlocal Operating Fee to be paid by the District to the City as set forth in Section 7.6, the City agrees that it may at its sole option elect to assume the entire District on January 1 of the year following the date on which at least 60% of the assessed valuation of the real property of the District is within the City or at least 60% of the area of the District is within City; provided, that if such date is on or after

September 1, then any assumption shall occur on January 1 of the second year following such date. This assumption is referred to in this Agreement as the “District assumption,” and shall be carried out in accordance with RCW 35.13A.020 and 35.13A.030. The assessed valuation of the District shall include the Meadow Glade and Hockinson areas of Clark County. Except for the portions of Meadow Glade that are located within the city limits of the City of Battle Ground, the assessed valuation of the real property of the District shall not include the incorporated area and urban growth area of other cities and towns.

1.3 Prior to the District assumption, the City shall not assume portions of the District pursuant to RCW 35.13A.040 (less than 60% of area or valuation).

1.4 Upon the District assumption, (1) all property and rights of the District shall become the property and rights of the City, subject to all outstanding contractual obligations and indebtedness of the District, and (2) the City shall assume the obligation of paying and providing for all outstanding contractual obligations and indebtedness of the District, all as required and authorized by RCW 35.13A.020 and 35.13A.030.

1.5 If the City elects to proceed with a District assumption in accordance with the terms of this Agreement, the District agrees not to oppose or object to the District assumption or to initiate, directly or indirectly, the referendum process authorized in Chapter 35.13A RCW. Any District assumption shall be governed by Chapter 35.13A RCW, as may be amended.

1.6 Given the District’s service commitments within the cities of Battle Ground and Ridgefield a District assumption could impact the interests of the cities. The District and the City acknowledge the importance of proper planning and coordination between municipal entities for the delivery of regional services like wastewater collection services. Therefore, in the event a District assumption has the potential for impacting the interests of Battle Ground and Ridgefield, the District and the City will work cooperatively to identify any such impacts and will evaluate the potential options available to eliminate or minimize the impacts of a District assumption. Upon initiation of a District assumption, the District and the City will engage with Battle Ground and Ridgefield to discuss potential impacts associated with a District assumption and will work cooperatively to resolve such impacts to the extent reasonably possible.

1.7 Unless provided otherwise in this Agreement, all rights and obligations of the Parties under this Agreement shall continue until the District assumption.

2. Planning for City annexations. The City shall notify the District of a proposed City annexation of the District’s service area. The District’s service area is defined as the land that is proposed to be served by the District in the District comprehensive plan or a District resolution (“District’s service area”). Where the annexation is initiated by petition, letter or written notice, the City shall notify the District when the petition, letter, or notice (1) is distributed to the City Council for setting of a meeting or hearing date, or (2) is sent to

Clark County and the fire protection district with jurisdiction over the proposed annexation area, as applicable. Where the annexation is initiated by City Council resolution, the City shall notify the District at least 30 days before adopting such resolution.

3. District support of City annexations. The District shall not oppose or object to a proposed City annexation within the District's service area, but may provide comments to the City regarding the proposed annexation. The District may send to District customers a notice of a proposed City annexation and the effects of such annexation on District customers, as long as the District provides a draft of the notice to the City at least 30 days prior to issuance of the notice.

4. Planning for District annexations. The District shall notify the City of a proposed District annexation. Where the annexation is initiated by notice or petition of property owners or residents, the District shall notify the City at least 30 days before the notice or the petition is first presented to Board of Commissioners for consideration or for setting the date of a meeting or hearing. Where the annexation is initiated by resolution of the Board of Commissioners, the District shall notify the City at least 30 days before adopting such resolution.

5. City support of District annexations. The City shall not oppose or object to a proposed District annexation, but may provide comments to the District regarding the proposed annexation. The City may send to City customers a notice of a proposed District annexation and the effects of such annexation on City customers, as long as the City provides a draft of the notice to the District at least 30 days prior to issuance of the notice.

6. District comprehensive plan amendments.

6.1 The City shall not oppose or object to proposed or adopted District comprehensive plan amendments.

6.2 The District shall notify the City at least 30 days before adoption of a resolution approving a District comprehensive plan amendment.

6.3 The District comprehensive plan shall (1) include facilities to serve the District territory and the District's service area, (2) provide for service to all District customers, and (3) provide that where the District is unable to provide service to the District territory or the District's service area that flows to the City treatment plant, the City is the logical service provider for such territory or service area.

7. Jurisdiction over customers and facilities in annexed areas; Interlocal Operating Fee. Upon City annexation of District land:

7.1 The District shall retain its customers in the annexation area;

7.2 The District shall retain ownership and control of and jurisdiction over

wastewater facilities, structures, and buildings in the annexation area;

7.3 The District regulations and policies shall continue to apply in the annexation area;

7.4 The City shall incorporate applicable portions of the District comprehensive plan into the City capital facilities plan and the capital facilities plan element of the City comprehensive plan;

7.5 The District shall continue to set wastewater rates and charges in accordance with the principles and factors of RCW 57.08.005 and 57.08.081, as presently in effect or as hereafter amended; and

7.6 In consideration of and as compensation for the City's forbearance of its right to assume the District under Chapter 35.13A RCW, as it now exists or may be amended, and the rights granted to the District under this Agreement to operate its existing and future sewer facilities within the City's corporate limits, including any future annexed areas, the District agrees to pay to the City an Interlocal Operating Fee as follows: The District shall pay to the City an amount equal to 6% of the regular District service charges that are collected from customers in the annexation area, less applicable B&O or other taxes paid by the District ("Interlocal Operating Fee"). To satisfy the payment, the District may impose on customers in the annexation area a surcharge of 6% of the regular District service charge, over and above the regular District service charge, and may identify such surcharge on a customer billing as a City charge. If the District imposes the surcharge and also pays to the City a franchise fee for sewer facilities located in the City's right of way and/or a City utility tax, the franchise fee and/or the City utility tax shall be a credit against the Interlocal Operating Fee, and the franchise ordinance or agreement shall coordinate the timing of the payment with the collection of the District's surcharge. The franchise fee and the City utility tax, combined, shall not exceed the Interlocal Operating Fee. The District shall remit payment of the Interlocal Operating Fee to the City once a month.

8. District office/operations building. Until the District assumption, the District shall own, operate, and control the real property and improvements that comprise the District office and operations site ("District Office"). If the District sells or transfers all or part of the District Office, and acquires a replacement parcel and/or improvements, the District shall own, operate, and control the replacement parcel and/or improvements. If this Agreement is terminated for any reason described in Section 17, and the City subsequently engages in a partial assumption of the District's service area, sewer facilities, and District Office (or the replacement parcel and/or improvements), the District shall retain the right in its sole discretion to occupy and use the District Office (or the replacement parcel and/or improvements) for a period of 10 years after the termination of this Agreement. The rights and obligations in this Section 8 shall survive the termination of the Agreement.

9. Common operation and maintenance standards. The Parties will coordinate planning, operation and maintenance of their respective wastewater facilities and systems to the greatest extent possible. The Parties will endeavor to standardize their respective laws and regulations to the greatest extent possible, and to this end, the Parties will attempt to develop joint operation and maintenance standards for their respective wastewater facilities and systems.

10. Coordination of services and rates. The Parties will coordinate delivery of services to the greatest extent possible. The Parties will provide to each other 30 days notice of adoption of any changes in service rates and connection charges.

11. District levels of service. On May 28, 2013, the District adopted Resolution No. 1586 which established the initial levels of service, standards and fiscal policies for operation and maintenance of its wastewater system and capital improvements to its system ("Service Plan"). The District shall maintain this Service Plan during the term of this Agreement. The oversight committee established in Section 12 below shall review and comment on any proposed updates to the Service Plan pursuant to a procedure adopted by the oversight committee.

12. Oversight committee. An oversight committee, consisting of two staff persons and one elected official from each Party, shall meet at least once every six months to monitor and discuss implementation of and compliance with this Agreement.

13. Dispute resolution. The Parties shall first attempt to resolve a dispute by discussions among a City representative or representatives selected by the Mayor and a District representative or representatives selected by District General Manager. If the discussions are not successful, the Parties shall engage in mediation within 45 days of termination of discussions, according to a process and before a mediator agreed upon by the Parties. Unless otherwise agreed to by the Parties, disputes shall not be resolved by mandatory arbitration. The Parties reserve their rights to pursue any available Court remedies at any time after a dispute arises.

14. Regional facilities. The Parties may participate in discussions, initiatives, and studies with other Clark County governmental entities, including the Discovery Clean Water Alliance, regarding the provision and delivery of wastewater service in Clark County. Before District assumption:

14.1 The District may participate in or manage the Discovery Clean Water Alliance or other regional entity or regional operation, the purpose of which is to operate and maintain regional wastewater conveyance and treatment facilities for Clark County, the District and Clark County municipalities other than the City.

14.2 The City may participate in the Discovery Clean Water Alliance or other regional entity or regional operation described in Section 14.1 if the area of the City is or will be served by the facilities described in Section 14.1.

14.3 The District shall provide retail (collection) wastewater services within its service area.

14.4 The District shall obtain wholesale (treatment) wastewater services from the City, or the Discovery Clean Water Alliance or other regional entity as described in Section 14.1.

After District assumption, the City shall provide retail (collection) wastewater services in the District's service area, and shall comply with the terms and conditions of any agreements between the District and Clark County and/or Clark County municipalities, including the Discovery Clean Water Alliance regarding the operation and maintenance of regional wastewater conveyance and treatment facilities for Clark County and Clark County municipalities.

15. Meadow Glade and Hockinson systems. The City acknowledges that the Meadow Glade and Hockinson wastewater systems may not be owned by the District on the date of the District assumption. Consistent with this acknowledgment, the City authorizes the District to transfer ownership and/or operation and maintenance of such systems to the City of Battle Ground, after 30 days notice to the City.

16. Effective Date; Term of Agreement. The effective date of this Agreement shall be the date of full execution by the Parties. Upon full execution, this Agreement shall supersede and replace the Coordination of Services Agreement dated June 28, 2010 and the First Amendment to the Coordination of Services Agreement dated September 15, 2015 previously entered into by the Parties. The term of this Agreement shall be twenty-five (25) years. If no District assumption occurs within the initial 25-year term, this Agreement shall be automatically extended for successive five (5) year terms until such time as the Agreement is terminated as provided for in this Agreement. This Agreement shall automatically terminate upon the effective date of the District assumption.

17. Early termination of Agreement. Either Party may terminate this Agreement for any of the following reasons:

17.1 A new city is incorporated in all or a portion of the District's service area;

17.2 The District becomes primarily a wholesale service provider;

17.3 The District merges into another governmental entity. The term "merger" means permanent transfer of all property and indebtedness and cessation of operation;

17.4 The City or the District is precluded by a court order or judgment from complying with any term of this Agreement regarding employment and rights of District or City employees; or

17.5 Chapter 35.13A RCW (the assumption statute) is amended to change materially the process by which the City may assume all or a portion of the District, including but not limited to approval by the voters within the assumption area or within the District, or to change the percentage of area or valuation of the District that allows a City assumption.

The terminating Party shall give 180 days notice to the other Party. Upon termination, the District property, responsibilities, and customers in the areas annexed by the City may be transferred to and assumed by the City pursuant to RCW 35.13A.030 (more than 60% of assessed valuation or 60% of area of District) or RCW 35.13A.040 (less than 60% of assessed valuation and 60% of area of District), as applicable and according to the version of the statute in effect on the date of termination.

18. Hiring of employees and consultants prior to assumption. On and after a date when at least 45% of the assessed valuation of the real property of the District is within the City, the District shall not enter into or extend the term of any contract between the District and District employees or consultants beyond the anticipated date of the District assumption, without approval of the City. The “anticipated date of the District assumption” shall be two (2) years, unless agreed otherwise by the Parties.

19. Employment and rights of District employees.

19.1 In the City budget for the calendar year in which the District assumption will occur, the City shall provide full-time positions for all District full-time employees and part-time positions for all District part-time employees, who were employed by the District on December 1 of the year before the District assumption. These City positions shall be substantially similar in nature and salary to the District positions. Any District employee having an employment contract with the District shall be considered a District employee. The District shall not hire any new employee after December 1 of the year before the District assumption.

19.2 On or before December 15 of the year before the District assumption, the City shall offer to the District employees described in Section 19.1 the positions provided for in the City budget described in Section 19.1. On or before December 31 of the year before the District assumption, the District shall advise the City of the District employees who will not accept a position with the City.

19.3 The City shall not reduce the wages of a former District employee, but may freeze a former District employee’s wages within a job classification until the City’s wage rate is equal to or exceeds the former District employee’s wage rate.

19.4 Former District employees shall not be laid off during the first calendar year after commencing employment with the City. The term “laid-off” means elimination of a position.

19.5 The City reserves the right to discipline or terminate a former District employee "for cause."

19.6 Former District employees shall carry over to the City all accrued sick leave at the time of District assumption, in accordance with District regulations and policies. A reasonable period of time before District assumption, a District employee may cash out accrued sick leave, in accordance with District regulations and policies, so that after cash out the District employee shall retain for carry over to the City no less than 25% of the maximum accrued sick leave under City laws and regulations.

19.7 Former District employees shall carry over to the City all accrued vacation at the time of District assumption, in accordance with District regulations and policies. A reasonable period of time before District assumption, the District shall cash out accrued vacation in excess of 75% of the maximum accrued vacation under City laws and regulations. A District employee may cash out accrued vacation, in accordance with District regulations and policies, so that after cash out the District employee shall retain for carry over to the City no less than 25% of the maximum accrued vacation under City laws and regulations.

19.8 Except for vacation and sick leave, the City shall not be responsible for former District employee time off with pay, including but not limited to compensatory time, floating holidays, and recognition time.

19.9 Years of service at the District shall be applied to years of service at the City for all purposes, including but not limited to determining vacation accrual, sick leave benefits, service awards and layoffs.

19.10 During the first year of employment with the City after the District assumption, former District employees shall earn vacation under City laws and regulations in effect during such first year of employment or under District regulations and policies in effect immediately before the District assumption, whichever is greater. After the first year of employment and thereafter, former District employees shall earn vacation under City laws and regulations.

19.11 After the criterion of Section 18 is satisfied, the City shall use its best efforts to include in any applicable City collective bargaining agreements the terms and conditions of this Section 19 that are subject to collective bargaining. At the request of the District, the City shall, within 14 days of the request, file with the District a written report of the City's efforts to include such terms and conditions in such collective bargaining agreements.

20. Records review. Upon three (3) business days' notice, or upon notice agreed upon by the Parties, a Party shall have the right to inspect and copy, without charge, all records of the other Party relating to this Agreement or its subjects.

21. Indemnification. To the maximum extent permitted by law, each Party shall defend, indemnify and hold harmless the other Party, and all of its officials, employees, principals and agents, from any and all claims, demands, suits, actions, fines, penalties, and liability of any kind, including injuries to persons or damages to property, which arise out of or are related to any negligent acts, errors, omissions of the indemnifying Party and its contractors, employees, agents and representatives in performing obligations under this Agreement. However, if any such damages and injuries to persons or property are caused by or result from the concurrent negligence of the District or its contractors, employees, agents, or representatives, and the City or its contractors or employees, agents, or representatives, each Party's obligation hereunder applies only to the extent of the negligence of such Party or its contractors, employees, agents, or representatives.

The foregoing indemnity is specifically and expressly intended to constitute a waiver of each Party's immunity under industrial insurance, Title 51 RCW, as respects the other Party only, and only to the extent necessary to provide the indemnified Party with a full and complete indemnity of claims made by the indemnitor's employees. This waiver has been mutually negotiated.

22. Rates after assumption. After the District assumption:

22.1 The City shall retain its authority to fix rates and charges in accordance with the general principles and factors of RCW 35.67.190 and 35.92.020 as presently in effect or as hereafter amended; and

22.2 The City shall not charge an out-of-city rate to former District customers, although the City may establish a rate differential for such customers based upon the treatment plant serving such customers.

23. Dissolution of District. Following the District assumption, the District shall remain in existence if necessary (1) to comply with applicable laws and regulations or to satisfy any outstanding District contractual obligations and indebtedness, or (2) to carry out any roles and responsibilities of the Discovery Clean Water Alliance or other regional entity or regional operation for provision of wholesale (treatment), wastewater services in all or a part of Clark County. If item no. 2 in the previous sentence does not apply, and if the City determines that the District's existence is no longer necessary to comply with applicable laws and regulations or to satisfy any outstanding District contractual obligations and indebtedness, the District Board of Commissioners shall, at the written request of the City and pursuant to Chapter 53.48 RCW, as presently in effect or as hereafter amended, file a petition for dissolution with Clark County Superior Court.

24. City water service shut off. After the District has completed its established delinquent sewer service charge collection process for property that has delinquent sewer service charges, the District General Manager or designee may file a written request with the City Director of Public Works or designee to shut off the water service for such property. Upon receipt of the request, the City Director of Public Works or designee shall

shut off the water service, following the City's procedure and requirements for shutting off water service for nonpayment of City water service charges, as contained in the City Code or rules and regulations adopted by the City Director of Public Works. The City Director of Public Works shall adopt and maintain rules and regulations necessary to implement this process in a manner that is consistent with City ordinances. The water service shall remain shut off until the delinquent sewer service charges, plus penalties, interest and fees, have been paid in full or the property owner and the District have entered into a payment arrangement, as is authorized by VMC 14.16.020. The District General Manager or designee shall notify the City Director of Public Works or designee when the charges have been paid in full or satisfactory payment arrangement have been made with the District.

25. Notices. All notices and other communications under this Agreement shall be in writing by email, facsimile, regular U.S. mail or certified mail, return receipt requested.

If to the City, the notice shall be sent to:

City of Vancouver
P.O. Box 1995
Vancouver, WA 98668
Attention: City Manager

Or to such other person or place as the City shall furnish to the District in writing, with a copy to:

Jonathan Young
City Attorney
P.O. Box 1995
Vancouver, WA 98668

If to the District, the notice shall be sent to:

Clark Regional Wastewater District
P.O. Box 8979
Vancouver, WA 98668-8979
Attention: General Manager

or to such other person or place as the District shall furnish to the City in writing, with a copy to:

Eric C. Frimodt
Inslee, Best, Doezie & Ryder, P.S.
Skyline Tower, Suite 1500
10900 NE 4th Street
Bellevue, WA 98004

Notices shall be deemed given upon delivery or, if mailed, upon the earlier of actual receipt or three (3) business days after the date of mailing.

26. Waiver. Waiver of any default shall not be deemed to be a waiver of any subsequent default. Waiver of a breach of any provision of this Agreement shall not be deemed to be a waiver of any other or subsequent breach and shall not be construed to be a modification of the terms of this Agreement, unless stated to be such through written approval of the non-breaching Party and attachment of such written approval to this Agreement.

27. Severability. If any section or part of this Agreement is held by a court of competent jurisdiction to be invalid or unenforceable, such action shall not affect the validity or enforceability of any other section or part of this Agreement.

28. Entire Agreement; Amendment. This Agreement contains the entire written agreement of the Parties and supersedes all prior discussions. This Agreement may be amended only in writing, signed by both Parties.

29. Successors and Assigns. All of the provisions, conditions, regulations, and requirements contained in this Agreement shall be binding upon the successors and assigns of the Parties.

30. No Third Party Rights. This Agreement is solely for the benefit of the Parties and gives no right to any other Party or person.

31. No Joint Venture. No joint venture or partnership is formed as a result of this Agreement. No employees or agents of one Party or any of its contractors or subcontractors shall be deemed, or represent themselves to be, employees of the other Party.

32. Jurisdiction and Venue. This Agreement shall be interpreted in accordance with the laws of the State of Washington. The Superior Court of Clark County, Washington, shall have exclusive jurisdiction and venue over any legal action arising under this Agreement.

33. Prevailing Party Costs. If either Party incurs attorney fees, costs, or other legal expenses to enforce the provisions of this Agreement against the other Party, all such fees, costs and expenses shall be recoverable by the prevailing Party.

34. Counterparts. This Agreement may be signed in counterparts and, if so signed, shall be deemed one integrated agreement.

IN WITNESS WHEREOF, the Parties have caused this Agreement to be executed by their authorized representatives.

CITY OF VANCOUVER

CLARK REGIONAL WASTEWATER
DISTRICT

Mayor

_____, President

Date: _____

Date: _____

Attested to:

Attested to:

City Clerk

_____, Secretary

Approved as to form:

Approved as to form:

Jonathan Young, City Attorney

Eric C. Frimodt, District Attorney

**CLARK REGIONAL WASTEWATER DISTRICT AND CITY OF VANCOUVER
COORDINATION OF SERVICES AGREEMENT
[AMENDED AND RESTATED JUNE , 2021]**

THIS COORDINATION OF SERVICES AGREEMENT ("Agreement") is made and entered into by and between CLARK REGIONAL WASTEWATER DISTRICT, Clark County, Washington ("District") and the CITY OF VANCOUVER, Washington ("City"), each a Washington municipal corporation, (individually a "Party" or collectively the "Parties").

RECITALS

A. The District and the City both operate wastewater collection systems. The District's wastewater is treated at the City's Westside Wastewater Reclamation Facility and the Clark County's Discovery Clean Water Alliance's Salmon Creek Treatment Plant and Ridgefield Treatment Plant. The City's wastewater is treated at the City's Westside and Marine Park Wastewater Reclamation Facilities.

B. A significant portion of the District's territory lies within the City's urban growth area. Pursuant to the Growth Management Act and the City's comprehensive plan, the City will intends to annex the City's urban growth area within the District's territory.

C. The City is authorized by state law to assume the ownership, operation and maintenance of the portion of the District's wastewater system that lies within an annexed area, and to assume ownership, operation and maintenance of all of the District's wastewater system when either 60% of the assessed value of real property in the District or 60% of the area of the District is included within the City.

D. In order for the District and the City to better ~~serve well~~ their respective customers, and to collect and treat efficiently and effectively the wastewater generated by those customers, the District and the City should have agreed to coordinate and plan cooperatively their services, facilities, and annexations, as well as any City assumptions.

E. ~~The~~ On June 28, 2010, the District and the City ~~desire to enter~~ entered into ~~this a~~ Coordination of Services Agreement effective July 1, 2010 to coordinate and plan cooperatively their services, facilities, and annexations, as well as any City assumptions. including an agreement for the City to assume the entirety of the District when the threshold of 60% under RCW 35.13A.030 is reached.

F. Pursuant to the original Coordination of Services Agreement, the District and the City agreed to coordinate and plan cooperatively their services, facilities, and annexations, as well as City assumptions under Chapter 35.13A RCW, and have established an excellent and cooperative working relationship which serves the best interests of both Parties and their respective customers and residents.

G. The District wastewater collection system also serves the Ridgefield urban growth area pursuant to a separate agreement with the City of Ridgefield. The City of Ridgefield transferred ownership of its wastewater collection system to the District effective January 1, 2014.

H. On September 14, 2015, the District and the City entered into the First Amendment to the Coordination of Services Agreement ("First Amendment") pursuant to which the City agreed to assist the District in the collection of delinquent District sewer service charges by terminating water service to the subject property in limited circumstances.

I. Since entering into the Coordination of Services Agreement, certain events have occurred, including the formal creation of the Discovery Clean Water Alliance pursuant to Chapter 39.106 RCW, and effective as of January 1, 2015 the Alliance assumed full ownership and operational responsibility over certain regional wastewater treatment facilities which serve District customers, including customers located within certain areas of the City. The District serves as both the Administrative Lead and as an Operator under contract with the Alliance.

J. Given the passage of time since entering into the original Coordination of Services Agreement, the District and City now desire to enter into this Agreement to update and consolidate the terms and conditions of the original Coordination of Services Agreement and the First Amendment to the Coordination of Services Agreement which the Parties acknowledge has fostered a mutually beneficial relationship between the District and the City.

AGREEMENT

In consideration of the following terms and conditions, the District and the City agree as follows:

1. City assumption of entire District.

1.1 The City shall notify the District when at least 45% of the assessed valuation of the real property of the District is within the City or at least 45% of the area of the District is within the City.

1.2 In consideration of the ~~forebearance~~forbearance of its rights to assume the District under Chapter 35.13A RCW, and receipt of the Interlocal Operating Fee to be paid by the District to the City as set forth in Section 7.6, the City agrees that it ~~shall~~may at its sole option elect to assume the entire District on January 1 of the year following the date on which ~~(1)~~ at least 60% of the assessed valuation of the real property of the District is within the City or at least 60% of the area of the District is within City ~~and (2) at least~~

~~twelve (12) years have elapsed since the effective date of this Agreement~~; provided, that if such date is on or after September 1, then ~~the any~~ assumption shall occur on January 1 of the second year following such date. This assumption ~~shall be~~ referred to in this Agreement as the “District assumption,” and shall be carried out in accordance with RCW 35.13A.020 and 35.13A.030. The assessed valuation of the District shall include the Meadow Glade and Hockinson areas of Clark County. Except for the portions of Meadow Glade that are located within the city limits of the City of Battle Ground, the assessed valuation of the real property of the District shall not include the incorporated area and urban growth area of other cities and towns.

1.3 Prior to the District assumption, the City shall not assume portions of the District pursuant to RCW 35.13A.040 (less than 60% of area or valuation).

1.4 Upon the District assumption, (1) all property and rights of the District shall become the property and rights of the City, subject to all outstanding contractual obligations and indebtedness of the District, and (2) the City shall assume the obligation of paying and providing for all outstanding contractual obligations and indebtedness of the District, all as required and authorized by RCW 35.13A.030020 and 35.13A.020030.

1.5 ~~The If the City elects to proceed with a District assumption, and any other City assumptions, in accordance with the terms of this Agreement, the District agrees not to oppose or object to the District assumption or to initiate, directly or indirectly, the referendum process authorized in Chapter 35.13A RCW. Any District assumption shall be governed by Chapter 35.13A RCW, as of the effective date of this Agreement may be amended.~~

~~1.6 Given the District’s service commitments within the cities of Battle Ground and Ridgefield a District assumption could impact the interests of the cities. The District and the City acknowledge the importance of proper planning and coordination between municipal entities for the delivery of regional services like wastewater collection services. Therefore, in the event a District assumption has the potential for impacting the interests of Battle Ground and Ridgefield, the District and the City will work cooperatively to identify any such impacts and will evaluate the potential options available to eliminate or minimize the impacts of a District assumption. Upon initiation of a District assumption, the District and the City will engage with Battle Ground and Ridgefield to discuss potential impacts associated with a District assumption and will work cooperatively to resolve such impacts to the extent reasonably possible.~~

~~4.6~~ 1.7 Unless provided otherwise in this Agreement, all rights and obligations of ~~the Parties under~~ this Agreement shall continue until the District assumption.

2. Planning for City annexations. The City shall notify the District of a proposed City annexation of the District’s service area. The District’s service area is defined as the land that is proposed to be served by the District in the District comprehensive plan or a District resolution (“District’s service area”). Where the annexation is initiated by petition, letter or

written notice, the City shall notify the District when the petition, letter, or notice (1) is distributed to the City Council for setting of a meeting or hearing date, or (2) is sent to Clark County and the fire protection district with jurisdiction over the proposed annexation area, as applicable. Where the annexation is initiated by City Council resolution, the City shall notify the District at least 30 days before adopting such resolution.

3. District support of City annexations. The District shall not oppose or object to a proposed City annexation within the District's service area, but may provide comments to the City regarding the proposed annexation. The District may send to District customers a notice of a proposed City annexation and the effects of such annexation on District customers, as long as the District provides a draft of the notice to the City at least 30 days prior to issuance of the notice.

4. Planning for District annexations. The District shall notify the City of a proposed District annexation. Where the annexation is initiated by notice or petition of property owners or residents, the District shall notify the City at least 30 days before the notice or the petition is first presented to Board of Commissioners for consideration or for setting the date of a meeting or hearing. Where the annexation is initiated by resolution of the Board of Commissioners, the District shall notify the City at least 30 days before adopting such resolution.

5. City support of District annexations. The City shall not oppose or object to a proposed District annexation, but may provide comments to the District regarding the proposed annexation. The City may send to City customers a notice of a proposed District annexation and the effects of such annexation on City customers, as long as the City provides a draft of the notice to the District at least 30 days prior to issuance of the notice.

6. District comprehensive plan amendments.

6.1 The City shall not oppose or object to proposed or adopted District comprehensive plan amendments.

6.2 The District shall notify the City at least 30 days before adoption of a resolution approving a District comprehensive plan amendment.

6.3 The District comprehensive plan shall (1) include facilities to serve the District territory and the District's service area, (2) provide for service to all District customers, and (3) provide that where the District is unable to provide service to the District territory or the District's service area that flows to the City treatment plant, the City is the logical service provider for such territory or service area.

7. Jurisdiction over customers and facilities in annexed areas; Interlocal Operating Fee. Upon City annexation of District land:

7.1 The District shall retain its customers in the annexation area;

7.2 The District shall retain ownership and control of and jurisdiction over wastewater facilities, structures, and buildings in the annexation area;

7.3 The District ~~laws and~~ regulations and policies shall continue to apply in the annexation area;

7.4 The City shall incorporate applicable portions of the District comprehensive plan into the City capital facilities plan and the capital facilities plan element of the City comprehensive plan;

7.5 The District shall continue to set wastewater rates and charges in accordance with the principles and factors of RCW 57.08.005 and 57.08.081, as presently in effect or as hereafter amended; and

7.6 In consideration of and as compensation for the City's ~~forebearance~~forbearance of its ~~rights~~right to assume the District under Chapter 35.13A RCW, as it now exists or may be amended, and the rights granted to the District under this Agreement to operate its existing and future sewer facilities within the City's corporate limits, including any future annexed areas, the District agrees to pay to the City an Interlocal Operating Fee as follows: The District shall pay to the City an amount equal to 6% of the regular District service charges that are collected from customers in the annexation area, less applicable B&O or other taxes paid by the District ("Interlocal Operating Fee"). To satisfy the payment, the District may impose on customers in the annexation area a surcharge of 6% of the regular District service charge, over and above the regular District service charge, and may identify such surcharge on a customer billing as a City charge. If the District imposes the surcharge and also pays to the City a franchise fee for sewer facilities located in the City's right of way and/or a City utility tax, the franchise fee and/or the City utility tax shall be a credit against the Interlocal Operating Fee, and the franchise ordinance or agreement shall coordinate the timing of the payment with the collection of the District's surcharge. The franchise fee and the City utility tax, combined, shall not exceed the Interlocal Operating Fee. The District shall remit ~~the~~ payment of the Interlocal Operating Fee to the City once a month.

8. District office/operations building. Until the District assumption, the District shall own, operate, and control the real property and improvements that comprise the District office and operations site ("District Office"). If the District sells or transfers all or part of the District Office, and acquires a replacement parcel and/or improvements, the District shall own, operate ~~and control the replacement parcel and/or improvements,~~ and control the replacement parcel and/or improvements. If this Agreement is terminated for any reason described in Section 17, and the City subsequently engages in a partial assumption of the District's service area, sewer facilities, and District Office (or the replacement parcel and/or improvements), the District shall retain the right in its sole discretion to occupy and use the District Office (or the replacement parcel and/or improvements) for a period of 10 years after the termination of this Agreement. The rights and obligations in this Section 8 shall survive the termination of the Agreement.

9. Common operation and maintenance standards. The Parties will coordinate planning, operation and maintenance of their respective wastewater facilities and systems to the greatest extent possible. The Parties will endeavor to standardize their respective laws and regulations to the greatest extent possible, and to this end, the Parties will attempt to develop joint operation and maintenance standards for their respective wastewater facilities and systems.

10. Coordination of services and rates. The Parties will coordinate delivery of services to the greatest extent possible. The Parties will provide to each other 30 days notice of adoption of any changes in service rates and connection charges.

11. District expenditures. ~~Within three (3) years after the effective date levels of this Agreement service. On May 28, 2013, the District shall adopt by resolution adopted Resolution No. 1586 which established the initial~~ levels of service, standards and fiscal policies for operation and maintenance of its wastewater system and capital improvements to its system ("Service Plan"). ~~Within two (2) years after the effective date of this Agreement, the~~ The District shall ~~prepare and send to the City a draft of the maintain this~~ Service Plan. ~~In developing the Service Plan, the District shall consider the City's levels of service, standards and fiscal policies for operation and maintenance of the City's wastewater system and capital improvements to the City's system. during the term of this Agreement.~~ The oversight committee established in Section 12 below shall review and comment on ~~the draft any proposed updates to the~~ Service Plan pursuant to a procedure adopted by the oversight committee.

12. Oversight committee. An oversight committee, consisting of two staff persons and one elected official from each Party, shall meet at least once every six months to monitor and discuss implementation of and compliance with this Agreement.

13. Dispute resolution. The Parties shall first attempt to resolve a dispute by discussions among a City representative or representatives selected by the Mayor and a District representative or representatives selected by District General Manager. If the discussions are not successful, the Parties shall engage in mediation within 45 days of termination of discussions, according to a process and before a mediator agreed upon by the Parties. ~~The Unless otherwise agreed to by the Parties, disputes shall not resolve a dispute be resolved~~ by mandatory arbitration. The Parties reserve their rights to pursue any available Court remedies at any time after a dispute arises.

14. Regional facilities. The Parties may participate in discussions, initiatives, and studies with other Clark County governmental entities, including the Discovery Clean Water Alliance, regarding the provision and delivery of wastewater service in Clark County. Before District assumption:

14.1 The District may participate in or manage at the Discovery Clean Water Alliance or other regional entity or regional operation, the purpose of which is to operate and maintain regional wastewater conveyance and treatment facilities for Clark County,

the District and Clark County municipalities other than the City.

14.2 The City may participate in the Discovery Clean Water Alliance or other regional entity or regional operation described in Section 14.1 if the area of the City is or will be served by the facilities described in Section 14.1.

14.3 The District shall provide retail (collection) wastewater services within its service area.

14.4 The District shall obtain wholesale (treatment) wastewater services from the City ~~and Clark County (, or a new~~ the Discovery Clean Water Alliance or other regional entity as described in Section 14.1).

After District assumption, the City shall provide retail (collection) wastewater services in the District's service area, and shall comply with the terms and conditions of any agreements between the District and Clark County and/or Clark County municipalities, including the Discovery Clean Water Alliance regarding the operation and maintenance of regional wastewater conveyance and treatment facilities for Clark County and Clark County municipalities.

15. Meadow Glade and Hockinson systems. The City acknowledges that the Meadow Glade and Hockinson wastewater systems may not be owned by the District on the date of the District assumption. Consistent with this acknowledgment, the City authorizes the District to transfer ownership and/or operation and maintenance of such systems to the City of Battle Ground, after 30 days notice to the City.

16. Effective Date; Term of Agreement. The effective date of this Agreement shall be July 1, 2010. If no District assumption occurs within thirty (30) years after the effective date of this Agreement, the term of this Agreement shall be thirty (30) years. If a District assumption occurs within thirty (30) years after the effective date of this Agreement, the term of this Agreement shall be five (5) years after the the date of full execution by the Parties. Upon full execution, this Agreement shall supersede and replace the Coordination of Services Agreement dated June 28, 2010 and the First Amendment to the Coordination of Services Agreement dated September 15, 2015 previously entered into by the Parties. The term of this Agreement shall be twenty-five (25) years. If no District assumption occurs within the initial 25-year term, this Agreement shall be automatically extended for successive five (5) year terms until such time as the Agreement is terminated as provided for in this Agreement. This Agreement shall automatically terminate upon the effective date of the District assumption.

17. Early termination of Agreement. Either Party may terminate this Agreement for any of the following reasons:

17.1 A new city is incorporated in all or a portion of the District's service area;

~~17.2 The status, role or function of the District or the City materially and significantly changes, including but not limited to:~~

~~17.2.1 The City or the District becomes a member of a new regional entity for wastewater treatment and/or collection;~~

~~17.2.2 By interlocal agreement, the City or the District participates in a new regional operation for wastewater treatment and/or collection;~~

~~17.2.3 The District takes over ownership and/or operation of a city wastewater system;~~

~~17.2.4 The District acquires, constructs and/or operates a wastewater treatment plant;~~

~~17.3~~17.2 The District becomes primarily a wholesale service provider;~~or~~

~~17.4~~17.3 The District merges into another governmental entity. The term “merger” means permanent transfer of all property and indebtedness and cessation of operation~~;~~

~~17.5~~17.4 The City or the District is precluded by a court order or judgment from complying with any term of this Agreement regarding employment and rights of District or City employees~~;~~ or

17.5 Chapter 35.13A RCW (the assumption statute) is amended to change materially the process by which the City may assume all or a portion of the District, including but not limited to approval by the voters within the assumption area or within the District, or to change the percentage of area or valuation of the District that allows a City assumption.

The terminating ~~party~~Party shall give 180 days notice to the other Party~~, except that the terminating party need only give 120 days notice to the other Party of an intent to become a member or participant in a new regional entity or a new regional joint-operation arrangement.~~ Upon termination, the District property, responsibilities~~,~~ and customers in the areas annexed by the City ~~shall~~may be transferred to and assumed by the City pursuant to RCW 35.13A.030 (more than 60% of assessed valuation or 60% of area of District) or RCW 35.13A.040 (less than 60% of assessed valuation and 60% of area of District), as applicable and according to the version of the statute in effect on the date of termination.

18. Hiring of employees and consultants prior to assumption. On and after a date when ~~(1) twelve (12) years have elapsed since the effective date of this Agreement and (2)~~ at least 45% of the assessed valuation of the real property of the District is within the City, the District shall not enter into or extend the term of any contract between the District

and District employees or consultants beyond the anticipated date of the District assumption, without approval of the City. The “anticipated date of the District assumption” shall be two (2) years, unless agreed otherwise by the Parties.

19. Employment and rights of District employees.

19.1 In the City budget for the calendar year in which the District assumption will occur, the City shall provide full-time positions for all District full-time employees and part-time positions for all District part-time employees, who were employed by the District on December 1 of the year before the District assumption. These City positions shall be substantially similar in nature and salary to the District positions. Any District employee having an employment contract with the District shall be considered a District employee. The District shall not hire any new employee after December 1 of the year before the District assumption.

19.2 On or before December 15 of the year before the District assumption, the City shall offer to the District employees described in Section 19.1 the positions provided for in the City budget described in Section 19.1. On or before December 31 of the year before the District assumption, the District shall advise the City of the District employees who will not accept a position with the City.

19.3 The City shall not reduce the wages of a former District employee, but may freeze a former District employee’s wages within a job classification until the City’s wage rate is equal to or exceeds the former District employee’s wage rate.

19.4 Former District employees shall not be laid off during the first calendar year after commencing employment with the City. The term “laid-off” means elimination of a position.

19.5 The City reserves the right to discipline or terminate a former District employee “for cause.”

19.6 Former District employees shall carry over to the City all accrued sick leave at the time of District assumption, in accordance with District ~~laws and regulations~~ and policies. A reasonable period of time before District assumption, a District employee may cash out accrued sick leave, in accordance with District ~~laws and regulations~~ and policies, so that after cash out the District employee shall retain for carry over to the City no less than 25% of the maximum accrued sick leave under City laws and regulations.

19.7 Former District employees shall carry over to the City all accrued vacation at the time of District assumption, in accordance with District ~~laws and regulations~~ and policies. A reasonable period of time before District assumption, the District shall cash out accrued vacation in excess of 75% of the maximum accrued vacation under City laws and regulations. A District employee may cash out accrued vacation, in accordance with District ~~laws and regulations~~ and policies, so that after cash out the District employee

shall retain for carry over to the City no less than 25% of the maximum accrued vacation under City laws and regulations.

19.8 Except for vacation and sick leave, the City shall not be responsible for former District employee time off with pay, including but not limited to compensatory time, floating holidays, and recognition time.

19.9 Years of service at the District shall be applied to years of service at the City for all purposes, including but not limited to determining vacation accrual, sick leave benefits, service awards and layoffs.

19.10 During the first year of employment with the City after the District assumption, former District employees shall earn vacation under City laws and regulations in effect during such first year of employment or under District ~~laws and regulations~~ and policies in effect immediately before the District assumption, whichever is greater. After the first year of employment and thereafter, former District employees shall earn vacation under City laws and regulations.

19.11 After the ~~two criteria~~ criterion of Section 18 ~~are~~ is satisfied, the City shall use its best efforts to include in any applicable City collective bargaining agreements the terms and conditions of this ~~section~~ Section 19 that are subject to collective bargaining. At the request of the District, the City shall, within 14 days of the request, file with the District a written report of the City's efforts to include such terms and conditions in such collective bargaining agreements.

20. Records review. Upon three ~~(3)~~ (3) business ~~days~~ days' notice, or upon notice agreed upon by the Parties, a Party shall have the right to inspect and copy, without charge, all records of the other Party relating to this Agreement or its subjects.

21. Indemnification. To the maximum extent permitted by law, each Party shall defend, indemnify and hold harmless the other Party, and all of its officials, employees, principals and agents, from any and all claims, demands, suits, actions, fines, penalties, and liability of any kind, including injuries to persons or damages to property, which arise out of or are related to any negligent acts, errors, omissions of the indemnifying Party and its contractors, employees, agents and representatives in performing obligations under this Agreement. However, if any such damages and injuries to persons or property are caused by or result from the concurrent negligence of the District or its contractors, employees, agents, or representatives, and the City or its contractors or employees, agents, or representatives, each Party's obligation hereunder applies only to the extent of the negligence of such Party or its contractors, employees, agents, or representatives.

The foregoing indemnity is specifically and expressly intended to constitute a waiver of each Party's immunity under industrial insurance, Title 51 RCW, as respects the other Party only, and only to the extent necessary to provide the indemnified Party with a full and complete indemnity of claims made by the indemnitor's employees. This

waiver has been mutually negotiated.

22. Rates after assumption. After the District assumption:

22.1 The City shall retain its authority to fix rates and charges in accordance with the general ~~principle~~principles and factors of RCW 35.67.190 and 35.92.020 as presently in effect or as hereafter amended; and

22.2 The City shall not charge an out-of-city rate to former District customers, although the City may establish a rate differential for such customers based upon the treatment plant serving such customers.

23. Dissolution of District. Following the District assumption, the District shall remain in existence if necessary (1) to comply with applicable laws and regulations or to satisfy any outstanding District contractual obligations and indebtedness, or (2) to carry out any roles and responsibilities of ~~the Discovery Clean Water Alliance or other~~ regional entity or regional operation for provision of wholesale (treatment)), wastewater services in all or a part of Clark County. If item no. 2 in the previous sentence does not apply, and if the City determines that the District's existence is no longer necessary to comply with applicable laws and regulations or to satisfy any outstanding District contractual obligations and indebtedness, the District Board of Commissioners shall, at the written request of the City and pursuant to Chapter 53.48 RCW, as presently in effect or as hereafter amended, file a petition for dissolution with Clark County Superior Court.

24. City water service shut off. After the District has completed its established delinquent sewer service charge collection process for property that has delinquent sewer service charges, the District General Manager or designee may file a written request with the City Director of Public Works or designee to shut off the water service for such property. Upon receipt of the request, the City Director of Public Works or designee shall shut off the water service, following the City's procedure and requirements for shutting off water service for nonpayment of City water service charges, as contained in the City Code or rules and regulations adopted by the City Director of Public Works. The City Director of Public Works shall adopt and maintain rules and regulations necessary to implement this process in a manner that is consistent with City ordinances. The water service shall remain shut off until the delinquent sewer service charges, plus penalties, interest and fees, have been paid in full or the property owner and the District have entered into a payment arrangement, as is authorized by VMC 14.16.020. The District General Manager or designee shall notify the City Director of Public Works or designee when the charges have been paid in full or satisfactory payment arrangement have been made with the District.

24.25. Notices. All notices and other communications under this Agreement shall be in writing by email, facsimile, regular U.S. mail or certified mail, return receipt requested.

If to the City, the notice shall be sent to:

City of Vancouver
P.O. Box 1995
Vancouver, WA 98668
Attention: City Manager

or ~~Or~~ to such other person or place as the City shall furnish to the District in writing, with a copy to:

~~Ted H. Gathe~~
Jonathan Young
City Attorney
P.O. Box 1995
Vancouver, WA 98668

If to the District, the notice shall be sent to:

Clark Regional Wastewater District
P.O. Box 8979
Vancouver, WA 98668-8979
Attention: General Manager

or to such other person or place as the District shall furnish to the City in writing, with a copy to:

~~Red P. Kaseguma~~
Eric C. Frimodt
Inslee, Best, Doezie & Ryder, P.S.
~~777 — 108th Avenue NE~~ Skyline Tower, Suite ~~1900~~ 1500
10900 NE 4th Street
Bellevue, WA 98004

Notices shall be deemed given upon delivery or, if mailed, upon the earlier of actual receipt or three (3) business days after the date of mailing.

25-26. Waiver. ~~Wavier~~ Waiver of any default shall not be deemed to be a waiver of any subsequent default. Waiver of a breach of any provision of this Agreement shall not be deemed to be a waiver of any other or subsequent breach and shall not be construed to be a modification of the terms of this Agreement, unless stated to be such through written approval of the non-breaching Party and attachment of such written approval to this Agreement.

26-27. Severability. If any section or part of this Agreement is held by a court of competent jurisdiction to be invalid or unenforceable, such action shall not affect the validity or enforceability of any other section or part of this Agreement.

27-28. Entire Agreement; Amendment. This Agreement contains the entire written

agreement of the Parties and supersedes all prior discussions. This Agreement may be amended only in writing, signed by both Parties.

28-29. Successors and Assigns. All of the provisions, conditions, regulations, and requirements contained in this Agreement shall be binding upon the successors and assigns of the Parties.

29-30. No Third Party Rights. This Agreement is solely for the benefit of the Parties and gives no right to any other ~~party~~Party or person.

30-31. No Joint Venture. No joint venture or partnership is formed as a result of this Agreement. No employees or agents of one Party or any of its contractors or subcontractors shall be deemed, or represent themselves to be, employees of the other Party.

31-32. Jurisdiction and Venue. This Agreement shall be interpreted in accordance with the laws of the State of Washington. The Superior Court of Clark County, Washington, shall have exclusive jurisdiction and venue over any legal action arising under this Agreement.

32-33. Prevailing Party Costs. If either Party incurs attorney fees, costs, or other legal expenses to enforce the provisions of this Agreement against the other Party, all such fees, costs and expenses shall be recoverable by the prevailing Party.

33-34. Counterparts. This Agreement may be signed in counterparts and, if so signed, shall be deemed one integrated agreement.

IN WITNESS WHEREOF, the Parties have caused this Agreement to be executed by their authorized representatives.

CITY OF VANCOUVER

CLARK REGIONAL WASTEWATER
DISTRICT

Mayor
President

Norm Harker, _____,

Date: _____

Date: _____

Attested to:

Attested to:

City Clerk
Secretary

~~Denny Kiggins,~~_____.

Approved as to form:

Approved as to form:

~~Ted H. Gathe~~Jonathan Young, City Attorney
Frimodt, District Attorney

~~Red P. Kaseguma~~Eric C.

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:

\$ 10,906,243.26 this 21st day of June 2021.

MAYOR



AUDITING OFFICER

COUNCILMEMBER

COUNCILMEMBER

DATE	INCLUSIVE CHECK NUMBERS	CHECK TOTAL
June 8, 2021 - June 14, 2021	Accounts Payable Checks (see attached)	\$ 7,713,148.69
June 8, 2021 - June 14, 2021	Hansen City Payments (see attached)	\$ 16,942.57
June 8, 2021 - June 14, 2021	Visa Refunds (see attached)	\$ 2,203.00
June 8, 2021 - June 14, 2021	Payroll Checks (see attached)	\$ 3,173,949.00
TOTAL		\$ 10,906,243.26

INVOICE PAYMENTS REPORT

<u>Payment Category</u>	<u>Payment Type</u>	<u>Check Number</u>	<u>Payment Date</u>	<u>Payment Amount</u>	<u>Payment Payee</u>	<u>Payment Memo if applicable</u>			
Supplier Payment	Manual Wire	No Reference	6/1/2021	13,132.48	Athlactron Holding				
Supplier Payment	Manual Wire	No Reference	6/3/2021	10,410.23	Bank Of America N.A. - Remit-To: Charlotte NC				
Supplier Payment	Manual Wire	No Reference	6/4/2021	558.00	State of Washington Department of Licensing - Remit-To: DOL - Seattle Remit				
Supplier Payment	Manual Wire	No Reference	6/4/2021	416,118.21	Vancouver Firefighters Union Health & Welfare Trust				
Supplier Payment	Manual Wire	No Reference	6/4/2021	10,893.35	VSP Vision Care Inc				
Supplier Payment	Manual Wire	No Reference	6/4/2021	182,850.00	Western States Health & Welfare Trust				
Supplier Payment	Manual Wire	No Reference	6/7/2021	136,982.95	Blue Cross Blue Shield of Oregon				
Supplier Payment	Manual Wire	No Reference	6/7/2021	6,900.10	Washington Dental Service				
Supplier Payment	Manual Wire	No Reference	6/8/2021	27,805.02	Gallagher Bassett Services Inc				
Supplier Payment	Manual Wire	No Reference	6/8/2021	300.91	Keybank National Association				
Supplier Payment	Manual Wire	No Reference	6/8/2021	200.00	State of Oregon Department of Revenue				
Supplier Payment	Manual Wire	No Reference	6/10/2021	75.00	HRA VEBA Plan				
Supplier Payment	Manual Wire	No Reference	6/10/2021	7,850.59	ICMA 401A				
Supplier Payment	Manual Wire	No Reference	6/10/2021	220,782.57	ICMA Corp				
Supplier Payment	Manual Wire	No Reference	6/10/2021	560.50	Oregon SDU				
Supplier Payment	Manual Wire	No Reference	6/10/2021	51,833.80	State of Washington Department of Retirement System (PERS)				
Supplier Payment	Manual Wire	No Reference	6/10/2021	987.01	Vancouver Fire Command Officers				
Supplier Payment	Manual Wire	No Reference	6/10/2021	23,955.26	Vancouver Firefighters Union Health & Welfare Trust				
Supplier Payment	Manual Wire	No Reference	6/10/2021	6,620.91	Washington SDU				
Supplier Payment	Manual Wire	No Reference	6/10/2021	72,574.30	Washington State Firefighters				
Supplier Payment	Manual Wire	No Reference	6/10/2021	18,586.79	Western States Health & Welfare Trust				
Supplier Payment	Manual Wire	No Reference	6/11/2021	12,935.23	Bank Of America N.A. - Remit-To: Charlotte NC				
Supplier Payment	Manual Wire	No Reference	6/11/2021	911,844.35	Internal Revenue Service				
Supplier Payment	Manual Wire	No Reference	6/11/2021	280.26	State of Arizona				
Supplier Payment	Manual Wire	No Reference	6/11/2021	803,859.39	State of Washington Department of Retirement System (PERS)				
Supplier Payment	Manual Wire	No Reference	6/14/2021	197,763.72	Blue Cross Blue Shield of Oregon				
Supplier Payment	Manual Wire	No Reference	6/14/2021	24,642.78	State of Oregon Department of Revenue				

INVOICE PAYMENTS REPORT

<u>Payment Category</u>	<u>Payment Type</u>	<u>Check Number</u>	<u>Payment Date</u>	<u>Payment Amount</u>	<u>Payment Payee</u>	<u>Payment Memo if applicable</u>			
Supplier Payment	Manual Wire	No Reference	6/14/2021	24,252.97	Washington Dental Service				
Expense Payment	Direct Deposit	EFT-00104938	6/10/2021	100.00	William Robertson	Employee Reimbursement			
Expense Payment	Direct Deposit	EFT-00104939	6/10/2021	260.00	Emery Oldham	Employee Reimbursement			
Expense Payment	Direct Deposit	EFT-00104940	6/10/2021	348.06	Levin Davie	Employee Reimbursement			
Expense Payment	Direct Deposit	EFT-00104941	6/10/2021	55.43	Kevin Wilson	Employee Reimbursement			
Expense Payment	Direct Deposit	EFT-00104942	6/10/2021	185.36	Rainy Rau	Employee Reimbursement			
Expense Payment	Direct Deposit	EFT-00104943	6/10/2021	21.62	Robert Givens	Employee Reimbursement			
Expense Payment	Direct Deposit	EFT-00104944	6/10/2021	132.00	Joseph Lenahan	Employee Reimbursement			
Expense Payment	Direct Deposit	EFT-00104945	6/10/2021	16.45	Ryan Starbuck	Employee Reimbursement			
Expense Payment	Direct Deposit	EFT-00104946	6/10/2021	255.00	Michelle Bresee	Employee Reimbursement			
Expense Payment	Direct Deposit	EFT-00104947	6/10/2021	114.00	Robin Brown	Employee Reimbursement			
Expense Payment	Direct Deposit	EFT-00104948	6/10/2021	83.33	Dean Maehlum	Employee Reimbursement			
Supplier Payment	EFT	EFT-00104949	6/10/2021	18,615.07	Council for the Homeless				
Supplier Payment	EFT	EFT-00104950	6/10/2021	9,331.00	George Elevator Service LLC				
Supplier Payment	EFT	EFT-00104951	6/10/2021	232.12	Praxair Distribution Inc				
Supplier Payment	EFT	EFT-00104952	6/10/2021	266.25	BSK Associates				
Supplier Payment	EFT	EFT-00104953	6/10/2021	1,780.71	Lifeline Connections				
Supplier Payment	EFT	EFT-00104954	6/10/2021	211,510.52	Share Inc				
Supplier Payment	EFT	EFT-00104955	6/10/2021	4,988.53	Metro Overhead Door Inc				
Supplier Payment	EFT	EFT-00104956	6/10/2021	10,485.00	Right Click Solutions Inc.				
Supplier Payment	EFT	EFT-00104957	6/10/2021	13,355.34	Second Step Housing				
Supplier Payment	EFT	EFT-00104958	6/10/2021	3,607.18	YWCA Clark County				
Supplier Payment	EFT	EFT-00104959	6/10/2021	209.06	MPGTandem				
Supplier Payment	EFT	EFT-00104960	6/10/2021	1,377,318.54	Operations Management International Inc				
Supplier Payment	EFT	EFT-00104961	6/10/2021	6,435.85	Clark County Volunteer Lawyers Program				
Supplier Payment	EFT	EFT-00104962	6/10/2021	332.75	Investigative Solutions LLC				
Supplier Payment	EFT	EFT-00104963	6/10/2021	995.10	Net Transcripts Inc				
Supplier Payment	EFT	EFT-00104964	6/10/2021	256,664.90	Halme Excavating Inc				
Supplier Payment	EFT	EFT-00104965	6/10/2021	520.00	Rotschy Inc				
Supplier Payment	EFT	EFT-00104966	6/10/2021	24,244.56	Metereaders LLC				
Supplier Payment	EFT	EFT-00104967	6/10/2021	21,146.14	Lynn K Wittwer MD PC				
Supplier Payment	EFT	EFT-00104968	6/9/2021	997.50	Allegiance Benefit Plan Management Inc				
Supplier Payment	EFT	EFT-00104969	6/10/2021	9,332.09	Cobblestone Homes LLC				
Supplier Payment	EFT	EFT-00104970	6/10/2021	34,572.65	Outsiderinn.org				
Supplier Payment	EFT	EFT-00104971	6/10/2021	13,684.44	Allegiance Benefit Plan Management Inc				
Supplier Payment	EFT	EFT-00104972	6/10/2021	917.40	Vancouver Command Guild				
Supplier Payment	EFT	EFT-00104973	6/10/2021	68.12	Legal Shield				
Ad Hoc Payment	Check	22739	6/9/2021	39.92	Abramson, Sonja	Utility Refunds: 0091014208-08			

INVOICE PAYMENTS REPORT

<u>Payment Category</u>	<u>Payment Type</u>	<u>Check Number</u>	<u>Payment Date</u>	<u>Payment Amount</u>	<u>Payment Payee</u>	<u>Payment Memo if applicable</u>			
Ad Hoc Payment	Check	22740	6/9/2021	1,044.00	Amy Palmer: MERRYMAN BARNES ARCHITECTS	PIR-81489			
Ad Hoc Payment	Check	22741	6/9/2021	49.10	Anderson,Gene	Utility Refunds: 0068067000-06			
Ad Hoc Payment	Check	22742	6/9/2021	241.90	Anderson,Gene and Jane	Utility Refunds: 0068067000-06			
Ad Hoc Payment	Check	22743	6/9/2021	58.40	ANGELA WILLIAMS	MPE-292539			
Ad Hoc Payment	Check	22744	6/9/2021	117.44	Anil and Sneh Kishore	Utility Refunds: 0017011800-04			
Ad Hoc Payment	Check	22745	6/9/2021	109.15	Annette North and Erik Holcomb	Utility Refunds: 0061093240-05			
Ad Hoc Payment	Check	22746	6/9/2021	102.00	Anthony and Michelle Drewry Trustees	Utility Refunds: 0500001842-02			
Ad Hoc Payment	Check	22747	6/9/2021	19.17	Anthony Collver	Utility Refunds: 0072064900-08			
Ad Hoc Payment	Check	22748	6/9/2021	29.35	Auerbach,Frederic and Jodi	Utility Refunds: 0018026400-02			
Ad Hoc Payment	Check	22749	6/9/2021	27.17	Bader,Michelle	Utility Refunds: 0059037682-06			
Ad Hoc Payment	Check	22750	6/9/2021	102.00	Baker,Paul and Traci	Utility Refunds: 0000006181-03			
Ad Hoc Payment	Check	22751	6/9/2021	193.00	Barron Vazquez,Teresa	Utility Refunds: 0066061400-12			
Ad Hoc Payment	Check	22752	6/9/2021	70.00	Benchmark Dealer Services	Refund Alarm Billing Acct 21889 Inv 99433586			
Ad Hoc Payment	Check	22753	6/9/2021	25.52	Blanton,Todd	Utility Refunds: 0000008650-02			
Ad Hoc Payment	Check	22754	6/9/2021	121.00	Breihof,Daniel and Sharon	Utility Refunds: 0056077011-01			
Ad Hoc Payment	Check	22755	6/9/2021	145.00	Brooks Olsen	WTR-300404			
Ad Hoc Payment	Check	22756	6/9/2021	110.00	Buerk,Elizabeth	Utility Refunds: 0107002240-01 Consolidated refund created from multiple refunds			
Ad Hoc Payment	Check	22757	6/9/2021	116.62	Burck,Derik	Utility Refunds: 0006073110-09			
Ad Hoc Payment	Check	22758	6/9/2021	52.99	Byler,Kenneth and Kori	Utility Refunds: 0000002851-03			
Ad Hoc Payment	Check	22759	6/9/2021	72.73	Campbell,Harold	Utility Refunds: 0088081180-02			
Ad Hoc Payment	Check	22760	6/9/2021	293.37	Carder,Robert and Staci	Utility Refunds: 0075005518-06			
Ad Hoc Payment	Check	22761	6/9/2021	33.56	Carlson,Barbara and Chris	Utility Refunds: 0117054586-02			
Ad Hoc Payment	Check	22762	6/9/2021	59.38	Cary,Joseph and Nancy	Utility Refunds: 0124002010-02			
Ad Hoc Payment	Check	22763	6/9/2021	240.01	Christopher Magana, Trustee	Utility Refunds: 0062062600-14 Consolidated refund created from multiple refunds			
Ad Hoc Payment	Check	22764	6/9/2021	5.00	Chucks Produce	Refund CivicGov Overpymt Inv 77031568			
Ad Hoc Payment	Check	22765	6/9/2021	7,383.43	Clog Pro	SCIP - Inv 16726 - 409 SE 95th Ave - Brennan/Waxman			

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Ad Hoc Payment	Check	22766	6/9/2021	219.35	Colkett,David	Utility Refunds: 0063088674-01 Consolidated refund created from multiple refunds			
Ad Hoc Payment	Check	22767	6/9/2021	180.52	Collin Ard and Melissa Andal-Ard	Utility Refunds: 0000005451-02			
Ad Hoc Payment	Check	22768	6/9/2021	20.00	Columbia Resource Co / West	Refund Alarm Billing Acct 527 Inv 99437981			
Ad Hoc Payment	Check	22769	6/9/2021	133.58	Corigliano,Barbara	Utility Refunds: 0079083600-18			
Ad Hoc Payment	Check	22770	6/9/2021	95.86	Cumming,Ernest C	Utility Refunds: 0026074000-02			
Ad Hoc Payment	Check	22771	6/9/2021	39.14	Cumming,Ramute and Ernest	Utility Refunds: 0026074000-02			
Ad Hoc Payment	Check	22772	6/9/2021	25.43	Dacasin,Albert and Rebecca	Utility Refunds: 0093051100-06			
Ad Hoc Payment	Check	22773	6/9/2021	86.42	Daryl and Catherine Karalius and Jack Malman	Utility Refunds: 0129060003-02			
Ad Hoc Payment	Check	22774	6/9/2021	101.60	Davenport,Benjamin and Nina	Utility Refunds: 0006016200-10			
Ad Hoc Payment	Check	22775	6/9/2021	128.82	David and Lisa Feder	Utility Refunds: 0074024004-06			
Ad Hoc Payment	Check	22776	6/9/2021	132.73	Dirocco,Valerie	Utility Refunds: 0121001464-05			
Ad Hoc Payment	Check	22777	6/9/2021	284.24	Downing Diversified LLC	Utility Refunds: 0000008020-10			
Ad Hoc Payment	Check	22778	6/9/2021	20.58	Duff,Shannon	Utility Refunds: 0055026200-09			
Ad Hoc Payment	Check	22779	6/9/2021	91.83	Effinger,John	Utility Refunds: 0163001210-02			
Ad Hoc Payment	Check	22780	6/9/2021	67.15	Eidemiller,Douglas	Utility Refunds: 0024025300-01			
Ad Hoc Payment	Check	22781	6/9/2021	285.92	Eilts,Kristina	Utility Refunds: 0065025735-15			
Ad Hoc Payment	Check	22782	6/9/2021	122.48	Electric Unlimited LLC	MPE-300877			
Ad Hoc Payment	Check	22783	6/9/2021	213.99	Elliott,Eric and Amanda	Utility Refunds: 0075001582-09			
Ad Hoc Payment	Check	22784	6/9/2021	367.12	Elliott,Robert	Utility Refunds: 0064024648-05			
Ad Hoc Payment	Check	22785	6/9/2021	148.00	Estate of Kelly Franklin	Utility Refunds: 0075007300-05			
Ad Hoc Payment	Check	22786	6/9/2021	190.27	Estupinan-Caicedo,Andres	Utility Refunds: 0070088729-05			
Ad Hoc Payment	Check	22787	6/9/2021	120.23	Everett,Ryan	Utility Refunds: 0045010105-04			
Ad Hoc Payment	Check	22788	6/9/2021	30.83	Ewelt,Kimberly and Matthew	Utility Refunds: 0150003072-04			
Ad Hoc Payment	Check	22789	6/9/2021	60.66	Flinchbaugh,David and Deborah	Utility Refunds: 0000002682-09			
Ad Hoc Payment	Check	22790	6/9/2021	55.36	Funk,Rose	Utility Refunds: 0012025400-19			
Ad Hoc Payment	Check	22791	6/9/2021	201.90	Gabriel and Coren Woodhead	Utility Refunds: 0045011414-04			

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Ad Hoc Payment	Check	22792	6/9/2021	94.32	Gigantelli,Ralph	Utility Refunds: 0141004692-06			
Ad Hoc Payment	Check	22793	6/9/2021	82.78	Gill,Noelle and Jerrin	Utility Refunds: 0079078779-03			
Ad Hoc Payment	Check	22794	6/9/2021	161.73	Gordon,,Jeffrey and Jennie	Utility Refunds: 0045011536-05			
Ad Hoc Payment	Check	22795	6/9/2021	277.76	Greg Garland-Keck General Construction LLC	CMI-301593			
Ad Hoc Payment	Check	22796	6/9/2021	86.80	Greg Garland-Keck General Construction LLC	CMI-301601			
Ad Hoc Payment	Check	22797	6/9/2021	86.80	Greg Garland-Keck General Construction LLC	CMI-301600			
Ad Hoc Payment	Check	22798	6/9/2021	86.80	Greg Garland-Keck General Construction LLC	CMI-301599			
Ad Hoc Payment	Check	22799	6/9/2021	86.80	Greg Garland-Keck General Construction LLC	CMI-301597			
Ad Hoc Payment	Check	22800	6/9/2021	86.80	Greg Garland-Keck General Construction LLC	CMI-301592			
Ad Hoc Payment	Check	22801	6/9/2021	86.80	Greg Garland-Keck General Construction LLC	CMI-301590			
Ad Hoc Payment	Check	22802	6/9/2021	86.80	Greg Garland-Keck General Construction LLC	CMI-301589			
Ad Hoc Payment	Check	22803	6/9/2021	86.80	Greg Garland-Keck General Construction LLC	CMI-301588			
Ad Hoc Payment	Check	22804	6/9/2021	86.80	Greg Garland-Keck General Construction LLC	CMI-301587			
Ad Hoc Payment	Check	22805	6/9/2021	78.11	Gullickson,David	Utility Refunds: 0123002616-05			
Ad Hoc Payment	Check	22806	6/9/2021	121.88	Guzman,Logan	Utility Refunds: 0028011430-03			
Ad Hoc Payment	Check	22807	6/9/2021	223.38	Gwendelyn Hickman and Scott McClellen	Utility Refunds: 0000007795-03			
Ad Hoc Payment	Check	22808	6/9/2021	108.00	Hahn,Angela	Utility Refunds: 0034015900-01			
Ad Hoc Payment	Check	22809	6/9/2021	80.08	Harder,Jennifer and Gregory	Utility Refunds: 0089089011-08			
Ad Hoc Payment	Check	22810	6/9/2021	134.83	Heritage,Darcy	Utility Refunds: 0079078941-10			
Ad Hoc Payment	Check	22811	6/9/2021	41.69	Herrmann,Quint	Utility Refunds: 0112000684-03			
Ad Hoc Payment	Check	22812	6/9/2021	187.59	Hess,Emily and Bjorn	Utility Refunds: 0011040200-02			
Ad Hoc Payment	Check	22813	6/9/2021	61.80	Hovely,Erich and Sarah	Utility Refunds: 0035017100-02			
Ad Hoc Payment	Check	22814	6/9/2021	280.28	Howard Cohn and Suzanne Schneider-Cohn	Utility Refunds: 0039007916-08			
Ad Hoc Payment	Check	22815	6/9/2021	43.99	Humphrey,Josh and Trisha	Utility Refunds: 0149001060-04			
Ad Hoc Payment	Check	22816	6/9/2021	122.01	Humphrey,Trisha	Utility Refunds: 0149001060-04			
Ad Hoc Payment	Check	22817	6/9/2021	35.50	Jackson,Allison	Utility Refunds: 0063022700-01			

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Ad Hoc Payment	Check	22818	6/9/2021	121.41	Jared and Malorie Abraham	Utility Refunds: 0500002176-02			
Ad Hoc Payment	Check	22819	6/9/2021	31.67	Jennings,Melody	Utility Refunds: 0154001614-01			
Ad Hoc Payment	Check	22820	6/9/2021	64.13	Jo Ann Staudinger	Utility Refunds: 0084023700-03			
Ad Hoc Payment	Check	22821	6/9/2021	46.71	Jones,Lawrence	Utility Refunds: 0115025034-03			
Ad Hoc Payment	Check	22822	6/9/2021	47.71	Jones,Melissa A	Utility Refunds: 0000006730-02			
Ad Hoc Payment	Check	22823	6/9/2021	76.27	Jose M Ramirez	MPE-301111			
Ad Hoc Payment	Check	22824	6/9/2021	62.91	Joshua Bonife	Refund Permit COV010531			
Ad Hoc Payment	Check	22825	6/9/2021	72.34	Judy A Iverson Revocable Living Trust	Utility Refunds: 0000004873-03			
Ad Hoc Payment	Check	22826	6/9/2021	82.12	Just,Heather and Anthony	Utility Refunds: 0051070000-11			
Ad Hoc Payment	Check	22827	6/9/2021	32.11	Karen M Garcia, Sucessor Trustee	Utility Refunds: 0109005228-05			
Ad Hoc Payment	Check	22828	6/9/2021	27.89	Kennedy,James and Kylie	Utility Refunds: 0159022000-04			
Ad Hoc Payment	Check	22829	6/9/2021	27.54	Kittleson,Anne and Norman	Utility Refunds: 0500001777-02			
Ad Hoc Payment	Check	22830	6/9/2021	69.29	Koch,Carlton	Utility Refunds: 0116023400-05			
Ad Hoc Payment	Check	22831	6/9/2021	247.00	Kramer,Robert	Utility Refunds: 0012050500-08			
Ad Hoc Payment	Check	22832	6/9/2021	1,141.29	Kristal C Rust	Utility Refunds: 0032055600-02 Consolidated refund created from multiple refunds			
Ad Hoc Payment	Check	22833	6/9/2021	160.75	Kruiithoff,Sherry	Utility Refunds: 0074052488-02			
Ad Hoc Payment	Check	22834	6/9/2021	50.00	Krupa,Magi	Utility Refunds: 0138002118-03			
Ad Hoc Payment	Check	22835	6/9/2021	18.63	Kyper,Robert	Utility Refunds: 0032026806-05			
Ad Hoc Payment	Check	22836	6/9/2021	85.71	Lasseigne,Brittini and Austin	Utility Refunds: 0000001850-05			
Ad Hoc Payment	Check	22837	6/9/2021	57.58	Lavergne,Travis	Utility Refunds: 0500003292-02			
Ad Hoc Payment	Check	22838	6/9/2021	104.64	Lien,Tom and Connie	Utility Refunds: 0085049011-14			
Ad Hoc Payment	Check	22839	6/9/2021	39.45	Linda J Surratt	Utility Refunds: 0111043234-03			
Ad Hoc Payment	Check	22840	6/9/2021	262.23	Linstrom,Lisa M	Utility Refunds: 0024013600-07			
Ad Hoc Payment	Check	22841	6/9/2021	53.97	Linstrom,Lisa M and Larry R	Utility Refunds: 0024013600-07			
Ad Hoc Payment	Check	22842	6/9/2021	84.52	Lorri Moxley Rodger, Trustee	Utility Refunds: 0000009204-02			
Ad Hoc Payment	Check	22843	6/9/2021	178.77	Lundstedt,Greg	Utility Refunds: 0141009400-01			
Ad Hoc Payment	Check	22844	6/9/2021	172.28	MacDonald,Mark	Utility Refunds: 0500002078-02			

*Please contact Procurement Services if you would like to review the justification for EMERGENCY procurement.

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Ad Hoc Payment	Check	22845	6/9/2021	125.35	Matney,Robert	Utility Refunds: 0091042200-01			
Ad Hoc Payment	Check	22846	6/9/2021	55.00	Melissa Arn	Refund Citation 7202905270			
Ad Hoc Payment	Check	22847	6/9/2021	121.09	Meredith,Shawn	Utility Refunds: 0056075800-09			
Ad Hoc Payment	Check	22848	6/9/2021	1,056.70	Michael Lynch, Personal Rep	Utility Refunds: 0040028300-00			
Ad Hoc Payment	Check	22849	6/9/2021	59.97	Molly McGarry and Jenica Villamor	Utility Refunds: 0017015800-10			
Ad Hoc Payment	Check	22850	6/9/2021	190.74	New Direction Trust Company	Utility Refunds: 0048068677-03			
Ad Hoc Payment	Check	22851	6/9/2021	28.93	Olson,Dennis	Utility Refunds: 0118041200-03			
Ad Hoc Payment	Check	22852	6/9/2021	91.07	Olson,Diana and Dennis	Utility Refunds: 0118041200-03			
Ad Hoc Payment	Check	22853	6/9/2021	167.61	Orellana,Tonelia	Utility Refunds: 0108002058-05			
Ad Hoc Payment	Check	22854	6/9/2021	156.83	Pacific Building Solutions LLC	Utility Refunds: 0021083400-03			
Ad Hoc Payment	Check	22855	6/9/2021	40.00	PCS	Refund Alarm Billing>Diaz /Omela Acct 21244 Inv 99414789 / 99420647			
Ad Hoc Payment	Check	22856	6/9/2021	20.08	PCS	Alarm Refund - Jan Beckers - Cust 993; Inv 99223718			
Ad Hoc Payment	Check	22857	6/9/2021	20.00	PCS	Refund Alarm Billing Acct 15192 Inv 99418118 Peterson Automotive			
Ad Hoc Payment	Check	22858	6/9/2021	70.00	PCS	Refund Alarm Billing Acct 19684 Inv 99424197 & 99428882			
Ad Hoc Payment	Check	22859	6/9/2021	173.13	Personal Property Management	Utility Refunds: 0032026806-05			
Ad Hoc Payment	Check	22860	6/9/2021	185.00	PHILIP MCCLELLAN	VOUCHER 2008293.030			
Ad Hoc Payment	Check	22861	6/9/2021	1,678.24	Quad Associates	Utility Refunds: 0083070000-00			
Ad Hoc Payment	Check	22862	6/9/2021	3,395.00	Reyes Insulation	LUP-81040			
Ad Hoc Payment	Check	22863	6/9/2021	303.87	Reyes Insulation	ENG-81041			
Ad Hoc Payment	Check	22864	6/9/2021	16.53	Richard and Bobbi Foster	Utility Refunds: 0121001390-09			
Ad Hoc Payment	Check	22865	6/9/2021	5.80	Richard L and Susan B Thompson	Utility Refunds: 0159026200-03			
Ad Hoc Payment	Check	22866	6/9/2021	56.41	Robards,Brandi	Utility Refunds: 0159007800-02			
Ad Hoc Payment	Check	22867	6/9/2021	250.00	Robert D Mace, Trustee	Utility Refunds: 0000001973-04 Consolidated refund created from multiple refunds			
Ad Hoc Payment	Check	22868	6/9/2021	229.00	Roger Young and Li Xu	Utility Refunds: 0140012030-01			
Ad Hoc Payment	Check	22869	6/9/2021	135.79	Roscoe,Jody and Stephanie	Utility Refunds: 0071032600-02			
Ad Hoc Payment	Check	22870	6/9/2021	211.13	Schwab,Dennis	Utility Refunds: 0079048300-04			

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Ad Hoc Payment	Check	22871	6/9/2021	63.60	Schwendeman,Daniel and Naoko	Utility Refunds: 0500001954-02			
Ad Hoc Payment	Check	22872	6/9/2021	44.40	Schwendeman,Naoko	Utility Refunds: 0500001954-02			
Ad Hoc Payment	Check	22873	6/9/2021	159.07	Seirer,Jeffrey and Stephany	Utility Refunds: 0000008777-02			
Ad Hoc Payment	Check	22874	6/9/2021	372.00	Semchuk,Vitaliy and Larissa	Utility Refunds: 0046055000-04 Consolidated refund created from multiple refunds			
Ad Hoc Payment	Check	22875	6/9/2021	33.26	Severson,Barbara	Utility Refunds: 0101000842-02			
Ad Hoc Payment	Check	22876	6/9/2021	86.45	Shirley,Tabitha and Peter	Utility Refunds: 0072026750-03			
Ad Hoc Payment	Check	22877	6/9/2021	240.00	Sirlin,Joseph and Tamsan	Utility Refunds: 0141000160-03			
Ad Hoc Payment	Check	22878	6/9/2021	78.23	Smith,John	Utility Refunds: 0068018900-10			
Ad Hoc Payment	Check	22879	6/9/2021	241.55	Smith,Scott G	Utility Refunds: 0146002258-01 Consolidated refund created from multiple refunds			
Ad Hoc Payment	Check	22880	6/9/2021	89.94	Snyder,Gregory and Janna	Utility Refunds: 0085049004-16			
Ad Hoc Payment	Check	22881	6/9/2021	35.44	Somerville,Richard	Utility Refunds: 0093051000-08			
Ad Hoc Payment	Check	22882	6/9/2021	36.96	Sonoda,Paul and Garrett	Utility Refunds: 0007033100-09			
Ad Hoc Payment	Check	22883	6/9/2021	53.00	Stack Burger & Whiskey	Refund CivicGov Dbl Pymt Inv 77030938			
Ad Hoc Payment	Check	22884	6/9/2021	80.67	Steven Dye, Brandy Hoisington,and Richard and Jaclyn Bacoka	Utility Refunds: 0108008000-07			
Ad Hoc Payment	Check	22885	6/9/2021	176.70	Stiedl,Randolph and Judith	Utility Refunds: 0079088800-03			
Ad Hoc Payment	Check	22886	6/9/2021	141.32	Tara Wells with HUNTER-DAVISSON INC	MPE-300191			
Ad Hoc Payment	Check	22887	6/9/2021	149.72	Terri L Allen	Utility Refunds: 0059043028-15 Consolidated refund created from multiple refunds			
Ad Hoc Payment	Check	22888	6/9/2021	110.00	The Estate of Dolores Kastine	Utility Refunds: 0053078210-05			
Ad Hoc Payment	Check	22889	6/9/2021	140.05	The Estate of Stanley J Cieslewicz	Utility Refunds: 0101002192-08			
Ad Hoc Payment	Check	22890	6/9/2021	23,706.96	Thomas Miller	Claim Payment - DOL: 01/19/20 - Risk			
Ad Hoc Payment	Check	22891	6/9/2021	44.16	Van Aalst,Doug and Kylie	Utility Refunds: 0500001601-02			
Ad Hoc Payment	Check	22892	6/9/2021	127.05	Watson,Madison	Utility Refunds: 0003043300-08			
Ad Hoc Payment	Check	22893	6/9/2021	69.87	Wayne Lindemood and Jo Ann Staudinger	Utility Refunds: 0084023700-03			
Ad Hoc Payment	Check	22894	6/9/2021	20.00	Wendy's #8496	Refund Alarm Billing Acct 17661 Inv 9946707			

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Ad Hoc Payment	Check	22895	6/9/2021	76.48	Wilkerson,Whitley and Brady	Utility Refunds: 0000007536-03			
Ad Hoc Payment	Check	22896	6/9/2021	152.79	William Burch III and Debra Burch	Utility Refunds: 0045025892-02			
Ad Hoc Payment	Check	22897	6/9/2021	76.84	Wyatt,Lorraine and Jeffrey	Utility Refunds: 0022024400-02			
Supplier Payment	Check	22898	6/9/2021	5,535.00	Action Onsite Inc				
Supplier Payment	Check	22899	6/9/2021	891,638.16	Advanced Excavating Specialists LLC				
Supplier Payment	Check	22900	6/9/2021	687.38	Airgas, Inc				
Supplier Payment	Check	22901	6/9/2021	1,113.96	A-Line Asphalt Maintenance Inc				
Supplier Payment	Check	22902	6/9/2021	20,506.50	Allcon LLC				
Supplier Payment	Check	22903	6/9/2021	798.00	Allegheny Answering Services				
Supplier Payment	Check	22904	6/9/2021	2,925.00	Allegis Group Holdings Inc - Remit-To: TekSystems Inc - Atlanta				
Supplier Payment	Check	22905	6/9/2021	60.00	American Sani-Can				
Supplier Payment	Check	22906	6/9/2021	141.57	Aramark Uniform & Career Apparel LLC - Remit-To: Aramark - Pasadena				
Supplier Payment	Check	22907	6/9/2021	7,405.12	Arborscape Ltd Inc				
Supplier Payment	Check	22908	6/9/2021	9,829.77	AT & T Mobility II LLC				
Supplier Payment	Check	22909	6/9/2021	732.38	Bound Tree Medical LLC				
Supplier Payment	Check	22910	6/9/2021	15,062.50	Brown and Caldwell - Remit-To: Brown & Caldwell - San Francisco				
Supplier Payment	Check	22911	6/9/2021	7,002.57	Cadman Materials - Remit-To: Cadman - Chicago				
Supplier Payment	Check	22912	6/9/2021	720.00	CB&I Group Inc				
Supplier Payment	Check	22913	6/9/2021	655.46	Cellco Partnership - Remit-To: Cellco - Dallas				
Supplier Payment	Check	22914	6/9/2021	7,054.39	Century West Engineering Corp				
Supplier Payment	Check	22915	6/9/2021	12,541.93	CFM Strategic Communications Inc				
Supplier Payment	Check	22916	6/9/2021	33,807.70	CH2M Hill Inc				
Supplier Payment	Check	22917	6/9/2021	7,128.78	CH2M Hill Inc - Remit-To: CH2M - Dallas				
Supplier Payment	Check	22918	6/9/2021	295.88	Chicago Title Company of WA				
Supplier Payment	Check	22919	6/9/2021	4,779.92	Cintas				
Supplier Payment	Check	22920	6/9/2021	104.16	Clark County				
Supplier Payment	Check	22921	6/9/2021	26.69	Clark Public Utility District No. 1				
Supplier Payment	Check	22922	6/9/2021	44.13	Clark Public Utility District No. 1				
Supplier Payment	Check	22923	6/9/2021	552.13	Clark Public Utility District No. 1				

INVOICE PAYMENTS REPORT

<u>Payment Category</u>	<u>Payment Type</u>	<u>Check Number</u>	<u>Payment Date</u>	<u>Payment Amount</u>	<u>Payment Payee</u>	<u>Payment Memo if applicable</u>			
Supplier Payment	Check	22924	6/9/2021	19,528.07	Columbia Resource Company				
Supplier Payment	Check	22925	6/9/2021	108.29	Comcast Holdings Corporation - Remit-To: Comcast Business - City of Industry				
Supplier Payment	Check	22926	6/9/2021	193.29	Comcast Holdings Corporation - Remit-To: Comcast Business - City of Industry				
Supplier Payment	Check	22927	6/9/2021	181.52	Comcast Holdings Corporation - Remit-To: Comcast Business - City of Industry				
Supplier Payment	Check	22928	6/9/2021	333.25	Courier Northwest				
Supplier Payment	Check	22929	6/9/2021	3,069.00	CyberSource Corporation - Remit-To: CyberSource - Los Angeles				
Supplier Payment	Check	22930	6/9/2021	244.13	Day Management Corp				
Supplier Payment	Check	22931	6/9/2021	234,732.99	Del Sol Inc				
Supplier Payment	Check	22932	6/9/2021	262.00	Dex Media West				
Supplier Payment	Check	22933	6/9/2021	415.18	Distinctive Landscape LLC				
Supplier Payment	Check	22934	6/9/2021	4,259.65	Epic Land Solutions Inc				
Supplier Payment	Check	22935	6/9/2021	709.73	Eric Atwell				
Supplier Payment	Check	22936	6/9/2021	728.50	Eric Thomas Lanciault				
Supplier Payment	Check	22937	6/9/2021	17,009.69	Ferguson Enterprises - Remit-To: Ferguson - Dallas				
Supplier Payment	Check	22938	6/9/2021	776.25	Financial Consulting Solutions Group Inc				
Supplier Payment	Check	22939	6/9/2021	7,060.00	Gallagher Bassett Services Inc				
Supplier Payment	Check	22940	6/9/2021	456.50	GeoDesign Inc				
Supplier Payment	Check	22941	6/9/2021	6,249.99	Hispanic Metropolitan Chamber				
Supplier Payment	Check	22942	6/9/2021	8,750.00	Hyas Group LLC				
Supplier Payment	Check	22943	6/9/2021	1,672.00	Invintus Media LLC				
Supplier Payment	Check	22944	6/9/2021	371.95	Iron Mountain Inc - Remit-To: Iron Mountain - New York				
Supplier Payment	Check	22945	6/9/2021	17,123.32	Janus Youth Programs Inc				
Supplier Payment	Check	22946	6/9/2021	97,345.58	Jeffrey Barrar PS				
Supplier Payment	Check	22947	6/9/2021	1,705.23	Kennedy Jenks Consultants - Remit-To: Kennedy Jenks Consulting				
Supplier Payment	Check	22948	6/9/2021	4,834.18	Kittelson & Associates Inc				
Supplier Payment	Check	22949	6/9/2021	469.97	Kurita America Inc - Remit-To: US Water - Minneapolis				
Supplier Payment	Check	22950	6/9/2021	13,902.30	Lakeyland Inc				

INVOICE PAYMENTS REPORT

<u>Payment Category</u>	<u>Payment Type</u>	<u>Check Number</u>	<u>Payment Date</u>	<u>Payment Amount</u>	<u>Payment Payee</u>	<u>Payment Memo if applicable</u>			
Supplier Payment	Check	22951	6/9/2021	79.16	Langley's Ace Inc				
Supplier Payment	Check	22952	6/9/2021	1,752.18	Loomis Armored US LLC - Remit-To: Loomis - Palatine				
Supplier Payment	Check	22953	6/9/2021	298.38	Mark IV Enterprises Inc				
Supplier Payment	Check	22954	6/9/2021	3,241.25	Maul Foster & Alongi Inc				
Supplier Payment	Check	22955	6/9/2021	1,359.60	McFarlanes Bark Inc				
Supplier Payment	Check	22956	6/9/2021	1,000.00	Message Gears LLC				
Supplier Payment	Check	22957	6/9/2021	412.30	Mini Mix Concrete Inc				
Supplier Payment	Check	22958	6/9/2021	31,761.25	Nelson Nygaard Consulting Associates Inc - Remit-To: Nelson Nygaard Consulting Associates Inc				
Supplier Payment	Check	22959	6/9/2021	6,362.97	Northwest Natural Gas Company - Remit-To: NW Natural - Portland				
Supplier Payment	Check	22960	6/9/2021	1,313.09	Northwest Staffing Resources Inc - Remit-To: NW Staffing - Portland				
Supplier Payment	Check	22961	6/9/2021	1,152.00	Oregon Meter Repair LLC				
Supplier Payment	Check	22962	6/9/2021	937.90	Parametrix, Inc				
Supplier Payment	Check	22963	6/9/2021	4,643.75	PBS Engineering and Environmental Inc				
Supplier Payment	Check	22964	6/9/2021	5,280.32	Pitney Bowes Inc				
Supplier Payment	Check	22965	6/9/2021	6,500.00	Plan-it GEO LLC				
Supplier Payment	Check	22966	6/9/2021	78,767.38	Portland Mechanical Construction LLC				
Supplier Payment	Check	22967	6/9/2021	15,349.32	PPC Solutions Inc				
Supplier Payment	Check	22968	6/9/2021	1,135.75	Quick Caption Inc				
Supplier Payment	Check	22969	6/9/2021	766.19	Qwest Corp - Remit-To: CenturyLink - Phoenix				
Supplier Payment	Check	22970	6/9/2021	787.32	Qwest Corp - Remit-To: Qwest CABS - Monroe				
Supplier Payment	Check	22971	6/9/2021	6,618.97	Qwest Corp - Remit-To: Qwest Corp- Seattle				
Supplier Payment	Check	22972	6/9/2021	1,211.90	Rapco Industries Inc				
Supplier Payment	Check	22973	6/9/2021	441.59	Rentokil North America Inc				
Supplier Payment	Check	22974	6/9/2021	3,625.00	Resonate Inc				
Supplier Payment	Check	22975	6/9/2021	5,520.49	Retail Lockbox Inc				
Supplier Payment	Check	22976	6/9/2021	74,512.38	SDB Contracting Services				
Supplier Payment	Check	22977	6/9/2021	6,267.00	Sequence Graphics LLC				
Supplier Payment	Check	22978	6/9/2021	743.68	Software House International SHI - Remit- To: SHI - Dallas				
Supplier Payment	Check	22979	6/9/2021	10,882.89	Stantec Consulting Services Inc - Remit-To: Stantec - Chicago				

INVOICE PAYMENTS REPORT

<u>Payment Category</u>	<u>Payment Type</u>	<u>Check Number</u>	<u>Payment Date</u>	<u>Payment Amount</u>	<u>Payment Payee</u>	<u>Payment Memo if applicable</u>			
Supplier Payment	Check	22980	6/9/2021	2,054.26	State of Washington Department of Transportation				
Supplier Payment	Check	22981	6/9/2021	23.06	Stericycle Inc				
Supplier Payment	Check	22982	6/9/2021	14,471.73	Sunbelt Controls Inc - Remit-To: Sunbelt Controls - Pasadena				
Supplier Payment	Check	22983	6/9/2021	162.60	TLC Towing				
Supplier Payment	Check	22984	6/9/2021	799.67	Towing & Recovering Services Inc				
Supplier Payment	Check	22985	6/9/2021	962.72	Transunion Risk & Alternative Data Solutions Inc				
Supplier Payment	Check	22986	6/9/2021	1,783.48	Triple J Enterprises				
Supplier Payment	Check	22987	6/9/2021	9.20	United Parcel Service				
Supplier Payment	Check	22988	6/9/2021	14,333.31	Univar Solutions USA Inc - Remit-To: Supplier Univar Solutions USA Inc				
Supplier Payment	Check	22989	6/9/2021	214.00	Vancouver Aire LLC				
Supplier Payment	Check	22990	6/9/2021	229.00	Vast Data Concepts				
Supplier Payment	Check	22991	6/9/2021	3,347.00	Washington State Criminal Justice Training Commission				
Supplier Payment	Check	22992	6/9/2021	1,690.91	Waste Connections of Washington - Remit-To: Waste Connections - Vancouver				
Supplier Payment	Check	22993	6/9/2021	4,285.40	Western Systems Inc				
Supplier Payment	Check	22994	6/9/2021	35,760.71	Wilson Oil Inc				
Supplier Payment	Check	22995	6/9/2021	15,842.95	WSP USA Inc. - Remit-To: WSP USA Inc. Dallas				
Supplier Payment	Check	22996	6/9/2021	3,512.09	W Todd Pascoe				
Supplier Payment	Check	22997	6/9/2021	11,548.13	Xchange Recovery				
Supplier Payment	Check	22998	6/9/2021	40.73	Ziply Fiber				
Supplier Payment	Check	22999	6/9/2021	2,600.00	Clark County Title Company - Remit-To: Clark County - Reconveyance Fees				
Supplier Payment	Check	23000	6/9/2021	396,317.05	Clark Public Utility District No. 1				
Supplier Payment	Check	23001	6/9/2021	34,379.85	Life Insurance Company of North America				
Supplier Payment	Check	23002	6/9/2021	6,609.24	Waste Connections of Washington - Remit-To: Waste Connections - Vancouver				
Supplier Payment	Check	23003	6/10/2021	8,164.15	Aflac				
Supplier Payment	Check	23004	6/10/2021	5,051.14	AFSCME Local #307				
Supplier Payment	Check	23005	6/10/2021	22,682.36	IAFF Local #452				
Supplier Payment	Check	23006	6/10/2021	712.50	IAM Local #1374				

INVOICE PAYMENTS REPORT

<u>Payment Category</u>	<u>Payment Type</u>	<u>Check Number</u>	<u>Payment Date</u>	<u>Payment Amount</u>	<u>Payment Payee</u>	<u>Payment Memo if applicable</u>			
Supplier Payment	Check	23007	6/10/2021	8,877.22	Life Insurance Company of North America				
Supplier Payment	Check	23008	6/10/2021	575.00	MFS Service Center Inc				
Supplier Payment	Check	23009	6/10/2021	300.00	OPEIU Local #11				
Supplier Payment	Check	23010	6/10/2021	4,080.84	OPEIU Local #11				
Supplier Payment	Check	23011	6/10/2021	512.00	Teamsters Local #58				
Supplier Payment	Check	23012	6/10/2021	297.50	UA Local #290				
Supplier Payment	Check	23013	6/10/2021	11,025.34	Vancouver Police Officer Guild				
Supplier Payment	Check	23014	6/10/2021	3,042.24	Western Conference of Teamsters				
Supplier Payment	Check	23015	6/10/2021	1,154.40	Western Metal Industry Pension Plan				
Supplier Payment	Check	23016	6/9/2021	84,521.66	Angelo Property CO., LP				
			SUBTOTAL	7,713,148.69					
Hansen			6/14/2021	16,942.57	City Payments	Posted 06-8-thru 06-14-21			
			SUBTOTAL	16,942.57					
Visa			6/14/2021	1637.00	Miscellaneous	Parks Class Refunds - FCC 06-08-thru 06-14-21			
Visa			6/14/2021	566.00	Miscellaneous	Parks Class Refunds - MCC 06-08-thru 06-14-21			
Visa			6/14/2021	0.00	Miscellaneous	Parks Class Refunds - Special Events 06-08-thru 06-14-21			
Visa			6/14/2021	0.00	Miscellaneous	Parks Class Refunds - WREC 06-08-thru 06-14-21			
			SUBTOTAL	2203.00					
			TOTAL	7,732,294.26					

City of Vancouver
Payroll Council Report
June 8, 2021 - June 14, 2021

Check No.	Date	Explanation	Amount
3031-3057	06/10/21	11 2021 Payroll	\$ 12,000.45
103232-104937	06/10/21	11 2021 Direct Deposits	\$ 3,161,948.55

\$ 3,173,949.00

Declaration of Real Property as Surplus

Portion of 165831-000 (Holly Acres)

VANCOUVER
CITY HALL

CITY OF
Vancouver
WASHINGTON

June 21, 2021

Vancouver City Council Public Hearing

Linda Carlson, Property Management Specialist

We are here today asking council to adopt a resolution declaring as surplus a portion of real property parcel 165381-000 (Holly Acres) located at NE 109th Avenue.

Prior Council Review

- None

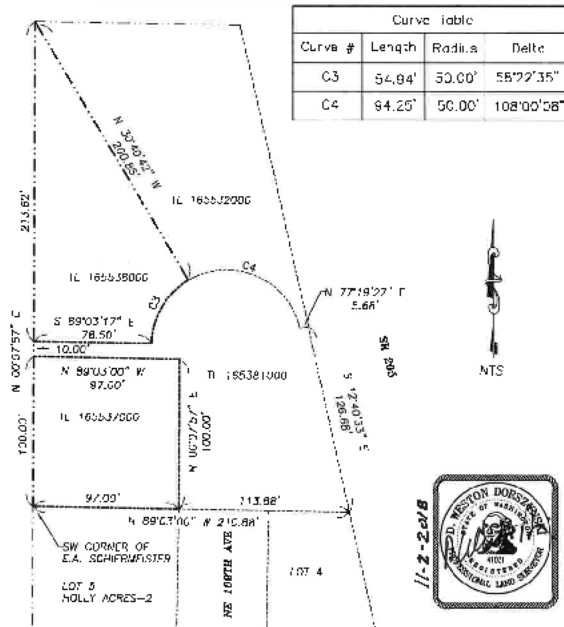
Key Points

- The City owns a parcel of real property assigned Clark County assessor parcel number 165381-000 (“the City Property”), which is used as a cul-de-sac at NE 109th Avenue. The parcel measures approximately 16,451 Sq Ft.
- Sometime in the past, the property owners placed a cyclone fence on the property which has been assumed to be the property line by both parties. This unintentional encroachment onto City property has been maintained by the adjacent land owners ever since (819 square feet).

Key Points (cont')

- As a means of settling this matter, City staff and the adjacent property owners have discussed a potential boundary line adjustment and sale of real property. The end result will have the entire cul-de-sac within public right-of-way and clean up all encroachments onto City owned property.
- City staff has determined that the 819 square-feet of real property on which the adjacent property owners encroached is surplus to the City's needs and is not necessary for public purposes.

SKETCH TO ACCOMPANY LEGAL
DESCRIPTIONS FOR EXISTING
ASSESSORS PARCEL NO'S 165537000,
165538000 AND 165381000



This sketch is intended for general location
purposes only and does not supersede the
written legal description.

City of Vancouver:
PUBLIC WORKS/SURVEY
DEPARTMENT

Next Steps/Timeline

- Staff to negotiate with abutting property owners
- Return to council for approval of Disposition and Purchase and Sale Agreements

Questions and Discussion

- Linda Carlson, Property Management Specialist
- 360-487-8423



Declaration of real property as surplus – Holly Acres - 8



Staff Report 088-21

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 6/21/2021

SUBJECT Declaration of Real Property as Surplus - Holly Acres

Key Points

- The City owns a parcel of real property assigned Clark County assessor parcel number 165381-000 ("the City Property"), which is used as a cul-de-sac at NE 109th Avenue. The parcel measures approximately 16,451 Sq Ft.
- Sometime in the past, the abutting property owners placed a cyclone fence on the property which was believed to be the property line by both parties. However, the fence has actually encroached onto City property. This unintentional encroachment onto City property has been maintained by the adjacent land owners ever since (819 square feet).
- As a means of settling this matter, City staff and the adjacent property owners have discussed a potential boundary line adjustment and sale of real property. The end result will have the entire cul-de-sac within public right-of-way and clean up all encroachments onto City-owned property.
- City staff has determined that the 819 square feet of real property on which the adjacent property owners encroached is surplus to the City's needs and is not necessary for public purposes.

Strategic Plan Alignment

Goal 1, Objective 1.1: Develop and maintain a safe, balanced and innovative transportation system that will meet the needs of future generations.

Present Situation

The property proposed for surplus is an 819-square-foot section of land ("subject property") that is part of an approximately 0.38-acre City-owned parcel that houses a cul-de-sac at NE 109th Avenue (parcel #165381-000). City staff has determined that the 819 square feet of the subject property is not needed for municipal purposes.

When the abutting property owner along the south boundary purchased their property, a fence was installed to separate their property from the neighboring property to the north. The alignment of this fence was assumed to be the boundary line of the two privately owned parcels, but in fact, resulted in an unintentional encroachment by the two landowners onto City of Vancouver property. As a result of continued assumption of the fence as the property boundary, the adjacent landowners have each maintained the property.

The City has been in discussions with the adjacent property owners regarding the encroachment. City staff recommends settlement of the matter by executing a boundary line adjustment and sale of the subject property as follows: (1) adjust the boundary line so that the subject property follows the existing fence line and is incorporated into the abutting parcels and, (2) receive payment for the real property, which is 819 square feet.

The subject property is shown on the map as Exhibit C.

Council approved an ordinance (M-3923) which allows for disposition of real property. VMC Chapter 3.30 requires public hearing and adoption of a resolution declaring real property as surplus. The process has 2 steps; first council must declare the property as surplus, and then Council may approve the disposition of the property under a separate action. This staff report is step one of the process.

Advantage(s)

1. Allows 819 square feet of the subject property to be transferred to the adjacent property owners, and placed on the tax rolls.
2. The property boundaries of the cul-de-sac will match the parcel description

Disadvantage(s)

No known disadvantages

Budget Impact

None at this time

Prior Council Review

None

Action Requested

On June 21, 2021, subject to public hearing, adopt a resolution declaring certain real property (portion of assessor parcel 165381-000) as surplus.

Linda Carlson, Property Management Specialist, 360-487-8423

ATTACHMENTS:

- ▣ Resolution
- ▣ Resolution Exhibits A & B
- ▣ Surplus Property Report
- ▣ Surplus Property Report Exhibit
- ▣ Presentation - *separate cover*

DATE: June 21, 2021

RESOLUTION NO. M-_____

A RESOLUTION of the City of Vancouver declaring certain real property as surplus, directing its disposal and method of disposition.

WHEREAS, the City of Vancouver acquired the real property listed on the attached Exhibit A (“Subject Property”); and

WHEREAS, Council reviewed Staff Report No. _____ and the surplus property report related to the Subject Property; and

WHEREAS, Council held a public hearing on June 21, 2021, to consider the surplus status of the Subject Property and whether the Subject Parcel should be disposed of or retained; and

WHEREAS, the Subject Property on Exhibits A and B are surplus to the needs of the City; and should be disposed of by means of a negotiated sale;

NOW, THEREFORE,

BE IT RESOLVED BY THE CITY OF VANCOUVER:

Section 1. The Subject Property is declared surplus to the needs of the City as described in Staff Report No. _____.

Section 2. The Subject Property shall be disposed of by means of negotiation with abutting property owners.

Section 3. The City of Vancouver Property Services Manager or designee is directed to prepare a proposal for disposition in compliance with this Resolution and Chapter 3.30 VMC.

ADOPTED at a Regular Meeting of the Vancouver City Council this 21st day of June, 2021.

Anne McEnery-Ogle, Mayor

Attest:

Natasha Ramras, City Clerk

Approved as to form:

Jonathan Young, City Attorney

EXHIBIT "A"

PROJECT # 083347

LEGAL DESCRIPTION
SURPLUS PROPERTY
ADJUSTED TAX LOT 165381-000

THAT PORTION OF THE NORTHEAST QUARTER OF SECTION 28, TOWNSHIP 2 NORTH, RANGE 2 EAST OF THE WILLAMETTE MERIDIAN, IN CLARK COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF LOT 5 HOLLY ACRES 2 ACCORDING TO THE PLAT THEREOF, RECORDED IN BOOK "G" OF PLATS, AT PAGE 233, RECORDS OF CLARK COUNTY, WASHINGTON;

THENCE NORTH 89°03'00" WEST A DISTANCE OF 97.00 FEET TO THE NORTHWEST CORNER OF LOT 5 HOLLY ACRES 2;
THENCE NORTH 0°07'57" EAST A DISTANCE OF 100.00 FEET TO THE TRUE POINT OF BEGINNING;
THENCE NORTH 0°07'57" EAST A DISTANCE OF 10.00 FEET;
THENCE SOUTH 89°03'17" EAST A DISTANCE OF 78.50 FEET;
THENCE ALONG THE ARC OF A 50.00 FOOT RADIUS CURVE TO THE LEFT WITH A RADIAL BEARING OF SOUTH 89°03'04" EAST AND A CENTRAL ANGLE OF 11°31'53" FOR AN ARC DISTANCE OF 10.06 FEET;
THENCE NORTH 89°03'00" WEST A DISTANCE OF 79.36 FEET TO THE TRUE POINT OF BEGINNING.

CONTAINS 787 SQUARE FEET.

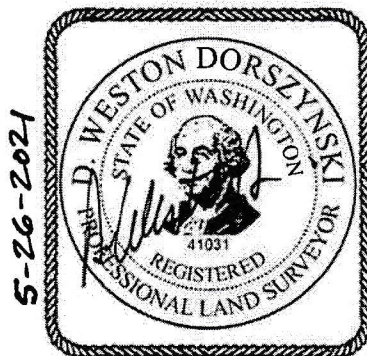


EXHIBIT "B"

PROJECT # 083347

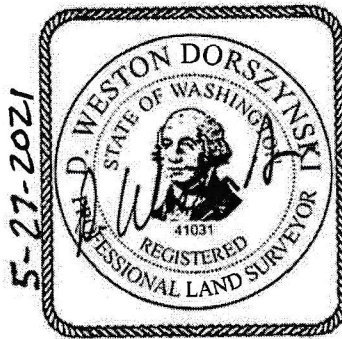
**LEGAL DESCRIPTION
SURPLUS PROPERTY
ADJUSTED TAX LOT 165381-000**

THAT PORTION OF THE NORTHEAST QUARTER OF SECTION 28, TOWNSHIP 2 NORTH, RANGE 2 EAST OF THE WILLAMETTE MERIDIAN, IN CLARK COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF LOT 5, HOLLY ACRES 2, ACCORDING TO THE PLAT THEREOF, RECORDED IN BOOK "G" OF PLATS, PAGE 233, RECORDS OF CLARK COUNTY, WASHINGTON, SAID POINT ALSO BEING THE SOUTHEAST CORNER OF THE BLACK TRACT AS CONVEYED UNDER AUDITORS FILE NO. G665142;

THENCE NORTH $0^{\circ}54'44''$ EAST A DISTANCE OF 65.26 FEET;
THENCE ALONG THE ARC OF A 10.00 FOOT RADIUS CURVE TO THE LEFT WITH A RADIAL BEARING OF NORTH $89^{\circ}06'54''$ WEST AND A CENTRAL ANGLE OF $25^{\circ}09'35''$ FOR AN ARC DISTANCE OF 4.39 FEET;
THENCE SOUTH $0^{\circ}07'57''$ WEST A DISTANCE OF 69.51 FEET TO THE POINT OF BEGINNING.

CONTAINS 32 SQUARE FEET.



SURPLUS PROPERTY REPORT

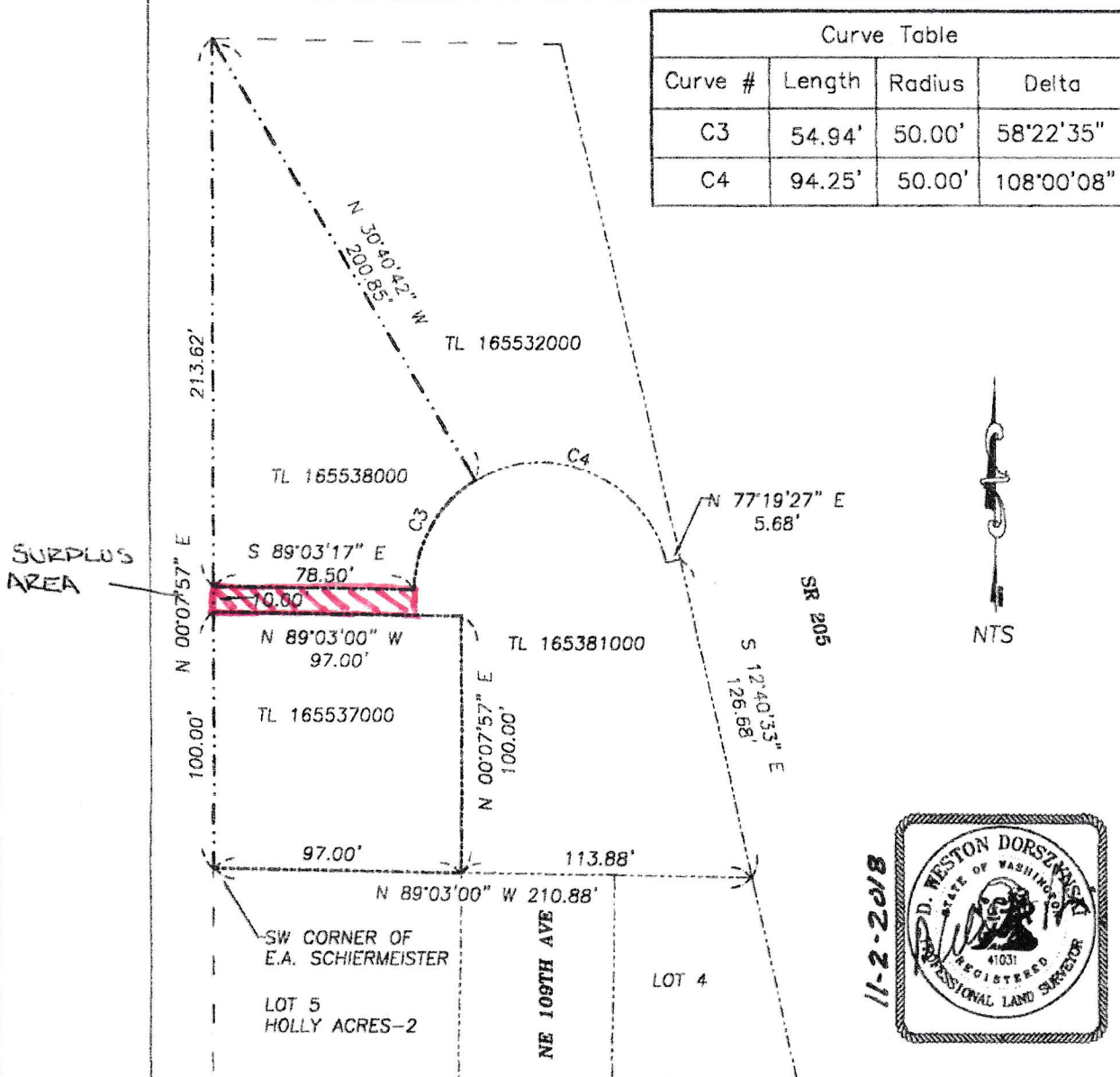
June 21, 2021

The City of Vancouver is requesting that a portion of the parcel below (Subject Parcel) be declared as surplus property by the City as per Ordinance M-3923.

- This parcel is approximately 14,810 square feet with the majority being utilized as a cul-de-sac at NE 109th Avenue. The remnant area (819 square feet) is an unimproved area zoned low density residential (R-6). A map designating exact location of the parcel and delineating the surplus remnant area is attached as Exhibit "C";
- The City of Vancouver obtained ownership of this parcel through purchase from Clark County in 2013 as part of our project to transfer county owned properties that lie within City limits to City ownership. Current assessed value for the parcel is \$0.00 due to it being a publicly owned parcel.
- To our knowledge, there are no deed restrictions on the Subject Parcel.
- The City purchased this property from the county for \$349.00 to cover the taxes that were owed at the time that the County Assessor's office foreclosed on the property.
- Proceeds from this sale should be credited to the Transportation Capital Fund.
- A Cul-de-sac was completed to improve the roadway of NE 109th Ave and this remnant area will not have any future municipal use.
- Staff recommends that this remnant portion (819 square feet) of Parcel 165381-000 should be declared as surplus real property.
- Staff recommends that this remnant area should be disposed of by negotiation with abutting property owners. This will put the remnant area back on the tax rolls and decrease the City's maintenance responsibilities.
- Review of surrounding properties and recent sales determined a fair market value of this remnant area of \$12.00 per square foot - **\$9,828.00.**

EXHIBIT "C"

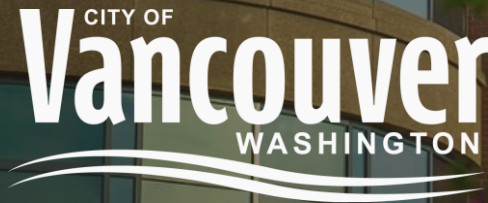
SKETCH TO ACCOMPANY LEGAL DESCRIPTIONS FOR EXISTING ASSESSORS PARCEL NO'S 165537000, 165538000 AND 165381000



This exhibit is intended for general location purposes only and does not supercede the written legal description

City of Vancouver:
PUBLIC WORKS/SURVEY
DEPARTMENT

City Council Public Hearing - 2022-2027 Transportation Improvement Plan (TIP)



June 21, 2021

Chris Malone

Public Works Finance and Asset Manager

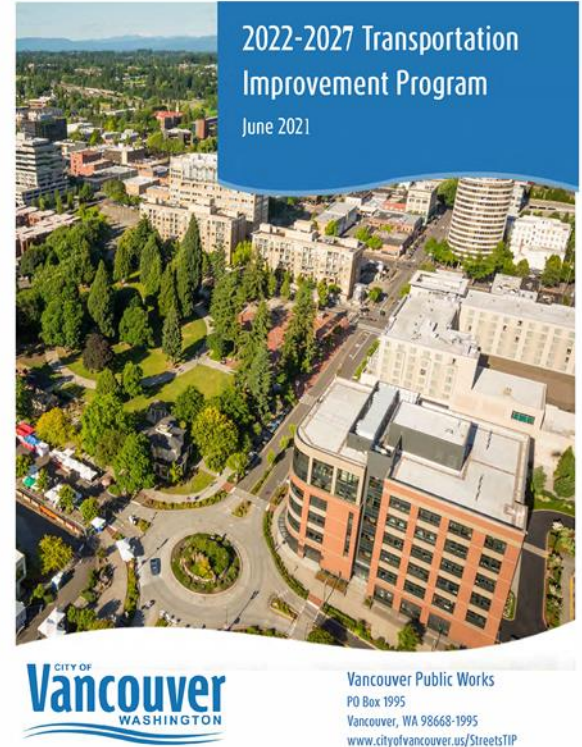
Why Create a TIP?

- Serves as a workplan to help meet our community's transportation needs
- Improves transparency and accountability
- Coordinates planning efforts
- Required for state and federal grants
- Required by law (RCW 35.77.010)



2022-2027 TIP – Highlights

- Interim Project Prioritization
- Key projects (funded, partially funded, ongoing programs)
- Arterial map update



2022-2027 TIP – Key Projects

Funded Projects

- **Capacity**
 - SE 1st Street, 164th Avenue to 177th Avenue
- **Traffic**
 - Columbia/13th Street Signal
- **Multimodal**
 - Transportation System Plan (TSP) update
 - Devine Sidewalk Project, Mill Plain to 18th Street
 - Fourth Plain Pedestrian Enhancements
 - Columbia Street Complete Street



2022-2027 TIP – Key Projects

Partially-funded Projects (Design and/or ROW only)

- **Capacity**

- 137th Avenue, 49th Street to Fourth Plain
- Jefferson Street, Evergreen to Mill Plain
- 18th Street, 97th Avenue to 107th Avenue
- SE 1st Street, 177th Avenue to 192nd Avenue

- **Multimodal**

- Evergreen Highway Pathway – Multiple Phases
- NE 68th Street Sidewalks



2022-2027 TIP – Key Projects



Ongoing program updates:

- Pavement Management Program (\$11.5 M / year)
- Neighborhood Traffic Calming Program (\$0.3 M / year)
- Multimodal Safety and Accessibility Program (\$1 M / year)
- Traffic Signal and Lighting Sustainability (\$0.4 M / year)
- Sidewalk Management Program (\$0.5 M / year)

2022-2027 TIP – Arterial Map Updates

Redesignation:

West side: Remove Proposed future arterial extension of NW 26th Avenue, north of La Frambois Road

East side: Remove proposed future arterial extension of SE 25th Street and add proposed future arterial along SE 29th Street, SE 177th Avenue to SE 192nd Avenue

East side: Show Burton Road between NE 109th Avenue and NE 112th Avenue as a minor arterial

East side: Remove future arterial along NE 63rd Street between NE 147th Avenue and NE 162nd Avenue

East side: Remove proposed NE 13th Street between NE 187th Avenue and NE 192nd Avenue

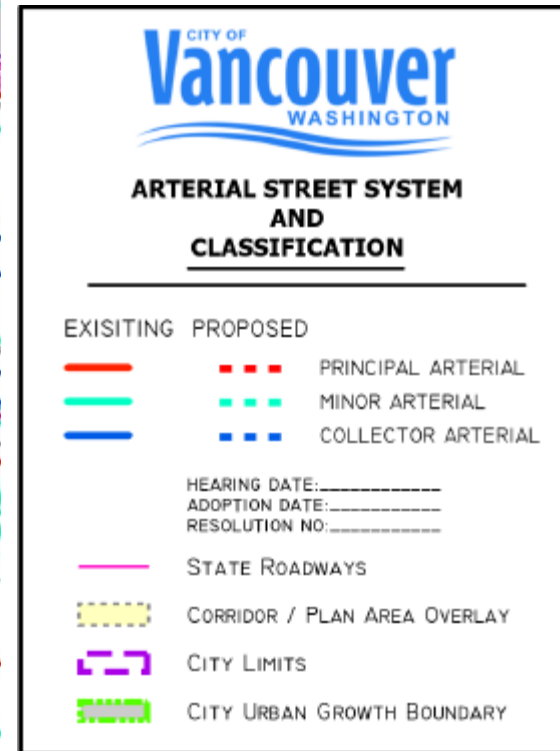
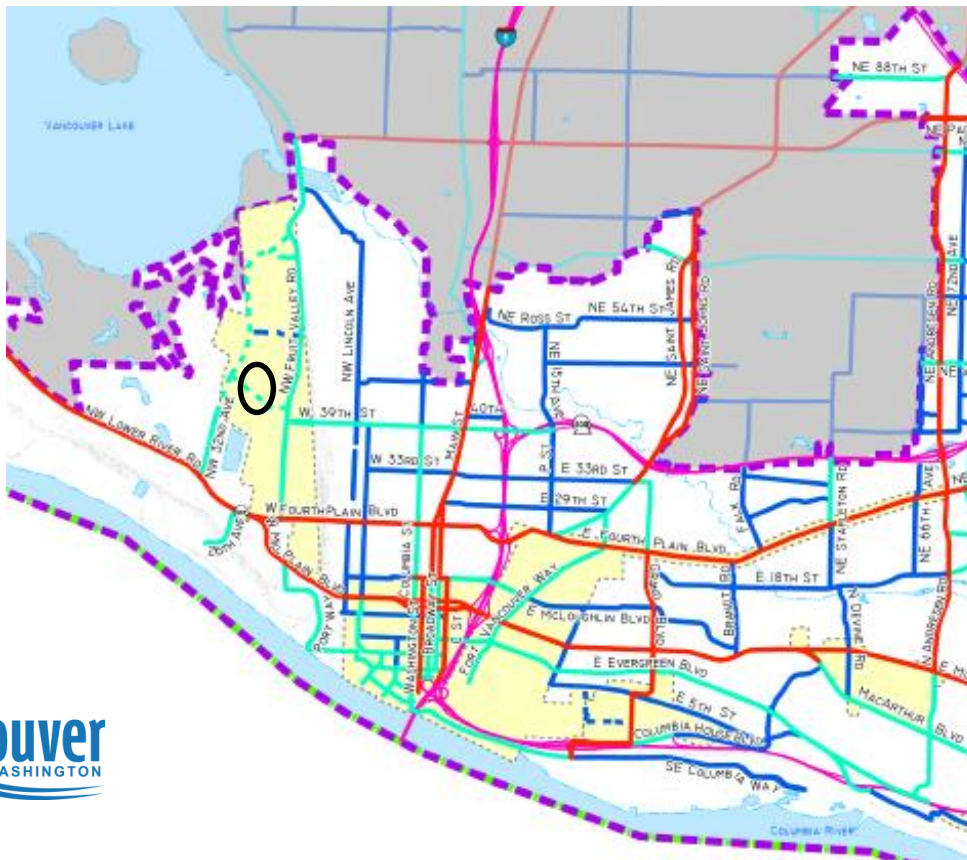
Other:

East side: Revise map to show NE 59th Street as existing street – between NE 137th Avenue, west to halfway between NE 127th Avenue and NE 131st Avenue

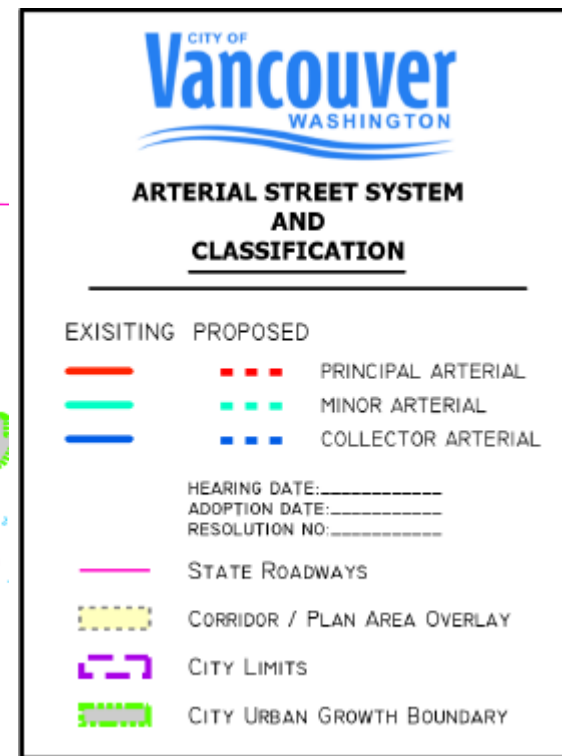
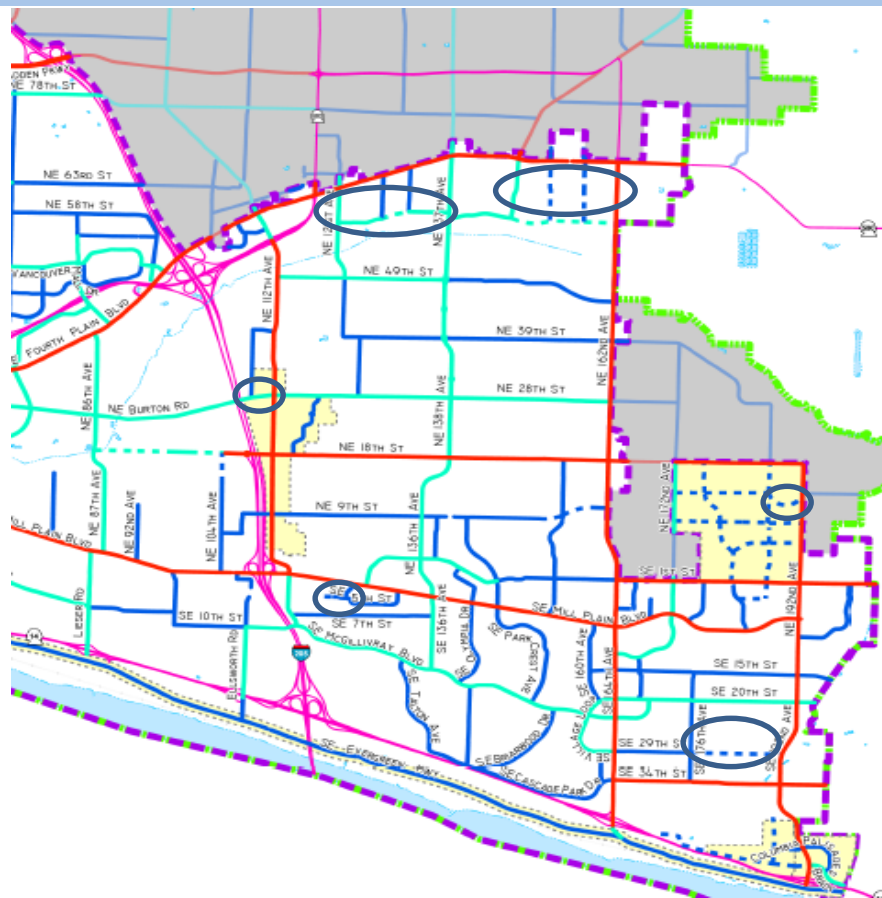
East side: Revised map to show NE 56th Street as existing street between NE 121st Avenue and NE 127th Avenue

East side: Revise map to show SE 5th Street between SE 121st Avenue to SE 123rd Avenue as an existing street

2022-2027 TIP – Arterial Map Updates (West)



2022-2027 TIP – Arterial Map Updates (East)

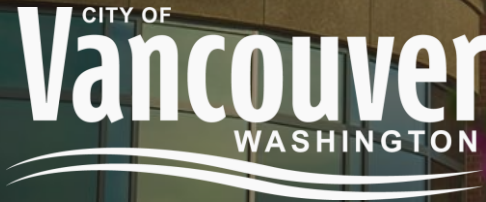


Public Outreach and Next Steps

- Transportation Mobility Commission – May 4, 2021
- Neighborhood Traffic Safety Alliance – May 18, 2021
- Joint Workshop of City Council / Transportation Benefit District – June 24, 2021
- City Council Public Hearing – June 21, 2021
- TIP & Searchable TIP map on City's website: www.cityofvancouver.us/TIP
- TIP Comment Page with Webform: www.cityofvancouver.us/TIPComments
- Other City Communications (Examples: Vancouver Connects, Office of Neighborhoods, social media)

Questions and Discussion

- Chris Malone -- PW Finance & Asset Management Manager
- Webpage: www.cityofvancouver.us/tip
- Webpage: www.cityofvancouver.us/betterstreets





Staff Report 089-21

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 6/21/2021

SUBJECT Approval of Comprehensive Six-Year Transportation Improvement Program (TIP) for the years 2022-2027

Key Points

- Per RCW 35.77.010, the City must adopt a comprehensive TIP prior to July 1st of each year.
- This TIP reflects additional funding resulting from the street funding strategy decisions made to date.
- Each year staff includes updates/changes to the City's arterial map as part of the yearly TIP update.
- Adopting the TIP keeps the City in compliance with state law, allows the City to pursue grants for projects listed in the TIP, provides candidate projects for funding by the Vancouver Transportation Benefit District, and facilitates coordinated planning between agencies within the region.
- New in the 2022-2027 TIP is a project prioritization pilot to be further refined as part of the upcoming Transportation System Plan update.

Strategic Plan Alignment

Goal 1: Ensure our built urban environment is one of the safest, most environmentally responsible and well maintained in the Pacific Northwest.

Goal 1, Objective 1.1: Develop and maintain a safe, balanced and innovative transportation system that will meet the needs of future generations.

Goal 1, Objective 1.2: Ensure our infrastructure, including buildings and utilities, is safe, environmentally responsible and well maintained.

Present Situation

The 2022–2027 TIP presents a transportation development program that supports implementation of the City's adopted Comprehensive Plan. The project lists clearly identify those projects and programs that are intended to receive funding from the sources approved as part of the Street Funding Strategy. The TIP can be amended at any time by Council action, if needed.

The TIP also provides updates to the Arterial Classification Map. The arterial map update includes minor revisions such as revising the classification of some arterials to match development plans in the vicinity and change the status of some arterials from unconstructed to constructed. More updates to the arterial map are expected as part of the upcoming Transportation System Plan update.

New in the 2022-2027 TIP is a project prioritization pilot. Staff utilized the City's Comprehensive Plan policies, financial policies, and strategic goals to define criteria to prioritize transportation projects. The process will be further refined as part of the upcoming Transportation System Plan update, but this interim process allowed staff to prioritize projects based on the City's current policies and goals. The scoring is from 0-100 and can be found on the left side of the funded and partially funded project lists.

Advantage(s)

1. Adoption of the Six-Year TIP conveys the direction and intent of the City to provide certain transportation projects within a given timeframe and satisfies state law.
2. The Six-Year TIP is used as a planning and project programming tool to develop funding strategies that include local, state, federal, and private funding sources.
3. The Six-Year TIP provides information to the Washington State Department of Transportation (WSDOT) and the Regional Transportation Council (RTC) for coordination of transportation projects with other agencies in the region.

Disadvantage(s)

None.

Budget Impact

The 2022-2027 TIP will be tied directly to adopted capital budgets. The TIP reflects the budget programming of the City's capital funding for transportation, including anticipated grant revenues.

Prior Council Review

- May 24, 2021 Council workshop
- Memo to Council dated May18, 2021

Action Requested

On Monday, June 21, 2021, subject to public hearing, adopt a resolution approving the proposed 2022-2027 Transportation Improvement Program.

Chris Malone, Public Works Finance and Asset Manager, 360-487-7711

ATTACHMENTS:

- ▣ 2022-2027 TIP Resolution
- ▣ 2022-2027 Transportation Improvement Program
- ▣ Transportation & Mobility Commission Draft Minutes - June 1, 2021
- ▣ 2022-2027 TIP presentation

06/21/21

RESOLUTION NO. _____

A RESOLUTION adopting the City of Vancouver's Comprehensive Six-Year Transportation Improvement Program for 2022-2027 and revising the City's Arterial Street System and Classification Map.

WHEREAS, pursuant to RCW 35.77.010, the Vancouver Department of Public Works has prepared the Comprehensive Six-Year Transportation Improvement Program for 2022-2027 ("2022-2027 TIP"); and

WHEREAS, the purpose of the 2022-2027 TIP is to ensure that the City will have available advance plans as a guide in carrying out a coordinated street construction program; and

WHEREAS, the City's Arterial Street System and Classification Map ("Arterial Classification Map") is maintained within the 2022-2027 TIP; and

WHEREAS, City Council originally adopted the Arterial Classification Map by Resolution M-781 on November 28, 1961, and annually reviews proposals and makes classification designation changes on the map where the use of a roadway is inconsistent with its current arterial designation; and

WHEREAS, notice of the time and place for a hearing on the 2022-2027 TIP was published in accordance with law; and

WHEREAS, the City Council conducted a public hearing on June 21, 2021 at 6:30 p.m., where it considered the 2022-2027 TIP and determined to adopt it.

NOW, THEREFORE,

RESOLUTION – 1

BE IT RESOLVED BY THE CITY OF VANCOUVER:

Section 1. Legislative Findings. The recitals set forth above are adopted as the legislative findings of Vancouver's City Council in support of adoption of this resolution.

Section 2. City Council hereby adopts the 2022–2027 Comprehensive Six-Year Transportation Improvement Program, which is attached as Exhibit “A” and incorporated by this reference as if fully set forth herein.

Section 3. City Council hereby adopts the Revised Arterial Street System and Classification Map, which is contained in the 2022-2027 Comprehensive Six-Year Transportation Improvement Program.

Section 4. The City Manager or his designee is hereby directed to file the 2022-2027 Comprehensive Six-Year Transportation Improvement Program and the Revised Arterial Street System and Classification Map with the Washington State Department of Transportation within 30 days of the date of this resolution.

ADOPTED at regular session of the Council of the City of Vancouver on June 21, 2021.

Anne McEnery-Ogle, Mayor

Attest:

Approved as to form:

Natasha Ramras, City Clerk

Jonathan Young, City Attorney

RESOLUTION – 2

Exhibit A:

2022–2027 Comprehensive Six-Year Transportation Improvement Program

RESOLUTION – 3

2022-2027 Transportation Improvement Program

June 2021



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Resolution Page 1 here

Resolution page 2 here.

Resolution page 3 here.

TRANSPORTATION IMPROVEMENT PROGRAM OVERVIEW

The City of Vancouver's 2022-2027 Transportation Improvement Program (TIP) is an update of the City's 2021 - 2026 TIP. The TIP is a technical document for transportation improvements over a six-year period. For more information about the City of Vancouver street system, how it is funded, and how money is spent, go to:

www.cityofvancouver.us/betterstreets

The State of Washington law (RCW 35.77.010) requires the City to prepare a TIP annually that is consistent with and implements the city's adopted comprehensive growth management plan. The TIP identifies capital transportation system improvement projects and includes a policy to work with affected property owners to preserve railroad right-of-way in the event a railroad ceases to operate.

For information about the City's Comprehensive Plan, contact Vancouver Planning at 360-487-7803. For questions or more information about specific transportation projects, please contact Vancouver Public Works at 360-487-7130, or visit the City's website:

www.cityofvancouver.us

Projects are added to the TIP each year as needed based on input from citizens, staff, the development community, adopted subarea plans, other agencies, advocacy groups, and as new grant opportunities arise. Projects are removed from the TIP each year once they are constructed. In some cases, a project is removed because the project is no longer needed although this is rare. Citizens can request to have a project added or removed by clicking on the link on the City's TIP web page:

<https://www.cityofvancouver.us/tip>

A City of Vancouver Arterial Street System and Classification Map which designates roadways functionally classified as Arterials pursuant to VMC 11.80.040 and VMC 9.02.040 is adopted and attached hereto.

New in the 2022-2027 TIP is a project prioritization pilot. Staff utilized the City's comprehensive plan policies, financial policies, and strategic goals to define criteria to prioritize transportation projects. The process will be further refined as part of the upcoming Transportation System Plan update, but this interim process allowed staff to prioritize projects based on the City's policies and goals. The scoring is from 0-100 and can be found on the left side of the funded and partially funded project lists.



2022-2027 Transportation Improvement Program (TIP)

Thank you for your interest in the City's Transportation Improvement Program. Transportation is an essential part of what makes Vancouver a thriving community. Each year, the City prepares a Six-Year Transportation Improvement Program (TIP), which serves as a detailed work program for all future projects. Projects listed in the TIP include planning studies and major street, bicycle, pedestrian, and traffic signal improvements. In accordance with Washington State law, the TIP document is updated annually, with final City Council approval required before July 1 of each year. To be eligible for state or federal grants, projects must be listed in the TIP. The TIP is posted on the City's website, along with ability for the public to submit project suggestions or questions, in keeping with community transparency and accountability.

Funding for Vancouver's transportation system projects and programs has traditionally come from several revenue sources, including retail and property taxes through the City's General Fund. Vancouver's Street Funding Strategy, adopted by City Council in late 2015, has dedicated additional revenue sources to help fund TIP projects and improve travel and safety throughout the community. The largest single source of the Street Funding Strategy is the City's Transportation Benefit District (TBD), which generates approximately \$5 million in annual revenues from vehicle license renewal fees. TBD funds are dedicated to improving the City's transportation system, partially funding both the City's capital improvement program and the pavement management program.

As noted in the 2020 TIP, impacts to TBD funding rippled throughout the City's transportation program and projects following statewide voter approval of Initiative 976 (I-976) in late 2019. With the decision by Washington courts to overturn I-976 in late 2020, that revenue source was restored. However, the COVID-19 pandemic continues to impact many revenue sources that directly support transportation infrastructure. These include business license surcharge fees, utility tax, motor vehicle fuel tax, and real estate excise tax. Additionally, other revenue sources that indirectly support transportation infrastructure via the City's General Fund have been negatively impacted. These include sales tax and property tax. The near-term impacts could include fewer transportation capital projects and pavement management work. The long-term impacts won't be known until the pandemic is over.

Going forward, the City of Vancouver's 2022-2027 Six-Year TIP considers remaining revenues from the Street Funding Strategy.

P.O. Box 1995 • Vancouver, WA 98668-1995 • www.cityofvancouver.us

Vancouver's TIP continues to exceed the state statutory requirements by providing a comprehensive look at communitywide projects and programs, reflecting our commitment to transparency in projects and funding.

As a part of this year's TIP update, City staff initiated a pilot project designed to develop a methodology for the prioritization of capital improvement projects within the TIP. This project has resulted in a series of tangible metrics that determine how a project is ranked within the overall TIP. This prioritization will help determine the City's priorities when pursuing grant funding opportunities for transportation projects. The pilot project is intended only for the 2022-2027 TIP update. A permanent prioritization strategy will be established with the update to the City's Transportation Systems Plan.

Our future, in part, depends upon our ability to invest in public infrastructure in a way that both preserves our community's neighborhoods and supports its economic well-being. Through responsible funding and systematic planning, design, construction, maintenance, operations, and improvements, the City of Vancouver is committed to continued efficient and cost-effective management of its public assets to provide the highest, most sustainable service possible for all users. Highlights for the 2022-2027 TIP are shown on the next page.

Jennifer Belknap-Williamson, P.E.

Public Works Director

Ryan Lopossa, P.E.

Streets and Transportation Manager

UPDATE THIS FOR 2022-2027 Transportation Improvement Program Highlights:

Transportation System Plan (TSP) Update: Work began in 2019 on the plan, which helps guide all aspects of the transportation system. The update will include the development of seven integrated modal plans; streets, active transportation, demand management, freight, transit, and smart mobility. Complete Streets policies and an upcoming citywide collision study will be reflected in the plan and help guide identified future transportation needs. Importantly, extensive public outreach, which includes an increased focus on previously excluded communities in transportation planning efforts, will help inform the update.

Neighborhood Traffic Calming Program: Funded at \$300,000 annually, this program works with the Neighborhood Traffic Safety Alliance (NTSA) to enhance neighborhood livability.

Multimodal Safety and Accessibility Program: For 2021/2022, the program will focus on implementing some key safety improvements along 4th Plain Boulevard and Devine Road.

Grant Efforts: In 2021, the City will be applying for a RAISE grant for the SE 1st Street project.

Other Major Projects: The 2022-2027 TIP identifies funding for many projects, which require several years for planning, design, right-of-way, and construction phases. These include:

- Southeast 1st Street, from Southeast 164th Avenue to Southeast 177th Avenue: This segment is currently anticipated to begin construction in 2021. Staff is also working with private developers on plans to complete the eastern section of the corridor from 177th Avenue to 192nd Avenue.

- Northeast 137th Ave, from Northeast 49th Street to Northeast Fourth Plain Boulevard: Federal environmental approval was received in 2018. Right-of-way acquisition is beginning. In 2021, the City will be applying for a federal grant for the construction phase, utilizing Street Funding Strategy revenues as local contribution.

- Jefferson/Kauffman Connection from West Evergreen Boulevard to West Mill Plain Boulevard: A preliminary conceptual plan has been established and design/right-of-way work is beginning. This work continues in 2021.

- Northeast 18th Street, from Northeast 97th Avenue to Northeast 107th Avenue, will continue design and right-of-way acquisition in 2021 for the westerly connection to the new WSDOT I-205/18th Street interchange.

- Planning began in 2018 on extension of Northwest 32nd Avenue and Fruit Valley Road from Lower River Road (SR 501) to Northwest 78th Street in unincorporated Clark County. This project includes replacement of the city's Fruit Valley Road Bridge over the BNSF Mainline Railroad and will require significant partnerships and grant funding to move forward. Originally initiated in 2006 in cooperation with the Port of Vancouver, the project was renewed with the 2016 Council-adopted Westside Mobility Strategy, which seeks to balance freight mobility and livability.

Transportation Related Policies
“Vancouver Comprehensive Plan 2011-2030”, Adopted Nov. 7, 2011
(Chapter 5 – Public Facilities and Services)

- PFS-4 - **TRANSPORTATION SYSTEM:** Develop and maintain an interconnected and overlapping transportation system grid of pedestrian walkways, bicycle facilities, roadways for automobiles and freight, transit service, and high capacity transit service. Include support programs such as traffic operations, transportation demand management, neighborhood traffic management, and the regional trails program. Work towards completing and sustaining individual components and programs to ensure success of the entire system.
- PFS-5 - **SYSTEM BALANCE:** Allocate resources to balance transportation choices. Promote development of a broader range of transportation options including pedestrian, bike, and transit systems, rather than focusing all resources on satisfying peak commuting demand with roadway capacity alone.
- PFS-6 - **TRANSPORTATION SAFETY:** Ensure high safety standards for motorists, pedestrians, and bicyclists through the development and capital improvement processes. Allocate city capital resources to high risk and collision location for motorists, bicyclists, and pedestrians.
- PFS-7 - **TRANSPORATION FINANCE:** Develop recurring and dedicated funding for a complete transportation program, including system operation and maintenance. Leverage local funding with innovative and aggressive finance strategies including partnerships, grant development, efficient debt, and fee-based funding sources.
- PFS-8 - **TRANSPORTATION CIRCULATION AND SYSTEM CONNECTIVITY:** Develop a transportation grid that provides good connections to surrounding land uses and activity centers and allows for multiple circulation routes to/from each location. Close gaps and complete system connections through the development and capital improvement processes.**PFS-1. SERVICE AVAILABILITY (ALL UTILITIES):** Consider water, sewer, police, transportation, fire, schools, storm water management and parks as necessary public facilities and services. Ensure that facilities are sufficient to support planned development.
- PFS-9 - **LAND USE AND TRANSPORTATION INTEGRATION:** Develop and implement innovative transportation investment, design, and program incentives to achieve the urban environment envisioned in the Comprehensive Plan.
- PFS-10 - **LIVABLE STREETS:** Design streets and sidewalks and manage vehicular traffic to encourage livability, interaction, and sense of neighborhood or district ownership in linkage with adjacent land uses. Encourage multi-modal travel, and provide accessible, human scale opportunities for transferring between travel modes.
- PFS-11 - **TRANSPORTATION ACCESSIBILITY:** Build an accessible transportation system focused on inter-model connectivity and removing barriers to personal physical mobility.
- PFS-12 - **TRANSPORTATION SYSTEM EFFICIENCY:** Invest in and improve efficiency of the transportation system with multi-modal design, advanced traffic management and operations technology, demand management strategies and high-frequency transit service.
- PFS-13 - **NEIGHBORHOOD TRAFFIC:** Protect and enhance neighborhoods with an active program that focuses on safety, safe routes to school, traffic calming, education, and enforcement.
- PFS-14 - **TRANSPORATION REGIONAL AND METROPOLITAN COORDINATION:** Coordinate Vancouver’s transportation plans, policies, and programs with those of other jurisdictions serving the greater Metropolitan area to ensure a seamless transportation system. Focus particularly on cooperation with the Southwest Washington Regional Transportation Council, Washington State Department of Transportation, Clark County and C-TRAN.

- PFS-16 - **ECONOMIC DEVELOPMENT:** In order to support the continued economic vitality of Vancouver, major transportation system investments should facilitate freight mobility, job creation, regional competitive position, and revenue growth.
- PFS-17 - **VEHICLE MILES TRAVELED:** Use transportation and land use measures to maintain or reduce single occupant motor vehicle miles traveled per capita to increase system efficiency and lower overall environmental impacts.
- PFS-18 - **STREET DESIGN:** Design city streets to achieve safety and accessibility for all modes. Arterial streets shall provide facilities for automobile, bike, pedestrian and transit mobility, and shall include landscaping and adequate lighting.
- PFS-19 - **PARKING STANDARDS:** Adopt coordinated parking standards which maintain neighborhood integrity, promote the use of a multi-modal transportation system, and efficient utilization of limited land, and encourage desired economic development and growth throughout the entire urban area.

Comprehensive Plan Policy for Asset Management
“Vancouver Comprehensive Plan 2011-2030”, Adopted Dec. 16, 2013
Chapter 5 – Public Facilities and Services)

- PFS-35 - City public facility assets shall be systematically managed to balance full life cycle costs, performance, risk, and service levels, using best management practices and data.

Financial Policies for Capital Planning and Asset Management
(City of Vancouver Financial Policies as adopted Nov. 16, 2020)

34. In pursuit of an asset management strategy that prioritizes safety, equity and climate action, the City will:
- Consider the climate impacts of asset investments and pursue asset management strategies that reduce its contribution to climate change over time.
 - Consider equity impacts of capital projects and asset management strategies and prioritize investments that improve equity within the City.
 - Consider the potential improvements to community safety associated with capital investments and prioritize investments that improve community safety, particularly in the transportation system.
35. Asset management best practice involves managing the performance, risk and expenditures on infrastructure assets in an optimal and sustainable manner throughout their lifecycle covering planning, design, construction, operation, maintenance, and disposal. The City shall integrate the principles and best practices of Asset Management such as those embodied in the *International Infrastructure Management Manual* in the management of its assets.
36. **Asset Inventory** will be maintained with maintenance, repair and deferred maintenance costs identified and updated on an annual basis.
37. **Maintenance** of city assets shall be addressed on a current need, rather than deferred into the future.
38. In 2015, Council adopted a **New Street Funding Program** in response to formal recommendations from a citizen-led effort. Revenues from this program were established to supplement without supplanting street funding resources identified in the 2015-2016 Adopted Biennial Budget. Annual reporting to the Council and the residents of outcomes achieved through the Streets Funding Initiative Program has been initiated in 2017 and shall continue into the future. The City will maintain funding of the **Pavement Management Program** at no less than that in the 2015-2016 Biennial Adopted Budget level increased by an appropriate inflationary factor, if necessary. To ensure accountability and transparency, the increase in program level

funded by the new Street Funding Program revenue sources will be fully costed, budgeted for and spent from special funds created to track direct operation, capital and administrative expenses. Annual reporting of the outcomes will be published for the residents and the City Council prior to the end of the first quarter of each year for the prior year beginning for fiscal year 2016.

39. The City will redirect to the new Street Funding Program expiring debt service budget from pre-2015 debt issues for Transportation projects, beginning with debt expiring in 2016.
40. A **six-year City-Wide Capital Improvement Program** shall be developed annually and shall provide a prioritized list of reasonably funded projects and those in process of securing funding. Capital Improvement Plans for utility assets shall be updated no less frequently than every two years. The comprehensive plan will identify longer-term capital needs by program area.
41. Funding for capital projects, including major facilities maintenance projects, will be allocated in a manner that balances community needs with City priorities, the potential for attracting matching funds, and the ability to reduce or limit expenses in future years.
43. The City's objective is to incorporate a "**pay-as-you-go**" approach (using available cash and current resources) in the Capital Improvement program.
44. The capital budget will be adopted at the same time the City Operating Budget is adopted. The Capital budget will only include fully funded projects. The Capital Budget will only contain projects identified in the Capital Improvement Program.
45. A **capital repair appropriation** will be maintained for unanticipated major repairs of general operating facilities and for emergency replacement of general fund equipment. Additions to the capital repair contingency reserve will be made based on Council directions.
46. **Impacts on net annual operating and maintenance costs** will be identified as part of the funding considerations for new capital projects such as buildings, parks and street enhancements. This includes identifying potential reductions in maintenance costs if improvements are funded. The necessary funds to operate the capital facility will be identified at the time the capital budget is adopted.
47. In order to provide long-term sustainable utility services, the City will structure utility rates so that system reinvestment including major repair, rehabilitation, and replacement of utility assets can be fully funded on an ongoing basis in accordance with the City's "pay as you go" policy. This will be achieved through a plan of smaller incremental rate increases to maintain affordability. As identified by the utility capital improvement plan, rates will also include an investment component for capacity improvements and system expansion.
48. A **system development reserve** will be maintained to fund growth related capital costs. All systems development charge revenue will be contributed to the fund.

Debt Management Policies (City of Vancouver Financial Policies as adopted Nov. 16, 2020)

54. The city will attempt to pay for capital projects on a "pay-as-you-go" basis. However, if debt is required, the City will follow debt policies as detailed in Exhibit B – Debt Management Policy.

City of Vancouver Title VI Plan

The City Manager is responsible for ensuring implementation of the City of Vancouver's Title VI Plan. The Public Works Director, on behalf of the City Manager, is responsible for the overall management of the Title VI Plan as outlined herein. The Public Works Director does not hereby assume responsibility for Title VI compliance outside the scope of this report. The day to day administration of the Title VI Plan lies with the Title VI Coordinator under the direct supervision of the Public Works Director.

In addition to the Title VI Coordinator, Title VI Specialists will be named in the following program areas:

- Transportation Design and Engineering
- Transportation Right of Way
- Transportation Environmental Services
- Transportation Administration, Public Information and Outreach
- Human Resources
- Procurement

Policy Statement, Authorities and Citations

A. Policy of Nondiscrimination

The City of Vancouver (City) assures that no person shall on the grounds of race, color, national origin, or sex as provided by Title VI of the Civil Rights Act of 1964, and the Civil Rights Restoration Act of 1987 (P.L. 100.259) be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any City sponsored transportation program or activity. The City further assures every effort will be made to ensure nondiscrimination in all of its federally funded transportation programs and activities.

In the event that the City distributes federal transportation funds to another entity, it will include Title VI language in all written agreements and will monitor for compliance.

Title VI compliance is a condition of receipt for federal funds, including funds from the Federal Highway Administration. Assurance of compliance falls under the proper authority of the City pursuant to its budgetary authority and responsibility. The Public Works Director and Transportation Title VI Coordinator are authorized to ensure compliance with provisions of this policy and with the law, including the requirements of 23 Code of Federal Regulation (CFR) 200 and 49 CFR 21.



Eric Holmes, City Manager

10/13/2020

Date



Funding Overview

Recent Events

Due to the COVID-19 pandemic, many revenue sources that directly support transportation infrastructure were negatively impacted in 2020 and impacts may continue into the future. These revenue sources include: Business License Surcharge fees, utility tax, motor vehicle fuel tax, and real estate excise tax. Additionally, many revenue sources that indirectly support transportation infrastructure via the City's General Fund were negatively impacted in 2020 and impacts may continue into the future. These revenue sources include sales tax and property tax. The long-term impacts won't be known until the pandemic is under control. For additional information about each revenue source, see the Local Funding Sources section below.

Street Funding Strategy

Beginning in 1995, the City of Vancouver began a street funding strategy for local revenue to use for transportation capital improvements. This strategy involved identifying a revenue source and then committing that revenue source for debt service on bonds. Proceeds from the bond sale were then leveraged with grant revenues to the maximum extent possible for transportation improvements. Coupled with impact fees and developer contributions, this strategy netted hundreds of millions worth of capital improvements but resulted in a cyclical search for new revenues to address the continued need for capital improvements. Over the past several years, City Council searched for a reasonable mix of new revenue sources that could be used on a "pay-as-you-go" basis to fund capital improvements as well as halt the gradual decline in our system pavement condition index. Early in 2015, City Council established a goal to complete, by year-end *"an adopted street funding program that provides reliable, dedicated, long-term funding for streets, including pedestrian, bike and accessible infrastructure."* In late 2015, City Council enacted several revenue sources for streets including:

- Creation of a Transportation Benefit District (TBD) and with the District enacting a new revenue source; a \$20 Vehicle License Fee (raised to \$40 in 2018).
- Increased the existing Business License Surcharge (BLS) by \$10/employee in 2016 and an additional \$10/per employee starting on January 1, 2018.
- Increased the Utility Tax on City Owned utilities dedicating the additional revenue for streets.
- Dedicated that revenue sources used to pay debt service on bonds (as described above) would continue to be dedicated for street purposes on a pay-as-you-go basis as debt is retired.
- Dedicated that revenue from the increased gas tax resulting from the 2015 state gas tax increase would be used for median maintenance and street sweeping to accomplish service level increases for esthetic purposes.

The 2020 annual street funding strategy report to the community and more information about the TBD can be found here:

<http://www.cityofvancouver.us/tbdb/page/vancouver-transportation-benefit-district>

Local Funding Sources

Public Sources:

Vehicle License Fee: Fee authorized by the Vancouver Transportation Benefit District and collected by the Washington State Department of Licensing. Fee paid at time of license renewal, resulting in estimated annual revenue of \$5M.

Motor Vehicle Fuel Tax aka State Gas Tax: Typically, about \$3.5 million per year. Due to COVID-19, revenues are expected to be slightly less in 2021 and fully recover in 2022.

REET: Real estate excise tax, varies per year, depending on real estate transactions. Due to COVID-19, revenues are expected to be slightly less in 2021 and fully recover in 2022.

Bonds (debt): Periodically the City sells bonds for transportation construction projects. Revenues to pay those debts come from several sources including gas tax, general fund, REET, and business license surcharge.

Business License Surcharge (BLS): Surcharge paid at the time of initial or renewal of business licenses. First \$50/employee generates around \$2.0 million annually to pay bond debt. An additional \$20 starting in 2018 is used for street improvements on a pay as you go basis. City Council temporarily suspended collection of the BLS fee between Mar. 31, 2020 to beyond April 1, 2021 to support businesses negatively impacted by the COVID-19 crises. Therefore, BLS revenues are expected to be approximately 25% less for 2021 and fully recover in 2022.

Utility Tax: 1.5% Utility Tax on gross receipts for city-owned utilities including water, sewer, surface water and solid waste. This tax raises \$1.5M annually.

Private Sources:

Direct Construction: Private developers are required to build or improve on-site roadways and may also be required to make off-site improvements to comply with concurrency or SEPA impacts.

Traffic Impact Fees (TIF): The City maintains a TIF program (fees paid by a developer per new trip) which historically covers about 10% of the annual construction program.

Proportionate Share Contributions: Developer contributions toward an improvement project to meet concurrency or safety requirements.

Grant Programs

Federal Grant Programs:

CMAQ: Congestion Mitigation and Air Quality Program funds are administered like STBG funds.

CDBG: Community Development Block Grant—periodically available for public street infrastructure (typically used for small sidewalk and ADA ramp improvements).

RAISE: Rebuilding American Infrastructure with Sustainability and Equity—competitive, discretionary grant awarded by U.S. Department of Transportation to local agencies; focus is on large scale transportation projects that catalyze economic development.

STBG: Surface Transportation Block Grant funds are allocated by the SW Washington Regional Transportation Council and then, through a competitive grant process, to jurisdictions in the region.

TAP: Transportation Alternatives Program—provides funding for alternative modes of transportation projects (i.e. modes other than vehicles).

State Grant Programs:

Freight Mobility Strategic Investment Board – This program provides resources provide resources to make strategic investments that support freight capacity and movement.

Transportation Improvement Board (TIB): Funded with a small portion of the state gas tax, TIB is the main source for state grant funds to state agencies. Vancouver competes with other urban jurisdictions in Washington State for funds from several TIB grant programs. For example: urban arterial; urban sidewalk; and complete street programs.

Pedestrian and Bicycle & Safe Routes to School Grant Program. These programs provide resources to make strategic investments that support pedestrian and bicycle improvements and improve walking/bicycle routes to schools.

Washington Traffic Safety Commission Grant Program. Grants awarded on an annual cycle, focusing on projects that address one or more of the top Target Zero priorities including impaired driving, speeding, young drivers, seat belts and occupant protection, distracted driving, and traffic records.

WSDOT City Safety: Federal Highway Safety Improvement Program funds are allocated by the Washington State Department of Transportation (WSDOT) on a competitive basis to reduce fatal and serious injury crashes on city streets using engineering improvements/countermeasures

The table and graphs on the next few pages show the historical and forecasted revenues and expenses for streets in the City of Vancouver.

Transportation Financial Data (including Street Funding Strategy funds*)

	2015	2016	2017	2018	2019**	2020
STREET MAINTENANCE						
Expenses						
<u>Street Maintenance (funds 102 & 103)</u>						
Pavement Management	8,350,840	6,674,672	10,422,494	11,753,010	11,206,729	5,861,428
Signs and Striping	1,437,178	1,085,164	1,253,462	1,388,663		
Signals	1,433,429	1,453,476	1,673,480	1,659,464		
Street Lights	1,755,073	1,824,082	1,777,258	1,950,805		
Street Maintenance	1,569,052	1,893,058	2,300,036	1,877,934	6,988,994	6,360,787
Administration	2,402,651	3,133,094	3,661,398	3,531,296	695,618	1,743,710
Traffic Engineering	1,327,937	820,960	1,031,519	962,404	4,721,312	4,075,256
Additional Right-of-Way maintenance		714,407	555,426	518,692	649,725	751,806
Sidewalk Maintenance			51,068	127,382	609,942	368,105
Subtotal Street Maintenance Expenses	18,276,160	17,598,913	22,726,141	23,769,650	24,872,321	19,161,092
Transportation Debt Service paid by Fund 102	636,378	638,981	651,144	648,930	-	-
Transfers to Transportation Capital	1,039,349	369,532	344,274	471,845	363,163	1,644,985
Total Street Maintenance Expenses	19,951,887	18,607,426	23,721,559	24,890,425	25,235,484	20,806,077
Revenues						
<u>Street Maintenance</u>						
Property Taxes	-	-	451,919	204		
REET 1 & 2	3,246,532	3,577,691	3,762,613	3,740,188	4,749,199	4,512,843
Motor Vehicle Fuel Tax	3,506,747	3,556,557	3,675,935	4,238,774	3,191,177	3,112,919
General Fund	11,763,428	11,763,428	10,988,176	9,307,926	10,500,739	11,274,588
Grants					1,668,000	247,106
SFS Revenues for O&M *		1,750,000	4,730,170	5,331,848	5,812,881	4,225,836
Miscellaneous	1,467,393	1,467,032	1,491,578	2,110,271	1,618,285	1,833,364
Total Street Maintenance Revenues	19,984,100	22,114,708	25,100,391	24,729,211	27,540,281	25,206,657

TRANSPORTATION DEBT						
Expenses						
Yearly Debt Service	5,166,410	4,634,217	4,582,824	4,579,280	3,929,685	3,676,973
Revenues						
<u>Debt Service Revenues</u>						
General Fund	2,085,119	1,554,012	1,487,122	1,485,171	1,485,760	1,236,600
Employee Surcharge	1,943,271	1,938,739	1,944,407	1,943,324	1,944,342	1,938,660
Motor Vehicle Fuel Tax	636,378	638,981	651,144	648,930	-	-
REET	501,642	502,485	500,151	501,855	499,583	501,713
Total Debt Service Revenues	5,166,410	4,634,217	4,582,824	4,579,280	3,929,685	3,676,973

TRANSPORTATION ENGINEERING						
Expenses						
<u>Transportation Engineering</u>						
Administration	13,289	12,756	51,050	21,662		
Street Design	424,785	561,563	492,702	550,170		
Transportation Planning	59,121	67,746	25,752	1,208		
Development Review	269,060	286,298	251,821	291,135		
Totals Transportation Engineering	766,255	928,363	821,325	864,175	***	***
Revenues						
<u>Transportation Engineering</u>						
General Fund	766,255	928,363	821,325	864,175	***	***

TRANSPORTATION CAPITAL						
Expenses (funds 330 & 331)						
<u>Transportation Capital Expenses</u>						
Capital Expenses	11,746,438	4,918,878	17,019,355	6,636,538	7,556,686	11,039,560
Revenues						
<u>Transportation Capital Revenues</u>						
REET	130,000	147,395	150,490	167,620	161,672	165,714
Grants	6,441,881	1,567,536	12,612,119	1,289,167	1,208,674	2,981,921
Developer Participation	76,212	63,504	27,544	6,000	479,686	503,568
Intergovernmental Loan Proceeds						2,855,462
General Fund	222,737	21,867	220,862	34,468	37,431	
Street Maintenance Fund	1,039,349	369,532	344,274	460,013	344,462	107,181
Transportation Special Revenue Fund	23,584	72,444	337,237	76,656	906,982	123,781
TIF Funds	1,476,234	2,082,380	678,257	1,623,486	420,003	855,760
Bond Capital Fund	134,284	313,075	715,757	1,684,090	1,766,098	331,451
SFS Revenues for Capital *		-	821,308	1,811,832	1,818,701	3,628,947
Sale of land					848,000	
Miscellaneous Revenue	964,301	520,549	240,146	201,287	596,523	18,700
Total Capital Revenues	10,508,582	5,158,282	16,147,994	7,354,619	8,588,231	11,572,484

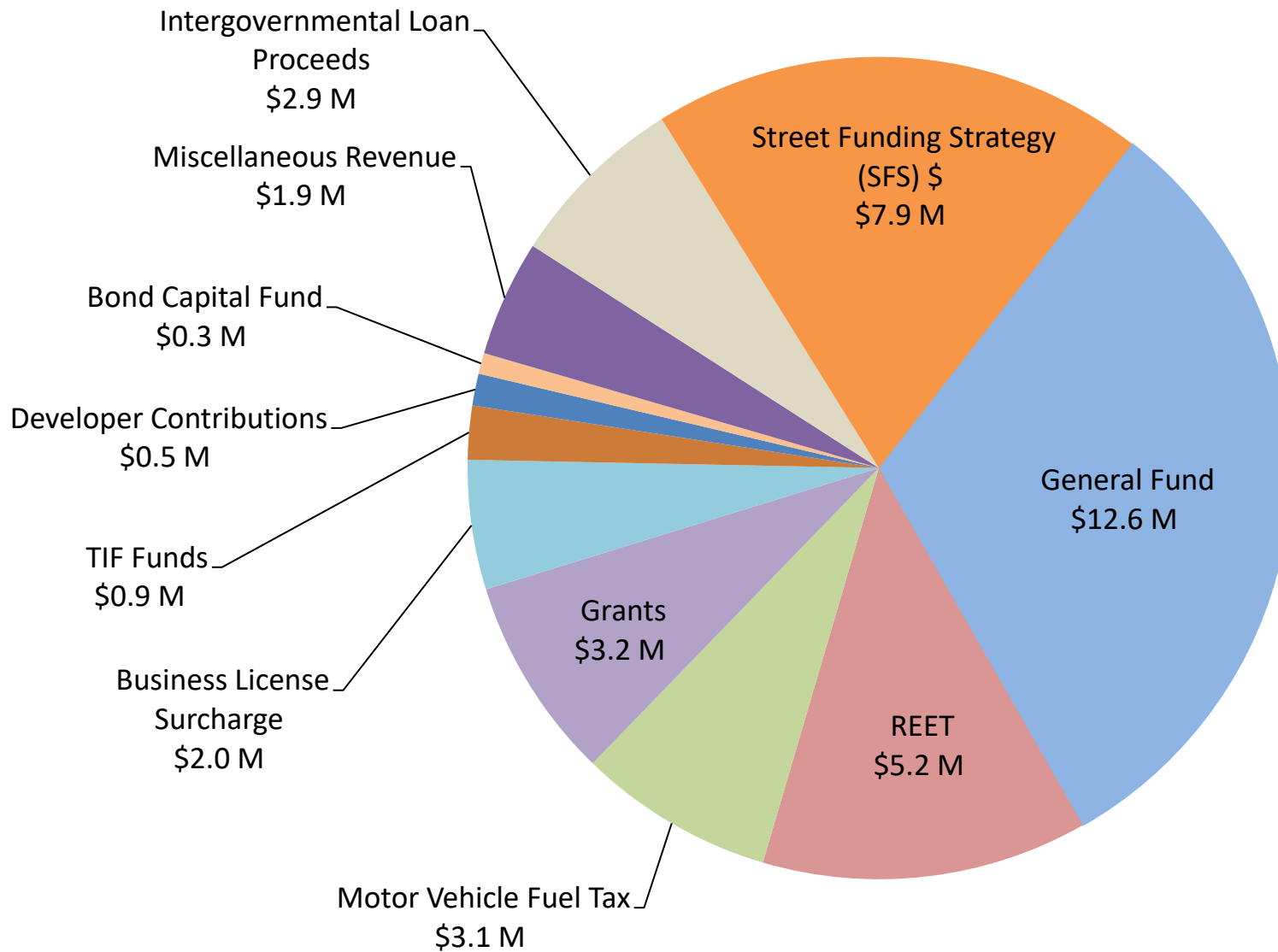
* See SFS tabular sheet for further breakdown of SFS expenses and revenues.

**In 2019 the City switch to a new financial system. Therefore, the categories for cost tracking are different.

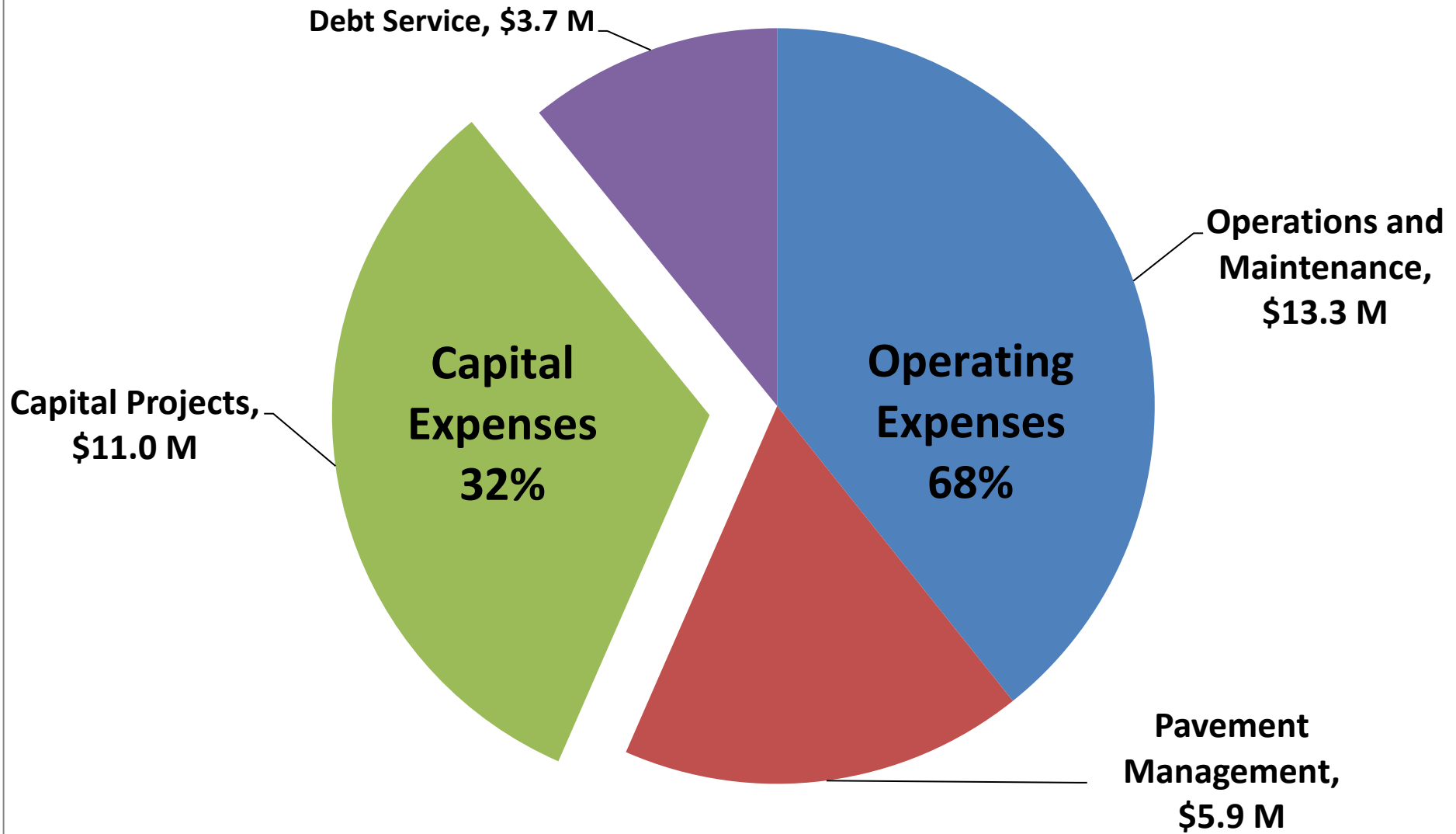
***Starting in 2019 these costs are included in administration category of street maintenance above.

Street Funding Strategy Tabular Financial Data					
	Actuals 2016	Actuals 2017	Actuals 2018	Actuals 2019	Actuals 2020
SFS STREET MAINTENANCE					
Expenses					
Street Maintenance Fund 103					
Right of Way Maintenance	714,407	555,426	518,692	649,725	751,806
Pavement Management	2,881	3,259,688	9,267,579	9,489,632	4,250,052
Sidewalk Repair	-	51,068	127,382	503,685	323,945
Total Street Maintenance Fund 103 Expenses	717,288	3,866,182	9,913,653	10,643,042	5,325,803
Revenues					
Street Maintenance Fund 103					
Motor Vehicle Fuel Tax (additional)	488,771	345,738	480,005	476,312	473,622
Business License Surcharge (additional)	11,535	459,980	931,620	965,694	262,245
Retirement of Debt Service	1,000,000	1,000,000	1,000,000	1,400,000	1,400,000
TBD (Vehicle License Fee)		931,165	1,055,539	1,024,843	-
1.5% Utility Tax	-	1,722,822	1,864,684	1,946,031	2,089,970
Subtotal SFS revenues for Fund 103	1,500,306	4,459,705	5,331,848	5,812,881	4,225,837
General Fund				1,892,811	4,066,662
Grants			600,000	1,668,000	24,302
Transfer from fund 102			1,893,561		-
REET 2			3,740,188	4,272,887	4,512,843
Miscellaneous (interest, interfund, etc.)	2,132	270,465	376,692	91,334	282,689
Total Fund 103 All Revenues	1,502,438	4,730,170	11,942,289	13,737,914	4,508,526
SFS TRANSPORTATION CAPITAL					
Expenses					
Fund 331 Transportation Capital					
Pavement Management	999,039	-			
Capital Projects	-	768,094	1,086,246	1,821,734	1,274,780
Total Fund 331 Expenses	999,039	768,094	1,086,246	1,821,734	1,274,780
Revenues					
Fund 331					
Business License Surcharge	460,936			266,324	97,344
1.5% Utility Tax	1,593,064				-
Transfer from fund 103		21,308	11,832	18,701	20,834
TBD (Vehicle License Fee)	-	800,000	800,000	800,000	-
Subtotal SFS revenues for Fund 331	2,053,999	821,308	811,832	1,085,025	118,178
Transfer from fund 102		287,798	460,013	344,462	16,039
Transportation Impact Fees			126,046	84,550	-
Real Estate Excise Tax		150,490	156,811	161,672	165,714
Grants		13,820	202,861	749,502	146,000
Developer Participation				83,853	368,552
Miscellaneous (i.e. interest, interfund, etc.)	(1,425)	12,373	35,706	101,973	24,326
Total Fund 331 All Revenues	2,052,575	1,285,789	1,793,269	2,611,036	838,809
Transportation Benefit District Fund (TBD) Fund 634					
Expenses					
Fund 634 Expenses	None				
Transfer to fund 103 (Streets Maintenance)		931,165	1,055,539	1,049,336	-
Transfer to fund 330 (Capital Projects)			1,000,000	1,000,000	2,000,000
Transfer to fund 331 (Capital Projects)		800,000	800,000	800,000	-
Total Fund 634 Expenses		1,731,165	2,855,539	2,849,336	2,000,000
Revenues					
Fund 634 Revenues					
TBD (Vehicle License Fee)	1,238,204	2,425,136	3,790,905	4,808,585	5,510,063
Miscellaneous (i.e. interest, interfund, etc.)	1,828	9,934	30,231	56,620	44,118
Total Fund 634 Expenses	1,240,032	2,435,070	3,821,136	4,865,205	5,554,181

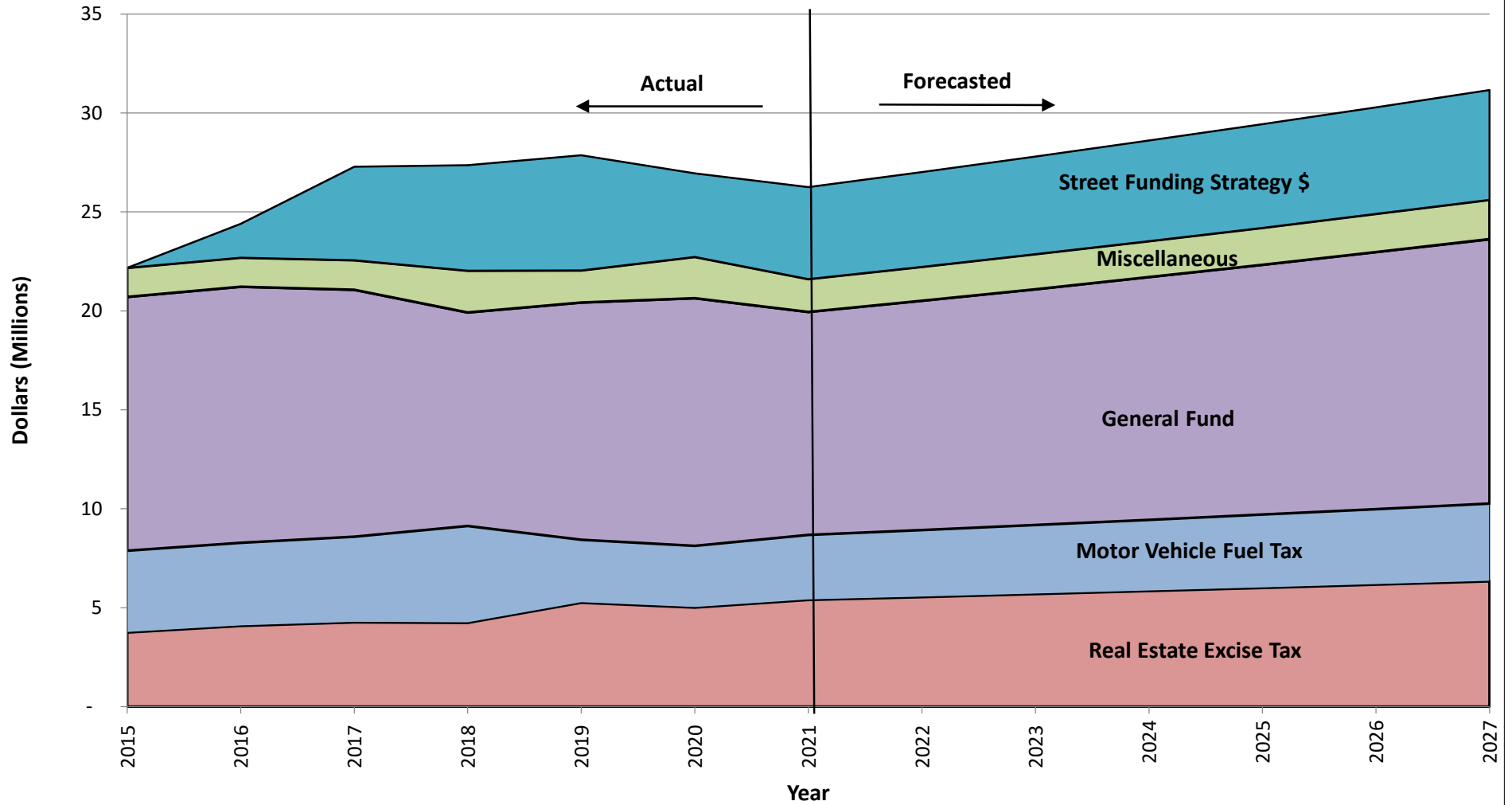
2020 Streets Revenue Operating and Capital \$40.5 Million



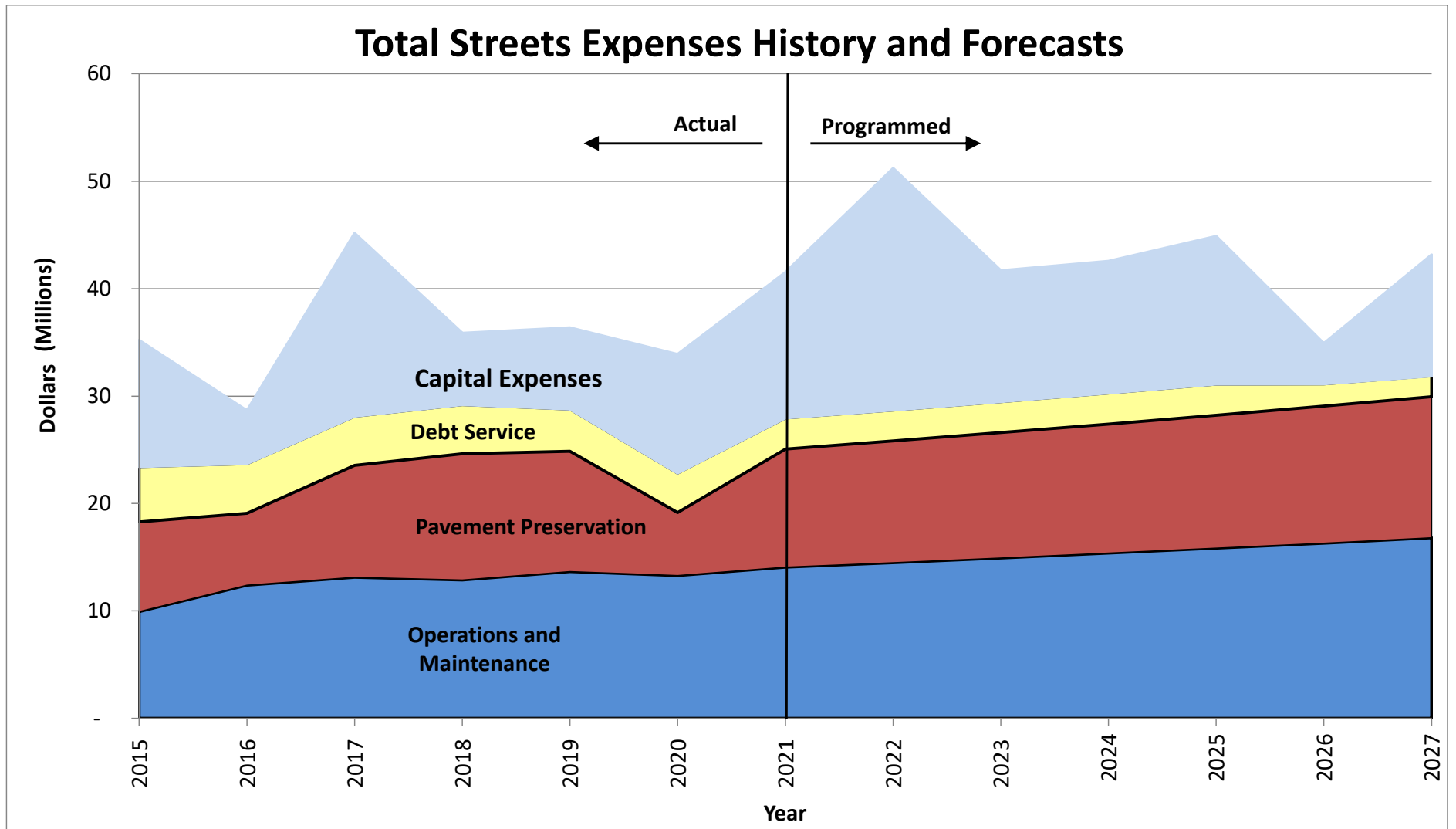
2020 Streets Expenses Operating and Capital \$33.9 Million



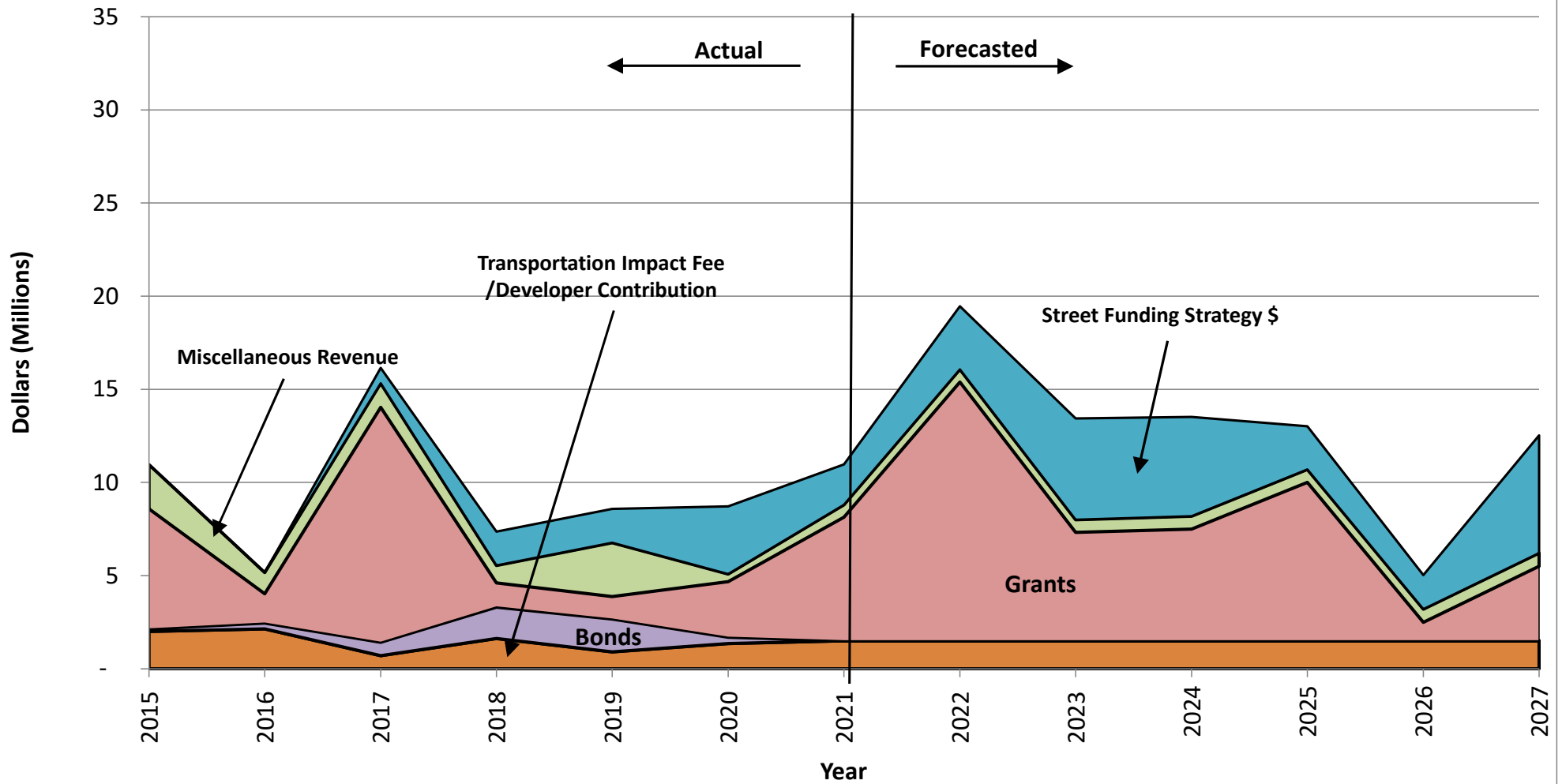
Revenue Supporting Street Operations, Pavement Preservation, and Debt Service



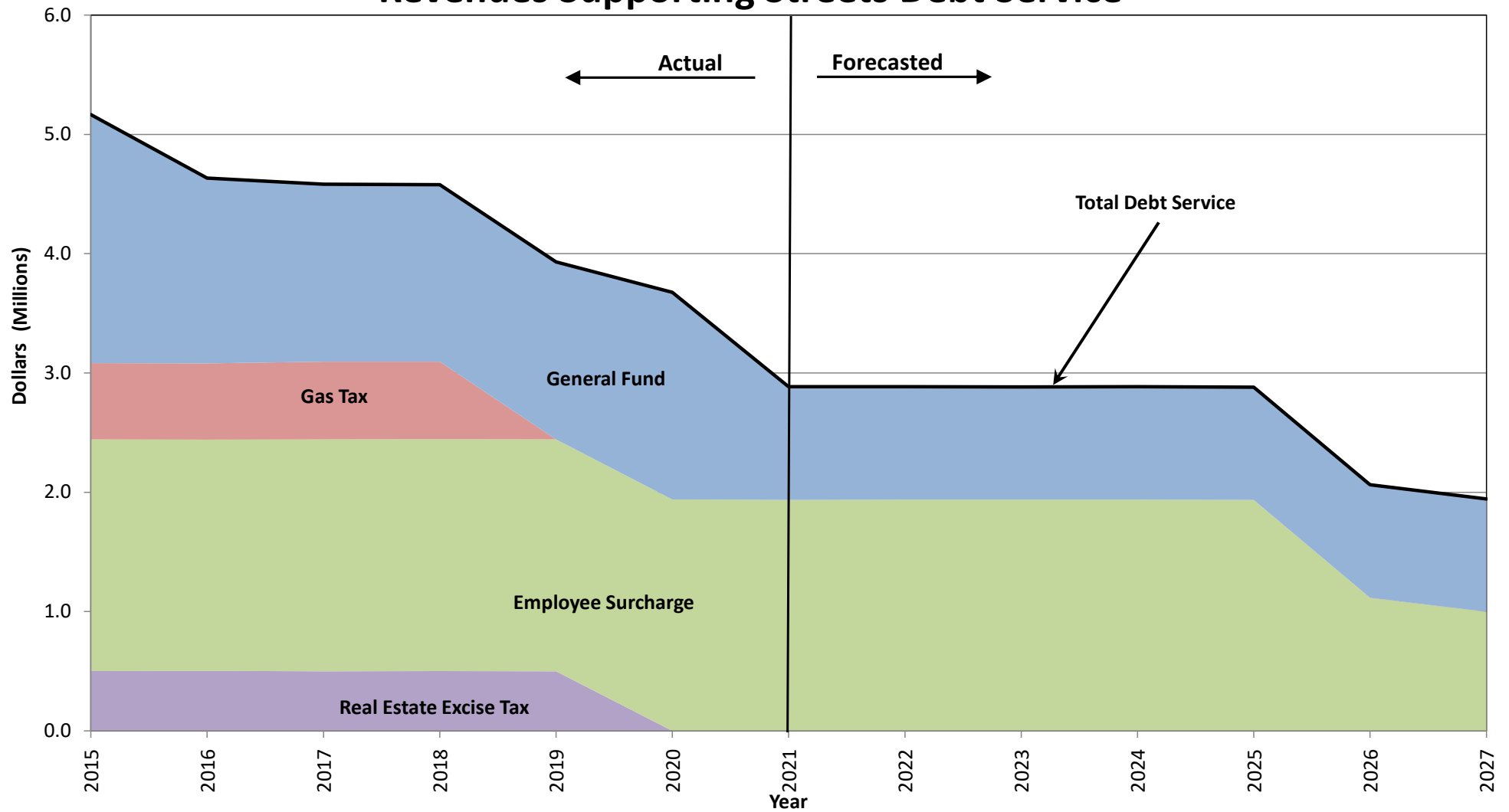
Total Streets Expenses History and Forecasts



Revenues Supporting Streets Capital Projects & Programs



Revenues Supporting Streets Debt Service



Six-Year Project List



Transportation Program TIP Changes

This section provides an overview of the changes from the previous 6-year project list (2021-2026) to this year's 6-year project list (2022-2027). The changes are segmented by: projects removed; projects added; and other changes.

<u>Projects Removed:</u>	<u>TIP ID:</u>	<u>Project Type:</u>	<u>Comments:</u>
Destination Downtown TDM	TRANS-451	Multimodal	Project completed in 2021
SE Heathwood Blvd. and SE 1 st St.	TRANS-724	Traffic	Project completed in 2021
LED Street Light Retrofit	TRANS-853	Traffic	Project completed in 2020
McLoughlin Complete Street – Reserve to Mill Plain	TRANS-862	Multimodal	Project completed in 2020
MacArthur Blvd. and Mill Plain Multimodal Improvements	TRANS-882	Multimodal	Project moved to UNFUNDED list.
Mill Plain Fiber Network Downtown to SE 192nd Ave.	TRANS-897	Enhancement	Project moved to Non-City (WSDOT) Project List
NE Fourth Plain Blvd./SR 500 and NE 166th Ave. HAWK Signal	TRANS-901	Multimodal	Project moved to Non-City (WSDOT) Project List
NE 112th Ave. Sidewalk Completion – Sidewalk Infill vic. of NE 23rd St.	TRANS-902	Multimodal	Project completed in 2020

<u>Projects Added:</u>	<u>TIP ID:</u>	<u>Project Type:</u>	<u>Comments:</u>
NE 9th St Infill Sidewalk - NE 112th Ave. to NE 136th Ave.	TRANS-903	Multimodal	New safety project added to Unfunded List
Columbia Street Safety and Mobility Project	TRANS-904	Multimodal	New bike/ped safety improvements for Columbia St. – formerly part of Westside Bike Mobility but now a stand alone project
Amtrak Multimodal Access	TRANS-905	Multimodal	New multimodal bike/ped access and safety project added to Unfunded List
NE Andresen Rd./NE Fourth Plain Blvd. Intersection Improvements	TRANS-906	Capacity	New project to extend right turn pocket at NE Andresen Rd. to westbound NE Fourth Plain Blvd. – added to Partially Funded list
NE 124th Ave. - NE 28th St. to NE 39th St.	TRANS-907	Capacity	New project to reconstruct/upgrade to current arterial standards – add to Unfunded List
SE Mill Plain Aerial Fiber Removal	TRANS-908	Traffic	New project to support C-TRAN's BRT Project

<u>Other Changes:</u>	<u>TIP ID:</u>	<u>Project Type:</u>	<u>Comments:</u>
Traffic Signal & Lighting Sustainability	TRANS-237	Traffic - Ongoing	SFS Funding restored to \$200K/yr., new annual budget of \$415,000/yr.
Neighborhood Traffic Calming Program	TRANS-240	Ongoing-Traffic	SFS Funding restored to \$130K/yr., new annual budget of \$300,000/yr.
Pavement Preservation Program	TRANS-241	Ongoing	SFS Funding restored to \$600K/yr., new annual budget varies from \$8.5M to \$10M/yr.
Bridge Inspection Program	TRANS-245	Ongoing	Professional Services budget for 2023-2027 increased from \$30K/yr. to \$50K/yr.
Pavement Reconstruction Program	TRANS-421	Ongoing	SFS Funding restored to \$1M/yr., program moved from Unfunded to Partially Funded list.
Evergreen Hwy. Pathway – Columbia Springs to SE 164 th Ave.	TRANS-741	Multimodal	Project moves from Partially Funded to Unfunded list

Multimodal Safety and Accessibility	TRANS-844	Ongoing	SFS Funding restored to \$1M/yr., program moved from Unfunded to Funded list.
NE 192 nd Avenue and NE 13 th Street Intersection Improvements	TRANS-851	Traffic	Project moved from Unfunded to Partially Funded
Transportation System Plan Update	TRANS-864	Multimodal	Project budget changes from \$1M to \$1.5M
Westside Bike Mobility – Phase 1	TRANS-861	Multimodal	Project moves from Partially Funded to UNFUNDED list. TRANS-904 listed above is a related stand-alone project. Implementation of other routes will occur later.
Fourth Plain Safety Improvement Project - F St to Ft Vancouver Way	TRANS-872	Multimodal	Project moved from Unfunded to Funded
E. 5 th Street Pedestrian Improvements – Fort Vancouver Way to Reserve St.	TRANS-874	Multimodal	Pavement Program providing a \$100K match
Columbia House Blvd. and Grove St. Signal Upgrade	TRANS-879	Traffic	Project moved from Unfunded to Partially Funded list
MacArthur Blvd. and E. Mill Plain Multimodal Improvements	TRANS-882	Multimodal	Revised project name and moved from Funded to Unfunded List
NE 192 nd Ave. at SR 14 Interchange - Traffic Improvements	TRANS-888	Traffic	New signal from SE 192 nd Ave. to westbound ramp onto SR14 – moved from Unfunded to Partially Funded
NE 18th St. and N. Devine Rd. ADA Improvements	TRANS-889	Multimodal	Project to improve ADA access at this intersection – moved from Unfunded to Funded
NE Fourth Plain Blvd. - Enhanced Pedestrian Crossings	TRANS-899	Multimodal	Pedestrian safety projects between Ft. Vancouver Way and Todd Rd./Rossiter Lane- moved from Unfunded to Funded list

<u>Other:</u>	<u>Project Type:</u>	<u>Comments:</u>
Non-City Projects Added		
NE Fourth Plain Blvd./SR 500 and NE 166 th Ave HAWK Signal	Multimodal	WSDOT – New Project
Mill Plain Fiber Network Downtown to SE 192 nd Ave.	Enhancement	C-TRAN – New Project
Non-City Projects Removed		
I-5 Bridge Trunnion Project	Capacity	WSDOT – Project Completed
I-5 ADVANCE Travel Notification	Capacity	WSDOT – Project Completed
VEHOPS (I-205)	Traffic	WSDOT – Project Completed
Regional Origin Destination Study	Capacity	RTC – Project Completed



SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM
(2022-2027)

Note: All costs are in 2021 dollars. 2021 shown for reference only (6-year plan is for 2022-2027).

FUNDED PROJECTS/PROGRAMS

S C O R E	Project ID	Project Name	Project Type	Funding Type	Spent to Date (Feb-2021)	2021	2022	2023	2024	2025	2026	2027	6-Year Total	TIF Area old/new
						Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures		
FUNDED PROJECTS/PROGRAMS														
			Capacity											
73	TRANS-268	SE 1st St. - SE 164th Ave. to SE 177th Ave. Design Phase - Funded & started - from 164th to 177th Right-of-Way Phase - Funded & started - from 164th to 177th Construction Phase - Funded from 164th to 177th	Capacity	EXST \$ SFS \$ GRANT \$ TOTAL \$	 \$3,469,135	\$1,000,000 \$0 \$4,050,000 \$5,050,000	\$2,000,000 \$2,000,000 \$4,000,000	 \$0	 \$0	 \$0	 \$0	 \$0	\$2,000,000 \$0 \$2,000,000 \$4,000,000	East City/Cascade
			Traffic											
40	TRANS-865	Columbia Street and W. 13th Street Intersection Improvement - Funded by TRANS-237 Design Phase - Funded - Started Right-of-Way Phase - Funded Construction Phase - Funded	Traffic	EXST \$ SFS \$ GRANT \$ TOTAL \$	 \$54,230	\$275,000 \$0 \$0 \$275,000	\$25,000 \$25,000	 \$0	 \$0	 \$0	 \$0	 \$0	\$25,000 \$0 \$0 \$25,000	Vancouver/Columbia
50	TRANS-877	Mill Plain Arrival on Green - I-205 to 164th Ave Design Phase - Funded - Not started Right-of-Way Phase -N/A Construction Phase - Funded	Traffic	EXST \$ SFS \$ GRANT \$ TOTAL \$	 \$22,594	\$10,000 \$40,000 \$50,000	 \$20,000 \$20,000	 \$0	 \$0	 \$0	 \$0	 \$0	\$0 \$0 \$20,000 \$20,000	Vancouver/Columbia
37 new	TRANS-908	SE Mill Plain Aerial Fiber Removal -partially funded by TRANS-237 Design Phase - Funded - Started Right-of-Way Phase - N/A Construction Phase - Funded	Traffic	EXST \$ SFS \$ GRANT \$ TOTAL \$	 \$0	 \$0 \$0 \$0	\$100,000 \$100,000	 \$0	 \$0	 \$0	 \$0	 \$0	\$100,000 \$0 \$0 \$100,000	Vancouver/Columbia
			Multimodal											
66	TRANS-854	Transportation System Plan (TSP) Update Design Phase - Funded - Started Right-of-Way Phase - N/A Construction Phase - N/A	Multimodal	EXST \$ SFS \$ GRANT \$ TOTAL \$	 	\$400,000 \$0 \$0 \$400,000	\$200,000 \$200,000	 \$0	 \$0	 \$0	 \$0	 \$0	\$200,000 \$0 \$0 \$200,000	City-Wide
62	TRANS-871	N. Devine Rd. Sidewalk Improvements – N. Idaho St. to NE 18th St. Design Phase - Funded - Started Right-of-Way Phase - N/A Construction Phase - Funded	Multimodal	EXST \$ SFS \$ GRANT \$ TOTAL \$	 \$245,968	\$50,000 \$0 \$814,000 \$864,000	\$50,000 \$100,000 \$150,000	 \$0	 \$0	 \$0	 \$0	 \$0	\$50,000 \$0 \$100,000 \$150,000	Vancouver/Columbia
	Trans-872	Fourth Plain Safety Improvement Project - F St to Ft Vancouver Way Design Phase - Funded -Not started Right-of-Way Phase - Funded - Not started Construction Phase - Funded - Not started	Multimodal	EXST \$ SFS \$ GRANT \$ TOTAL \$	 \$0	 \$0 \$0 \$0	\$0 \$100,000 \$800,000 \$900,000	 \$0	 \$0	 \$0	 \$0	 \$0	\$0 \$100,000 \$800,000 \$900,000	
61	TRANS-874	E. 5th Street Improvements - Fort Vancouver Way to Reserve St. Design Phase - Funded - Pavement Program \$100K Matching Funds Right-of-Way Phase - N/A Construction Phase - Funded	Multimodal	PAVING \$ SFS \$ GRANT \$ TOTAL \$	 \$1,324	\$100,000 \$0 \$0 \$100,000	\$25,000 \$25,000	 \$0	 \$0	 \$0	 \$0	 \$0	\$25,000 \$0 \$0 \$25,000	Vancouver/Columbia
49 new	TRANS-889	NE 18th St. and N. Devine Rd. ADA Improvements Design Phase - Funded Right-of-Way Phase - N/A Construction Phase - Funded	Multimodal	EXST \$ SFS \$ GRANT \$ TOTAL \$	 \$0	\$0 \$100,000 \$0 \$100,000	 \$250,000 \$250,000	 \$0	 \$0	 \$0	 \$0	 \$0	\$0 \$250,000 \$0 \$250,000	Vancouver/Columbia
61 new	TRANS-899	NE Fourth Plain Blvd. - Enhanced Pedestrian Crossings Design Phase - Funded - Started Right-of-Way Phase - N/A Construction Phase - Funded	Multimodal	EXST \$ SFS \$ GRANT \$ TOTAL \$	 \$0	 \$0 \$0 \$0	 \$350,000 \$350,000	 \$0	 \$0	 \$0	 \$0	 \$0	\$0 \$700,000 \$0 \$700,000	Vancouver/Columbia
57 new	TRANS-900	NE Fourth Plain Blvd. and Stapleton Rd. Intersection Improvements Design Phase - Funded - Started Right-of-Way Phase - N/A Construction Phase - Funded	Multimodal	EXST \$ SFS \$ GRANT \$ TOTAL \$	 \$0	 \$1,000 \$65,000 \$66,000	 \$2,000 \$65,000 \$67,000	 \$0	 \$0	 \$0	 \$0	 \$0	\$0 \$2,000 \$65,000 \$67,000	Vancouver/Columbia
65 new	TRANS-904	Columbia Street Safety and Mobility Project Design Phase - Funded - Started Right-of-Way Phase - N/A Construction Phase - Funded	Multimodal	EXST \$ SFS \$ GRANT \$ TOTAL \$	 \$141,315	 \$0 \$50,000 \$250,000 \$300,000	 \$50,000 \$750,000 \$800,000	 \$0	 \$0	 \$0	 \$0	 \$0	\$0 \$50,000 \$750,000 \$800,000	Vancouver/Columbia



SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM
(2022-2027)

Note: All costs are in 2021 dollars. 2021 shown for reference only (6-year plan is for 2022-2027).

FUNDED PROJECTS/PROGRAMS

S C O R E	Project ID	Project Name	Project Type	Funding Type	Spent to Date (Feb-2021)	2021	2022	2023	2024	2025	2026	2027	6-Year Total	TIF Area old/new
						Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures		
FUNDED PROJECTS/PROGRAMS														
			Ongoing			2021	2022	2023	2024	2025	2025	2025	6 yr. total	
	TRANS-237	Traffic Signal and Lighting Sustainability	Ongoing	EXST \$		\$215,000	\$215,000	\$215,000	\$215,000	\$215,000	\$215,000	\$215,000	\$1,075,000	City-Wide
				SFS \$		\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000	
				GRANT \$		\$0							\$0	
				TOTAL \$	ongoing	\$415,000	\$415,000	\$415,000	\$415,000	\$415,000	\$415,000	\$415,000	\$2,075,000	
	TRANS-240	Neighborhood Traffic Calming Program	Ongoing	EXST \$		\$170,000	\$170,000	\$170,000	\$170,000	\$170,000	\$170,000	\$170,000	\$850,000	City-Wide
		Projects implemented as part of the ongoing Neighborhood Traffic Calming Program are intended to help slow traffic and enhance neighborhood livability. These projects may include education or infrastructure to reduce driver speeds; new or improved facilities for people walking, biking, and using mobility devices; and other strategies to increase safety and mobility in Vancouver neighborhoods.		SFS \$		\$130,000	\$130,000	\$130,000	\$130,000	\$130,000	\$130,000	\$130,000	\$650,000	
				GRANT \$		\$0							\$0	
				TOTAL \$	ongoing	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,500,000	
	TRANS-241	Pavement Preservation Program	Ongoing	EXST \$		\$9,400,000	\$9,900,000	\$9,900,000	\$9,900,000	\$9,900,000	\$9,900,000	\$9,900,000	\$49,500,000	City-Wide
		2021/2022 projects will preserve over 77 lane miles, and include: paving on Broadway and Columbia Streets, 31 lane miles of pavement preservation, and 24 lane miles of slurry seals. 2022 program to be similar.		SFS \$		\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$3,000,000	
				GRANT \$		\$0							\$0	
				TOTAL \$	ongoing	\$10,000,000	\$10,500,000	\$10,500,000	\$10,500,000	\$10,500,000	\$10,500,000	\$10,500,000	\$52,500,000	
	TRANS-245	Bridge Inspection Program	Ongoing	EXST \$		\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000	City-Wide
				SFS \$		\$0							\$0	
				GRANT \$		\$0							\$0	
				TOTAL \$	ongoing	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000	
														6-year Totals
				EXST \$	Annually =	\$11,570,000	\$12,710,000	\$10,335,000	\$10,335,000	\$10,335,000	\$10,335,000	\$10,335,000	EXST \$	\$54,050,000
				SFS \$	Annually =	\$1,081,000	\$1,682,000	\$1,280,000	\$930,000	\$930,000	\$930,000	\$930,000	SFS \$	\$5,752,000
				GRANT \$	Annually =	\$5,219,000	\$3,735,000	\$0	\$0	\$0	\$0	\$0	GRANT \$	\$3,735,000
				TOTAL \$	Annually =	\$17,970,000	\$18,152,000	\$11,615,000	\$11,265,000	\$11,265,000	\$11,265,000	\$11,265,000	TOTAL \$	\$63,562,000
			Non-City											
		I-5 Interstate Bridge Replacement (unfunded)	Multi-agency											
		SR 500 Pedestrian Safety Improvements	WSDOT											
		SR-14 (I-205 to 164th Ave) Widening (funded)	WSDOT											
		Mill Plain & I-5 Interchange Improvements (2022-2025)	WSDOT											
		Mill Plain (Port of Vancouver to I-5) Improvements (2018-2021)	WSDOT											
		NE 166th Ave and Fourth Plain Blvd. HAWK Signal	WSDOT	NEW										
		Mill Plain Fiber Network - Downtown to SE 192nd Ave.	C-Tran	NEW										
		Mill Plain BRT (funded)	C-Tran											
		Hazel Dell Avenue/BBC Trail Crossing	Clark County											
		Lower River Road Trail Improvement (unfunded)	Port of Vancouver											



SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM
(2022-2027)

Note: All costs are in 2021 dollars. 2021 shown for reference only (6-year plan is for 2022-2027).

PARTIALLY FUNDED PROJECTS/PROGRAMS

						2021	2022	2023	2024	2025	2026	2027		
S C O R E	Project ID	Project Name	Project Type	Funding Type	Spent to Date (Feb-2021)	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	6-Year Total	TIF Area old/new
PARTIALLY FUNDED PROJECTS/PROGRAMS														
			Capacity											
59	TRANS-275	NE 137th Ave. - NE 49th St. to NE Fourth Plain Blvd. Design Phase - Funded - Started Right-of-Way Phase - Funded - Started Construction Phase - Partially Funded - Not started	Capacity	EXST \$		\$0							\$0	Evergreen/Pacific
				SFS \$		\$150,000	\$250,000	\$3,000,000	\$3,000,000				\$6,250,000	
				GRANT \$		\$1,000,000		\$5,820,000	\$2,100,000				\$7,920,000	
				TOTAL \$	\$2,935,729	\$1,150,000	\$250,000	\$8,820,000	\$5,100,000	\$0	\$0	\$0	\$14,170,000	
56	TRANS-444	NE 18th St. - NE 142nd Ave. to NE 162nd Ave. Design Phase - Funded - Not started Right-of-Way Phase - Funded - Not started Construction Phase - Funding uncertain - Not started	Capacity	EXST \$		\$0					\$0	\$0	\$0	Pacific /Cascade
				SFS \$		\$0	\$250,000	\$750,000			\$500,000	\$5,000,000	\$6,500,000	
				GRANT \$		\$0					\$1,000,000	\$4,000,000	\$5,000,000	
				TOTAL \$	\$0	\$0	\$250,000	\$750,000	\$0	\$0	\$1,500,000	\$9,000,000	\$11,500,000	
55	TRANS-527	NE 18th St. - NE 97th Ave. to NE 107th Ave. Design Phase - Funded - Started Right-of-Way Phase - Funded - Started Construction Phase - Funding uncertain - Not started	Capacity	EXST \$		\$500,000				\$2,000,000			\$2,000,000	Evergreen & E. City/ Pacific & Cascade
				SFS \$		\$0	\$500,000						\$500,000	
				GRANT \$		\$385,000	\$250,000			\$7,000,000			\$7,250,000	
				TOTAL \$	\$1,155,810	\$885,000	\$750,000	\$0	\$0	\$9,000,000	\$0	\$0	\$9,750,000	
68	TRANS-531	Jefferson St. - W. Evergreen to W. Mill Plain Blvd. Design Phase - Funded - Started Right-of-Way Phase - Funded - Not started Construction Phase - Funding uncertain - Not started	Capacity	EXST \$		\$500,000							\$0	Vancouver/Columbia
				SFS \$		\$0	\$250,000		\$1,000,000	\$1,000,000			\$2,250,000	
				GRANT \$		\$0			\$3,900,000	\$1,500,000			\$5,400,000	
				TOTAL \$	\$238,763	\$500,000	\$250,000	\$0	\$4,900,000	\$2,500,000	\$0	\$0	\$7,650,000	
70	TRANS-870	SE 1st St. - SE 177th Ave. to SE 192nd Ave. Design Phase - funded by developer Right-of-Way Phase - Funded by developer Construction Phase - Unfunded - Not started	Capacity	EXST \$		\$0	\$1,000,000						\$1,000,000	East City/Cascade
				SFS \$		\$100,000							\$0	
				GRANT \$		\$0	\$10,000,000						\$10,000,000	
				TOTAL \$	\$14,166	\$100,000	\$11,000,000	\$0	\$0	\$0	\$0	\$0	\$11,000,000	
60	TRANS-898	NE 115th Ave. - NE 16th St. to NE 18th St. Design Phase - not funded Right-of-Way Phase - Funded by developer Construction Phase - Unfunded - Not started	Capacity	EXST \$	Developer \$	\$200,000	\$50,000						\$50,000	East City/Cascade
				SFS \$		\$0							\$0	
				GRANT \$		\$0							\$0	
				TOTAL \$	\$11,037	\$200,000	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	
48	TRANS-906	NE Andresen Rd./NE Fourth Plain Blvd. Intersection Improvements Design Phase - not funded Right-of-Way Phase - Funded by developer Construction Phase - Unfunded - Not started	Capacity	EXST \$	WSDOT \$	\$60,000							\$0	East City/Cascade
				SFS \$		\$30,000	\$10,000						\$10,000	
				GRANT \$		\$0							\$0	
				TOTAL \$	\$0	\$90,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	
			Traffic										\$0	
39	TRANS-851	NE 192nd Avenue & NE 13th Street Intersection Improvements Design Phase - Partially Funded Right-of-Way Phase - Unfunded Construction Phase - Unfunded	Traffic	EXST \$		\$25,000	\$35,000						\$35,000	East City/Cascade
				SFS \$		\$0							\$0	
				GRANT \$		\$0							\$0	
				TOTAL \$	\$0	\$25,000	\$35,000	\$0	\$0	\$0	\$0	\$0	\$35,000	
37	TRANS-879	Columbia House Blvd. and Grove St. Signal Upgrade Design Phase - Partially Funded Right-of-Way Phase - Unfunded Construction Phase - Unfunded	Traffic	EXST \$		\$0	\$25,000						\$25,000	East City/Cascade
				SFS \$		\$0							\$0	
				GRANT \$		\$0							\$0	
				TOTAL \$	\$0	\$0	\$25,000	\$0	\$0	\$0	\$0	\$0	\$25,000	
32	TRANS-888	NE 192nd Ave. at SR 14 Interchange - Traffic Improvements Design Phase - Partially Funded Right-of-Way Phase - Unfunded Construction Phase - Unfunded	Traffic	EXST \$		\$0	\$25,000						\$25,000	East City/Cascade
				SFS \$		\$0							\$0	
				GRANT \$		\$0							\$0	
				TOTAL \$	\$0	\$0	\$25,000	\$0	\$0	\$0	\$0	\$0	\$25,000	



SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM
(2022-2027)

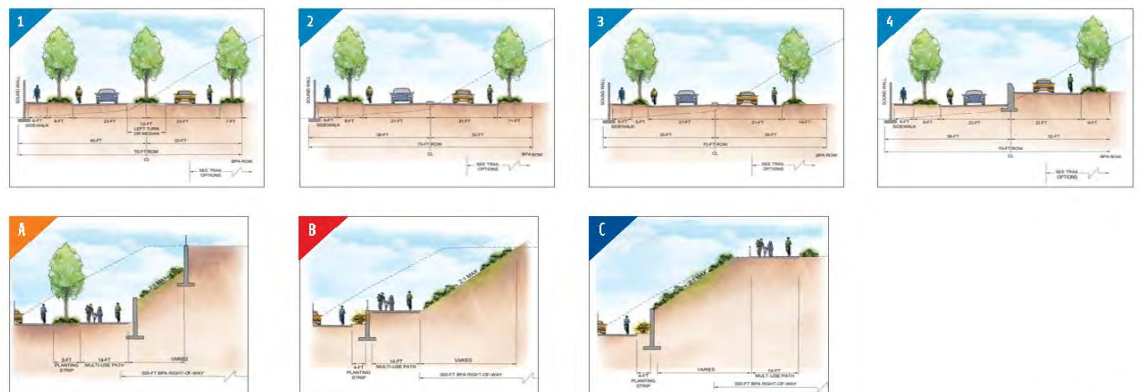
Note: All costs are in 2021 dollars. 2021 shown for reference only (6-year plan is for 2022-2027).

PARTIALLY FUNDED PROJECTS/PROGRAMS

						2021	2022	2023	2024	2025	2026	2027		
S C O R E	Project ID	Project Name	Project Type	Funding Type	Spent to Date (Feb-2021)	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	Planned Expenditures	6-Year Total	TIF Area old/new
PARTIALLY FUNDED PROJECTS/PROGRAMS														
			Multimodal										\$0	
51	TRANS-740	Evergreen Hwy. Pathway - SE Chelsea Ave. to SE Image Rd.	Multimodal	EXST \$		\$100,000	\$150,000						\$150,000	East City/Cascade
		Design Phase - Partially funded by citizen group - Started		SFS \$		\$0					\$0			
		Right-of-Way Phase - Unfunded - Not started		GRANT \$		\$0					\$0			
		Construction Phase - Unfunded - Not started		TOTAL \$	\$417,736	\$100,000	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	
51	TRANS-843	Evergreen Hwy. Pathway - Weber Arboretum to SE 100th Court	Multimodal	EXST \$		\$75,000	\$25,000						\$25,000	East City/Cascade
		Design Phase - Funded - Started		SFS \$		\$0						\$0		
		Right-of-Way Phase - Funded -Started		GRANT \$		\$0						\$0		
		Construction Phase - Unfunded - Not started		TOTAL \$	\$1,415,753	\$75,000	\$25,000	\$0	\$0	\$0	\$0	\$0	\$25,000	
59	TRANS-878	NE 68th St. Sidewalk	Multimodal	EXST \$		\$0							\$0	Vancouver/Columbia
		Design Phase - Funded - Started		SFS \$		\$400,000	\$150,000					\$150,000		
		Right-of-Way Phase - Not Applicable		GRANT \$		\$0	\$700,000					\$700,000		
		Construction Phase - Partially Funded		TOTAL \$	\$181,602	\$400,000	\$850,000	\$0	\$0	\$0	\$0	\$0	\$850,000	
			Ongoing										\$0	
	TRANS-421	Pavement Reconstruction Program	Ongoing	EXST \$		\$0							\$0	City-wide
				SFS \$		\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$6,000,000	
				GRANT \$		\$0							\$0	
				TOTAL \$	ongoing	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	
	TRANS-844	Multimodal Safety and Accessibility	Ongoing	EXST \$		\$0							\$0	City-wide
		Sub projects will focus on targeted safety improvements, see project sheet for details.		SFS \$		\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$6,000,000	
				GRANT \$		\$0							\$0	
				TOTAL \$	ongoing	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	
	TRANS-859	Sidewalk Management Program	Ongoing	EXST \$		\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$3,000,000	City-wide
				SFS \$	No SFS \$\$	\$0							\$0	
				GRANT \$		\$0							\$0	
				TOTAL \$	ongoing	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	
														6-year Totals
				EXST \$	Annually =	\$1,960,000	\$1,810,000	\$500,000	\$500,000	\$2,500,000	\$500,000	\$500,000	EXST \$	\$6,310,000
				SFS \$	Annually =	\$2,680,000	\$3,410,000	\$5,750,000	\$6,000,000	\$3,000,000	\$2,500,000	\$7,000,000	SFS \$	\$27,660,000
				GRANT \$	Annually =	\$1,385,000	\$10,950,000	\$5,820,000	\$6,000,000	\$8,500,000	\$1,000,000	\$4,000,000	GRANT \$	\$36,270,000
				TOTAL \$	Annually =	\$6,025,000	\$16,170,000	\$12,070,000	\$12,500,000	\$14,000,000	\$4,000,000	\$11,500,000	TOTAL \$	\$70,240,000

						2022	↔	2027		
RANK	Project ID	Project Name	Project Type	Phase	Spent to Date - (Feb, 2021)				Scoping Level Estimate	TIF Area old/new
UNFUNDED PROJECTS/PROGRAMS										
	TRANS-880	McGillivray and Village Loop Drive New Signal	Traffic	PSE	\$0				\$0.3-0.5 mill	East City/Cascade
				Total	\$0	←	No Funding	→		
	TRANS-895	MacArthur Blvd. at N. Devine Rd. Roundabout	Traffic	PSE	\$0				\$1 - 1.5 mil	Vancouver/Columbia/Cascade
				Total	\$0	←	No Funding	→		
	TRANS-896	MacArthur Blvd. at N. Andresen Rd. Roundabout	Traffic	PSE	\$0				\$1 - 1.5 mil	Vancouver/Columbia/Cascade
				Total	\$0	←	No Funding	→		
			Multimodal							
	TRANS-258	E. Fourth Plain Blvd. - Ft. Vancouver Way to NE Andresen Rd.	Multimodal	PSE	\$0				\$2-3 mill	Vancouver/Columbia
				Total	\$0	←	No Funding	→		
	TRANS-495	Main St. Reconstruction - 5th St. to 15th Street	Multimodal	PSE	\$0				\$11-13 mill	Vancouver/Columbia
				Total	\$0	←	No Funding	→		
	TRANS-741	Evergreen Hwy. Pathway - Columbia Springs to SE 164th Ave.	Multimodal	PSE	\$0				\$7 mill	East City/Cascade
				Total	\$0	←	No Funding	→		
	TRANS-742	Evergreen Hwy. Pathway - SE 164th Ave. to east City Limits	Multimodal	PSE	\$0				\$7 mill	East City/Cascade
				Total	\$0	←	No Funding	→		
	TRANS-857	SE 10th Street Sidewalks - SE 98th Avenue to SE Ellsworth Road	Multimodal	PSE	\$0				\$1-2 mill	Evergreen/Pacific
				Total	\$0	←	No Funding	→		
	TRANS-858	Citywide Transportation Demand Management Program	Multimodal	PSE	\$0				\$.5 mil	Vancouver/Columbia
				Total	\$0	←	No Funding	→		
	TRANS-861	Westside Bike Mobility - TRANS-904 implements portions of this project	Multimodal	PSE	\$0				\$.75 mil	Vancouver/Columbia
				Total	\$0	←	No Funding	→		
	TRANS-873	Main Street Safety Improvement Project - N. 39th St to NE Hazel Dell Ave.	Multimodal	PSE	\$0				\$0.5-1 mill	Vancouver/Columbia
				Total	\$0	←	No Funding	→		
	TRANS-882	MacArthur Blvd. and E. Mill Plain Blvd. Multimodal Improvements	Multimodal	PSE	\$0				\$.5 mil	East City/Cascade
				Total	\$0	←	No Funding	→		
	TRANS-890	NE Fourth Plain Blvd. and Grand Blvd. - Pedestrian Improvement SW Corner	Multimodal	PSE	\$0				\$.7 mil	Vancouver/Columbia
				Total	\$0	←	No Funding	→		
	TRANS-903	NE 9th St. Infill Sidewalk - NE 112th Ave. to NE 136th Ave.	Multimodal	PSE	\$0				\$.5 mil	East City/Cascade
				Total	\$0	←	No Funding	→		
	TRANS-905	Amtrak Multimodal Access	Multimodal	PSE	\$0				\$10 mil	Vancouver/Columbia
				Total	\$0	←	No Funding	→		
			Other							
	TRANS-836	E. Evergreen Blvd. Bridge over S. Blandford Dr.	Safety	PSE	\$0				\$15-20 mill	Vancouver/Columbia
				Total	\$0	←	No Funding	→		
	TRANS-838	Evergreen Highway Pavement Project	Reconstruction	PSE	\$0				\$40-50 mill	East City/Cascade
				Total	\$0	←	No Funding	→		

Improving NE 18th Street West Segment





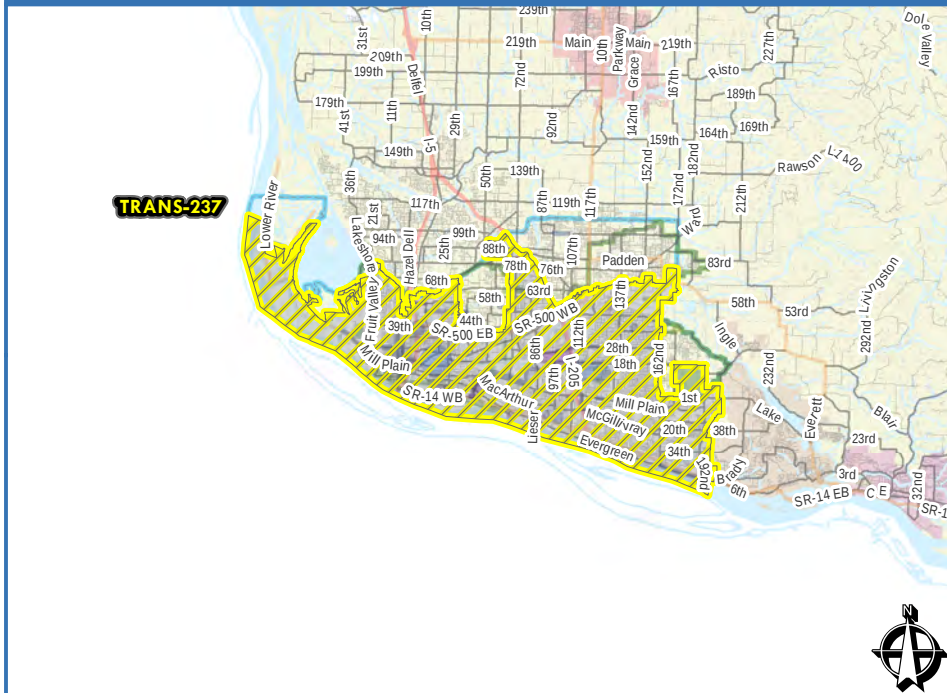
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **TRAFFIC SIGNAL SUSTAINABILITY**

PROJECT EXTENT: **CITYWIDE**

TO:

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Ongoing

Project Status:

Ongoing

Funding Status:

Funded

PROJECT DESCRIPTION

Project Description / Comments

Ongoing updating of traffic signals at locations throughout the City. Updates may include but are not limited to adding left-turn phasing, signal heads, pedestrian push-button and detectors, as well as removing a type of operation, changing detector setup or making other improvements. Sub projects for 2021/22 include : TRANS-865 - Columbia and W. 13th St Signal Improvement Project for \$300,000. SFS funds contribute \$200K/yr, with annual program budget totalling \$415,000/yr.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Funded
Existing Funds:	Yes
SFS Funds:	Yes
Grant Funds:	No
Total Proj. Cost:	
*Start of Construction (Year):	Ongoing



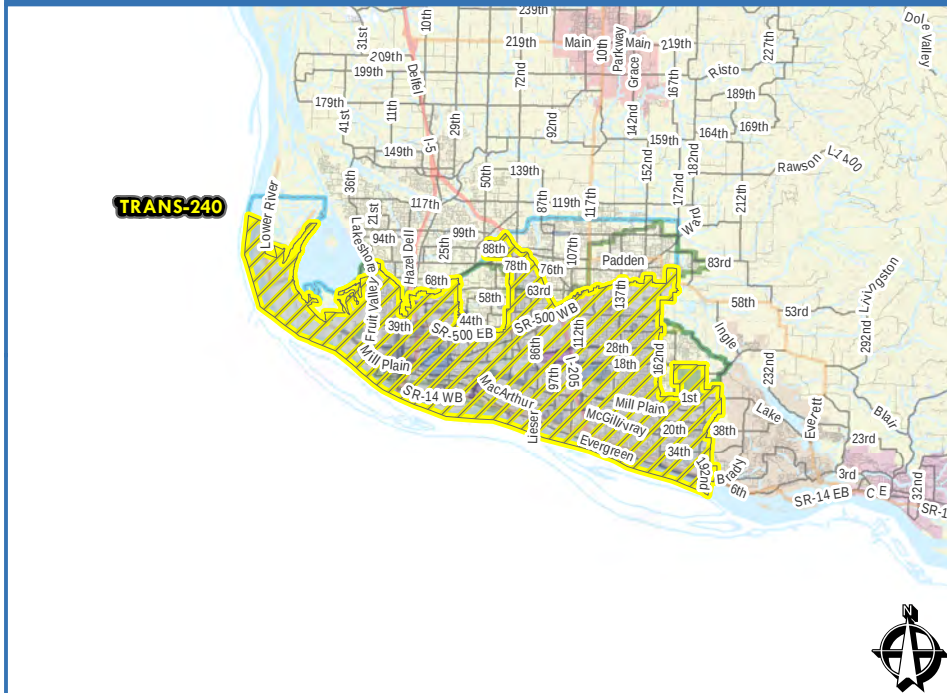
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NEIGHBORHOOD TRAFFIC CALMING PROGRAM**

PROJECT EXTENT: **CITYWIDE**

TO:

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Ongoing

Project Status:

Ongoing

Funding Status:

Funded

PROJECT DESCRIPTION

Project Description / Comments

Projects implemented as part of the ongoing Neighborhood Traffic Calming Program are intended to help slow traffic and enhance neighborhood livability. These projects may include education or infrastructure to reduce driver speeds; new or improved facilities for people walking, biking, and using mobility devices; and other strategies to increase safety and mobility in Vancouver neighborhoods. SFS funds contribute \$130K/yr, with annual program budget totalling \$300,000/yr.

LEGEND

	Project Area		Water Project Areas		Battle Ground
	Transportation Project Areas		SCIP Project Areas		Camas
	Sanitary Sewer Project Areas		Vancouver City Limits		Washougal
	Surface Water Project Areas		Clark County		

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Funded
Existing Funds:	Yes
SFS Funds:	Yes
Grant Funds:	No
Total Proj. Cost:	
*Start of Construction (Year):	Ongoing



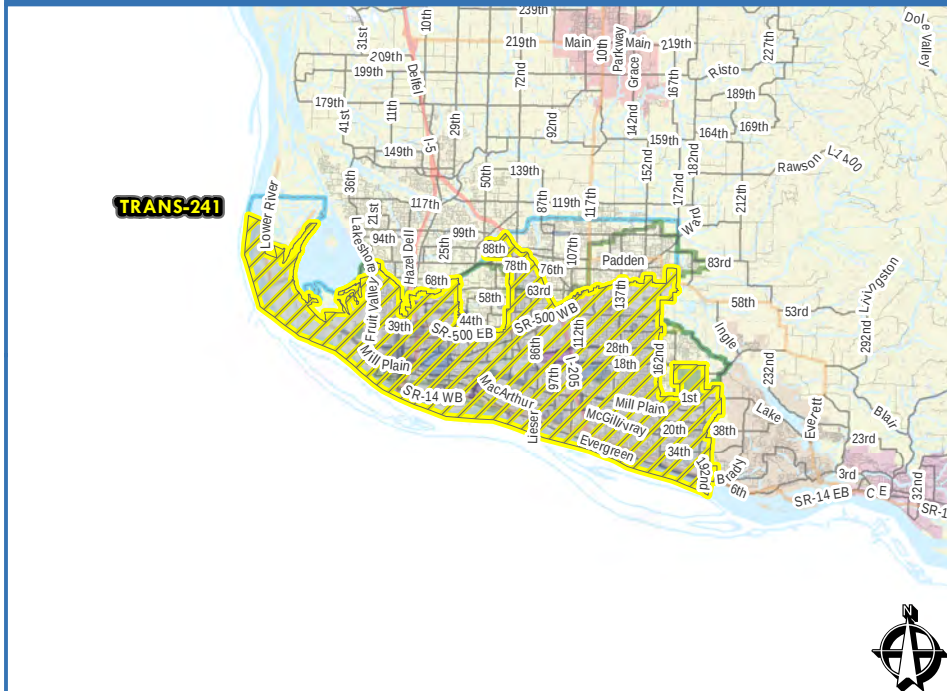
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **PAVEMENT PRESERVATION PROGRAM**

PROJECT EXTENT: **CITYWIDE**

TO:

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Ongoing

Project Status:

Ongoing

Funding Status:

Funded

PROJECT DESCRIPTION

Project Description / Comments

Ongoing program to improve and maintain pavement surfaces through surface overlay, microsurfacing and slurry treatments at multiple locations citywide. Upgrades may include new ADA ramps, traffic striping and markings. The City of Vancouver's more than 1,900 lane miles of streets are carefully inspected and evaluated to determine most cost-effective means to preserve pavement and manage resources. 2021 program targets pavement preservation for over 77 lane miles, including: 22 lane miles of paving on Broadway and Columbia and various other streets. 31 lane miles of pavement preservation, and 24 lane miles of slurry seals. 2022 program to be similar. SFS funds contribute \$600K/yr, with annual program budget totalling \$10.5M.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Funded
Existing Funds:	Yes
SFS Funds:	Yes
Grant Funds:	No
Total Proj. Cost:	\$10,500,000.00
*Start of Construction (Year):	Ongoing



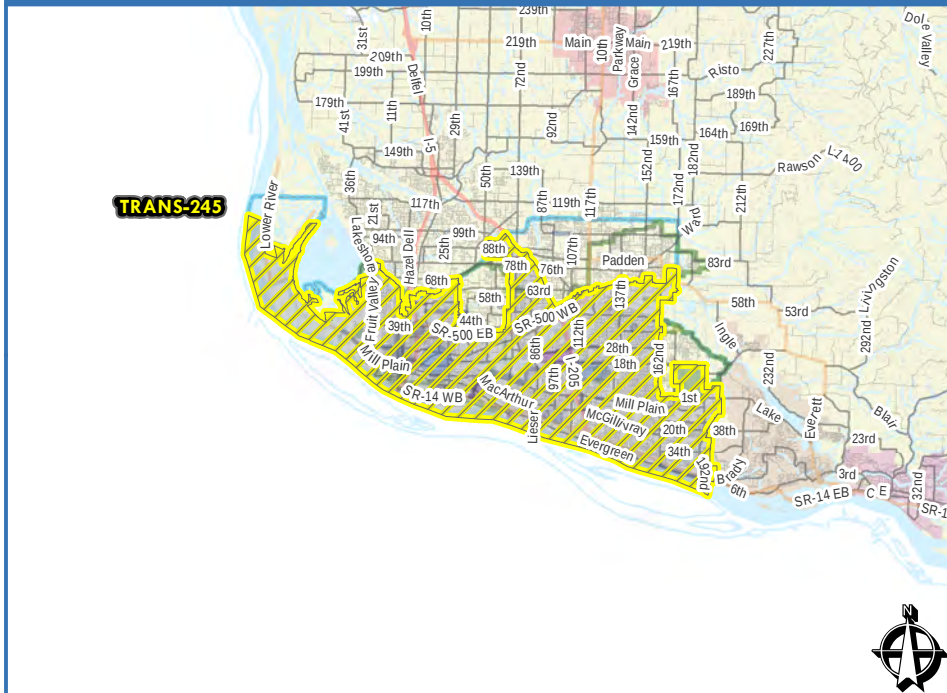
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **BRIDGE INSPECTION PROGRAM**

PROJECT EXTENT: **CITY-OWNED BRIDGES CITYWIDE**

TO:

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Ongoing

Project Status:

Ongoing

Funding Status:

Funded

PROJECT DESCRIPTION

Project Description / Comments

Ongoing citywide inspection and maintenance of the City's bridges, as required to meet state and federal regulations. This program, formerly contracted with Clark County, is being dropped by the county and now requires hiring professional services to complete federally mandated bridge inspections and load ratings. Program budgeted at \$50,000/yr for 2022-2027.

LEGEND

- | | | |
|------------------------------|-----------------------|---------------|
| Project Area | Water Project Areas | Battle Ground |
| Transportation Project Areas | SCIP Project Areas | Camas |
| Sanitary Sewer Project Areas | Vancouver City Limits | Washougal |
| Surface Water Project Areas | Clark County | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Funded
Existing Funds:	Yes
SFS Funds:	No
Grant Funds:	No
Total Proj. Cost:	
*Start of Construction (Year):	Ongoing



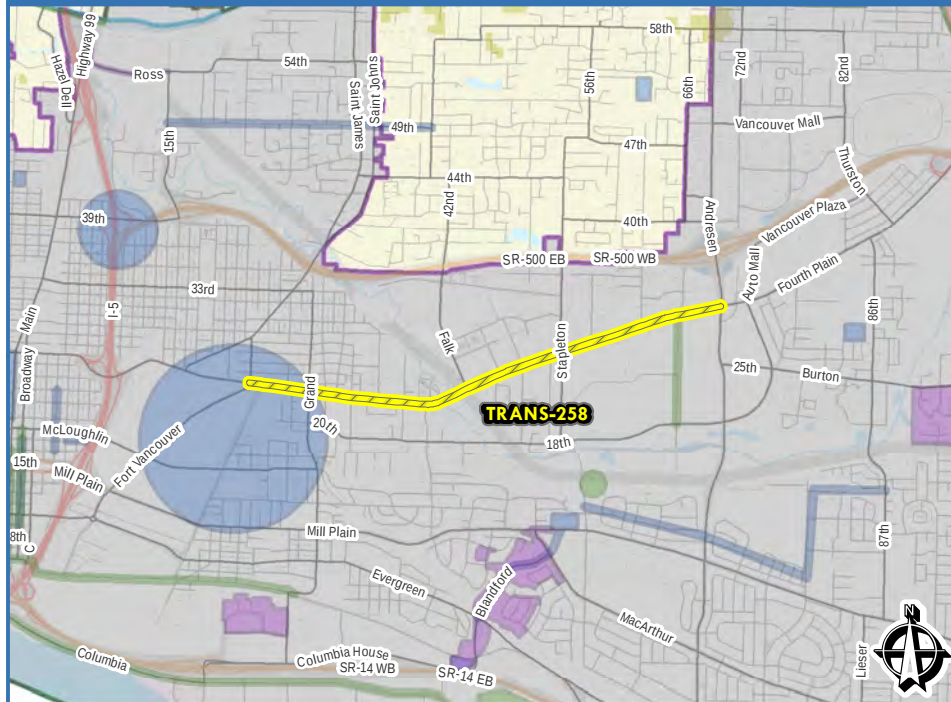
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **E. FOURTH PLAIN BLVD. - FT. VANCOUVER WAY TO NE ANDRESEN RD.**

PROJECT EXTENT: **FT. VANCOUVER WAY**

TO: **NE ANDRESEN RD.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Multimodal

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

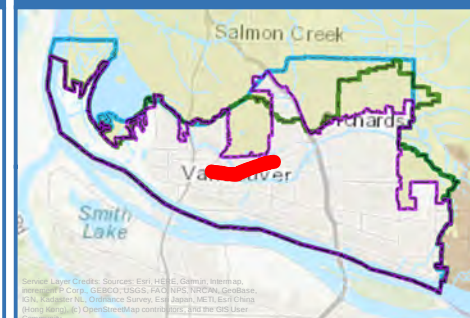
Project Description / Comments

This project will improve safety and aesthetics by upgrading sidewalks and street lights in Fourth Plain Sub-Area Plan. Improvements identified as safety priority include wider sidewalks, upgraded street lights and street trees.

LEGEND

- | | | |
|------------------------------|-----------------------|---------------|
| Project Area | Water Project Areas | Battle Ground |
| Transportation Project Areas | SCIP Project Areas | Camas |
| Sanitary Sewer Project Areas | Vancouver City Limits | Washougal |
| Surface Water Project Areas | Clark County | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Unfunded
Existing Funds:	N/A
SFS Funds:	N/A
Grant Funds:	N/A
Total Proj. Cost:	\$2,000,000.00
*Start of Construction (Year):	Unknown



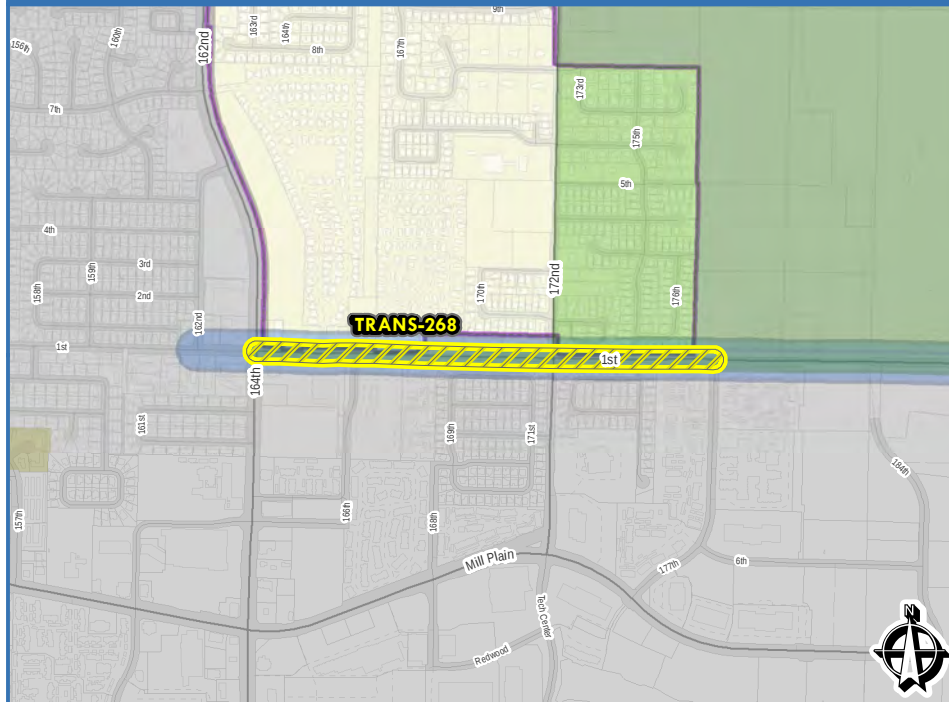
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **SE 1ST ST. - SE 164TH AVE. TO SE 177TH AVE.**

PROJECT EXTENT: **SE 164TH AVE.**

TO: **SE 177TH AVE.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Capacity

Project Status:

In Design

Funding Status:

Funded

PROJECT DESCRIPTION

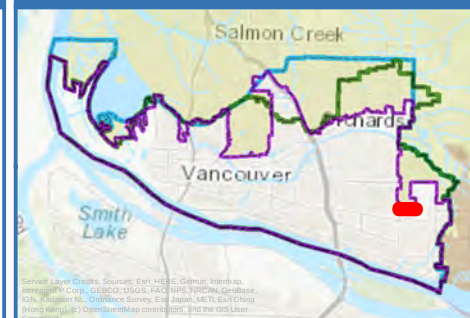
Project Description / Comments

Urban arterial upgrade of existing 2-lane rural road, to increase safety, mobility and livability, and meet future subarea needs. New cross section to be 3 lanes wide with improvements to include sidewalks, ADA Ramps, bike facilities, stormwater, streetlights and where required, sound walls. Anticipated funding by SFS, state Transportation Improvement Board (TIB), and federal Surface Transportation Block Grants (STBG). Design/ROW planned for 2020 and construction in 2021. See TRANS-870 for eastern segment (SE 1st St. - SE 177th Ave. to SE 192nd Ave.).

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Funded
Existing Funds:	Yes
SFS Funds:	Yes
Grant Funds:	Yes
Total Proj. Cost:	\$14,100,000.00
*Start of Construction (Year):	2021



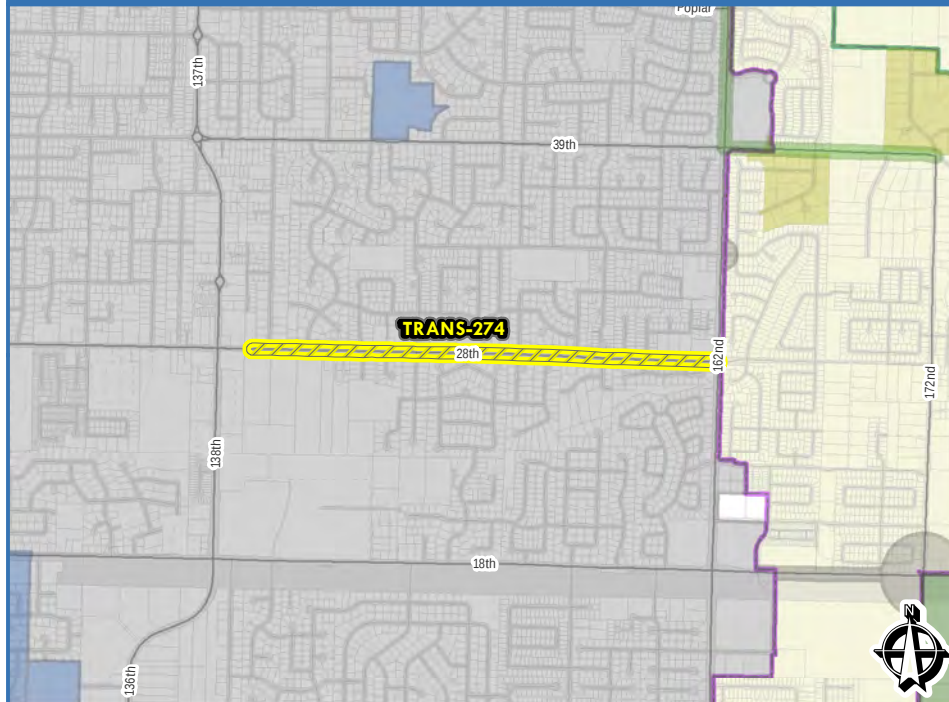
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 28TH ST. - NE 142ND AVE. TO NE 162ND AVE.**

PROJECT EXTENT: **NE 142ND AVE.**

TO: **NE 162ND AVE.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Capacity

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

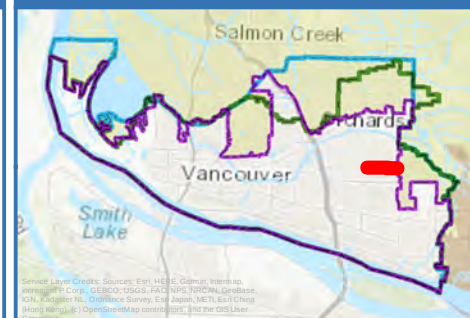
Project Description / Comments

Upgrade of existing 2-lane former rural road to urban 3-lane minor arterial (1 lane each direction plus center turn lane) with sidewalks, bike facilities, streetlights, signals, school crossings, stormwater and sound walls where required. Project addresses capacity and improves pavement and safety conditions.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Unfunded
Existing Funds:	N/A
SFS Funds:	N/A
Grant Funds:	N/A
Total Proj. Cost:	\$10,000,000.00
*Start of Construction (Year):	Unknown



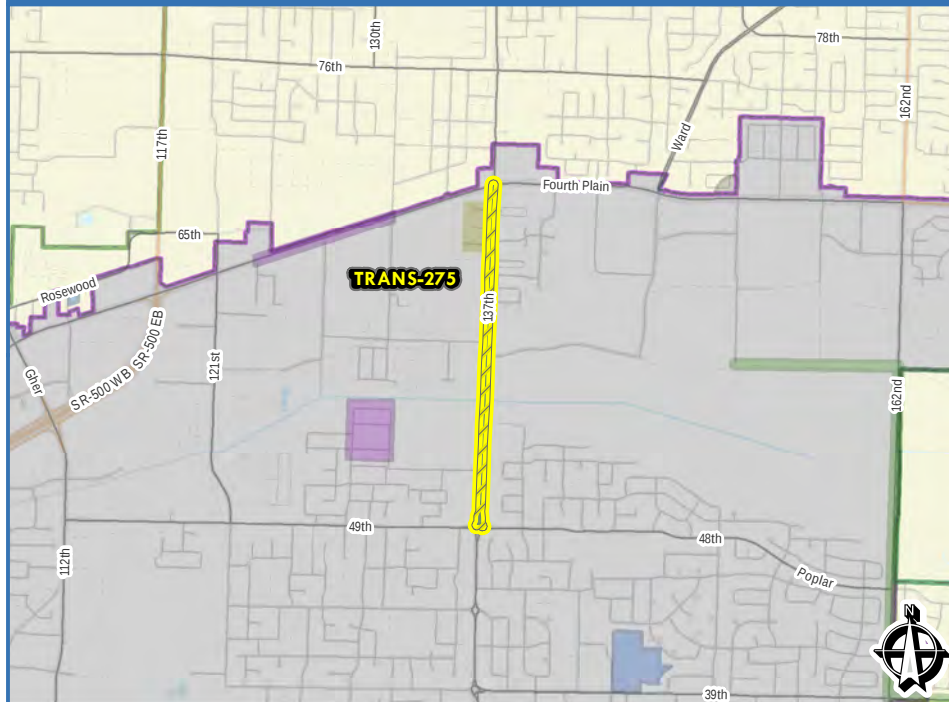
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 137TH AVE. - NE 49TH ST. TO NE FOURTH PLAIN BLVD.**

PROJECT EXTENT: **NE 49TH ST.**

TO: **NE FOURTH PLAIN BLVD.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Capacity

Project Status:

In Design

Funding Status:

Partially Funded

PROJECT DESCRIPTION

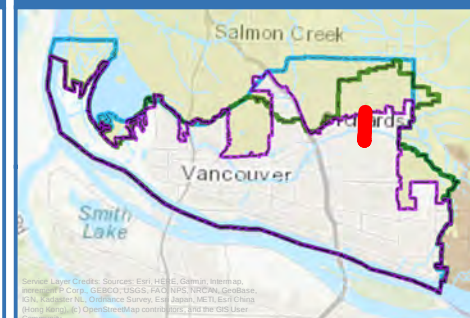
Project Description / Comments

Urban upgrade of existing 2-lane (narrow) rural road. Corridor upgrades to include: one lane each direction with turn lane or median divider with roundabouts, sidewalks, ADA ramps, bike facilities, stormwater facilities and streetlights. Improvements will enhance safety, manage access and minimize delays now caused by turning vehicles. Design/ROW phases are continuing.

LEGEND

- | | | |
|------------------------------|-----------------------|---------------|
| Project Area | Water Project Areas | Battle Ground |
| Transportation Project Areas | SCIP Project Areas | Camas |
| Sanitary Sewer Project Areas | Vancouver City Limits | Washougal |
| Surface Water Project Areas | Clark County | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Partially Funded
Existing Funds:	Yes
SFS Funds:	Yes
Grant Funds:	Yes
Total Proj. Cost:	\$22,500,000.00
*Start of Construction (Year):	2023



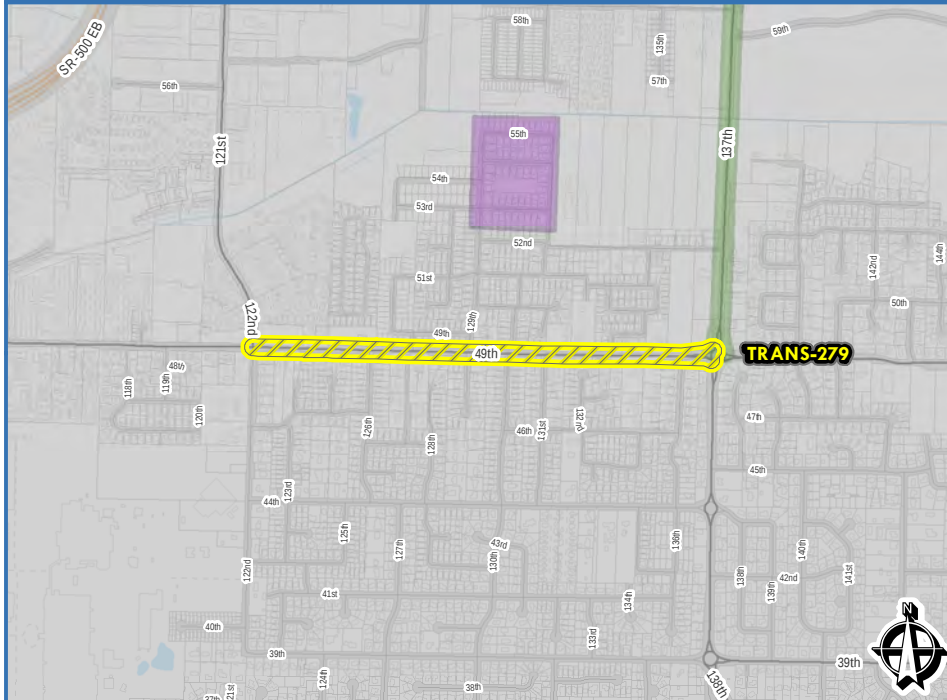
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 49TH ST. - NE 122ND AVE. TO NE 137TH AVE.**

PROJECT EXTENT: **NE 122ND AVE.**

TO: **NE 137TH AVE.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Capacity

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

Project Description / Comments

Upgrade of existing 2-lane street to 3-lane urban minor arterial (1 lane each direction and turn lane) with sidewalks, ADA Ramps, bike facilities and streetlights.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Unfunded

Existing Funds: N/A

SFS Funds: N/A

Grant Funds: N/A

Total Proj. Cost: \$10,000,000.00

***Start of Construction (Year): Unknown**



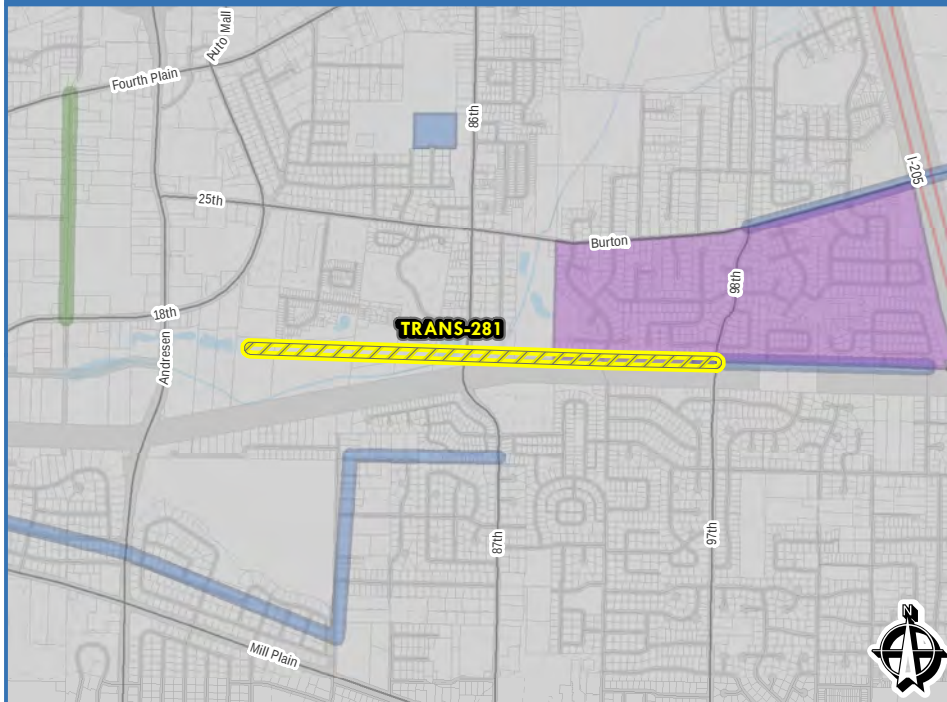
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 18TH ST. - NE 87TH AVE. TO NE 97TH AVE.**

PROJECT EXTENT: **NE 87TH AVE.**

TO: **NE 97TH AVE.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Capacity

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

Project Description / Comments

Long-planned construction of new minor arterial street (1 lane each direction plus turn lane) with bike facilities, streetlights, sound walls (where required), a sidewalk on north side and shared use pathway on south side of street. Project provides planned east-west circulation.

LEGEND

- | | | |
|------------------------------|-----------------------|---------------|
| Project Area | Water Project Areas | Battle Ground |
| Transportation Project Areas | SCIP Project Areas | Camas |
| Sanitary Sewer Project Areas | Vancouver City Limits | Washougal |
| Surface Water Project Areas | Clark County | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Unfunded

Existing Funds: N/A

SFS Funds: N/A

Grant Funds: N/A

Total Proj. Cost: \$14,200,000.00

***Start of Construction (Year): Unknown**



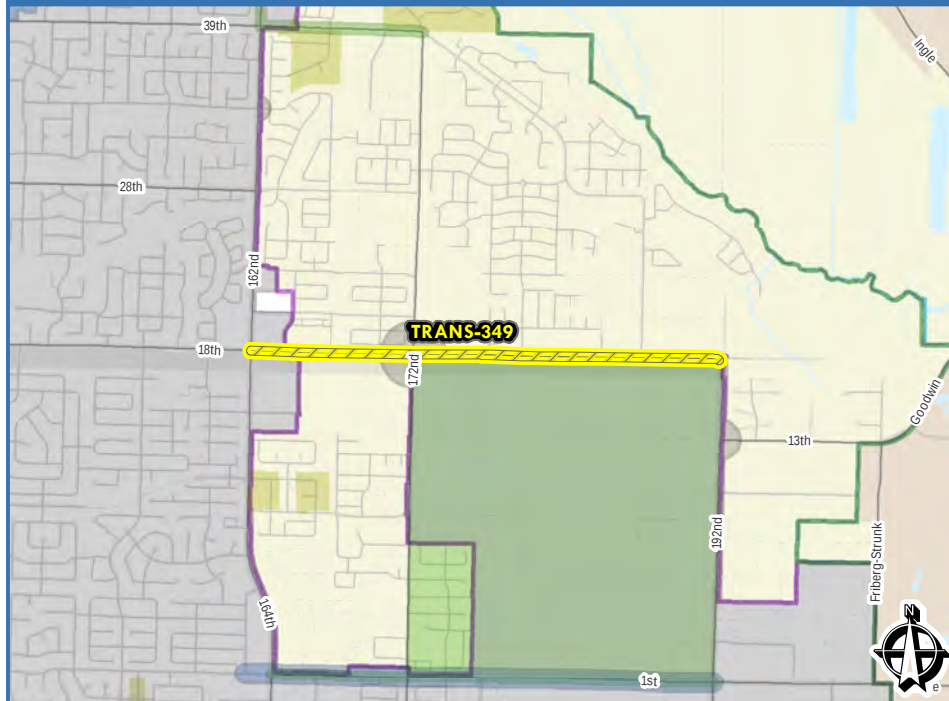
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 18TH ST. - NE 164TH AVE. TO NE 192ND AVE.**

PROJECT EXTENT: **NE 164TH AVE.**

TO: **NE 192ND AVE.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Capacity

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

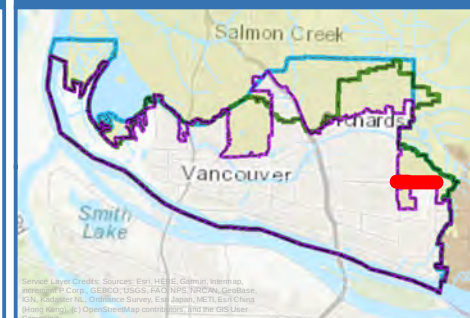
Project Description / Comments

Long-planned upgrade of 2-lane principal arterial, originally at rural standards, to increase safety and improve service levels. Improvements include additional travel lanes, bike facilities, streetlights, sound walls, sidewalk on north side and shared use pathway on south side of street.

LEGEND

- | | | |
|------------------------------|-----------------------|---------------|
| Project Area | Water Project Areas | Battle Ground |
| Transportation Project Areas | SCIP Project Areas | Camas |
| Sanitary Sewer Project Areas | Vancouver City Limits | Washougal |
| Surface Water Project Areas | Clark County | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Unfunded
Existing Funds:	N/A
SFS Funds:	N/A
Grant Funds:	N/A
Total Proj. Cost:	\$18,750,000.00
*Start of Construction (Year):	Unknown



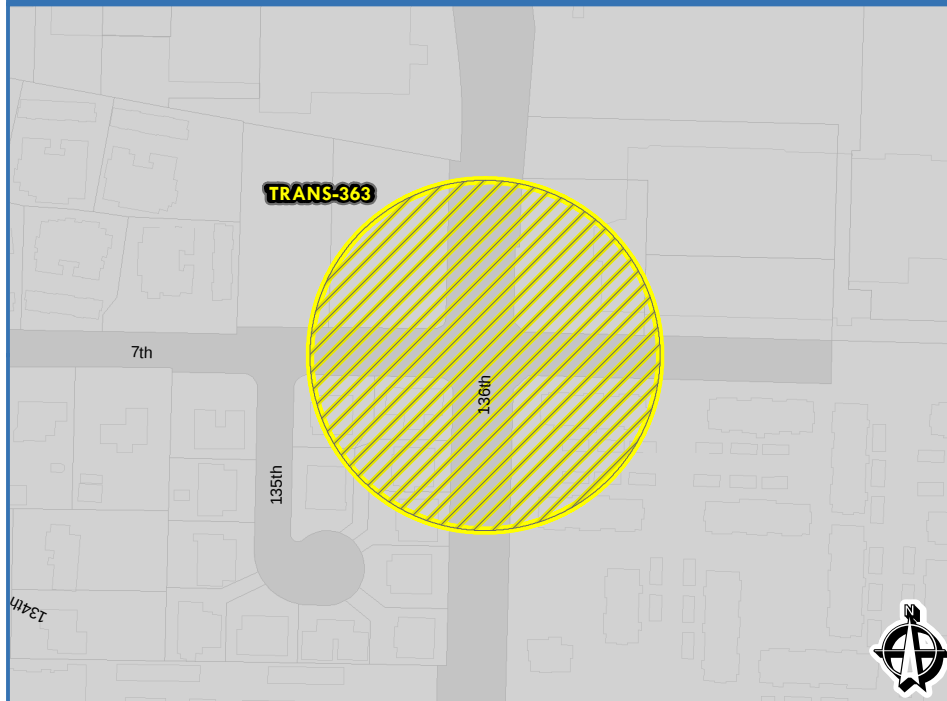
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **SE 136TH AVE. AT SE 7TH ST.**

PROJECT EXTENT: **SE 136TH AVE.**

TO: **SE 7TH ST. INTERSECTION**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Traffic

Project Status:

On Hold

Funding Status:

Unfunded

PROJECT DESCRIPTION

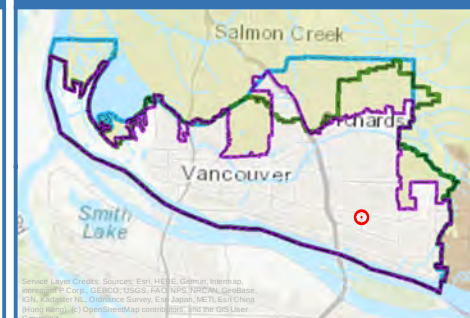
Project Description / Comments

Installation of new traffic signal to improve service and multimodal safety. Includes ADA ramps and streetlights and provides potential high safety benefits. Design and ROW are fully funded, and city is seeking grants for construction.

LEGEND

	Project Area		Water Project Areas		Battle Ground
	Transportation Project Areas		SCIP Project Areas		Camas
	Sanitary Sewer Project Areas		Vancouver City Limits		Washougal
	Surface Water Project Areas		Clark County		

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Unfunded
Existing Funds:	N/A
SFS Funds:	N/A
Grant Funds:	N/A
Total Proj. Cost:	\$500,000.00
*Start of Construction (Year):	Unknown



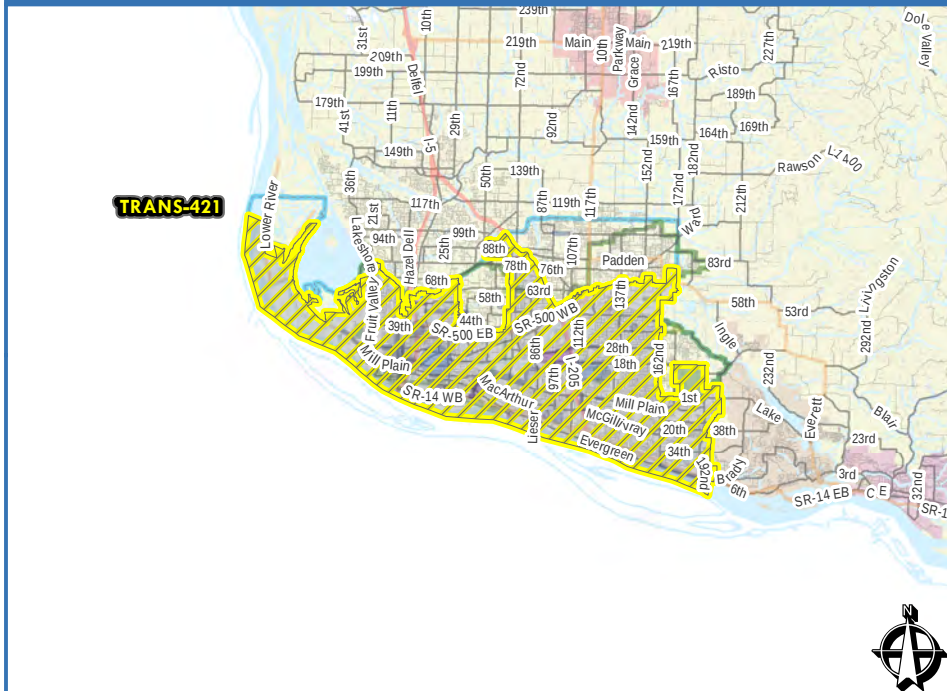
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **PAVEMENT RECONSTRUCTION PROGRAM**

PROJECT EXTENT: **CITYWIDE**

TO:

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Ongoing

Project Status:

In Design

Funding Status:

Partially Funded

PROJECT DESCRIPTION

Project Description / Comments

Major pavement and roadway reconstruction of failed pavement on existing streets at various locations citywide. The total lane miles of failed streets has held steady the last few years, and the Citywide PCI continues to remain at approximately 73. SFS funds contribute a budget of \$1,000,000/yr. annually for this work.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Partially Funded
Existing Funds:	No
SFS Funds:	Yes
Grant Funds:	No
Total Proj. Cost:	
*Start of Construction (Year):	2019



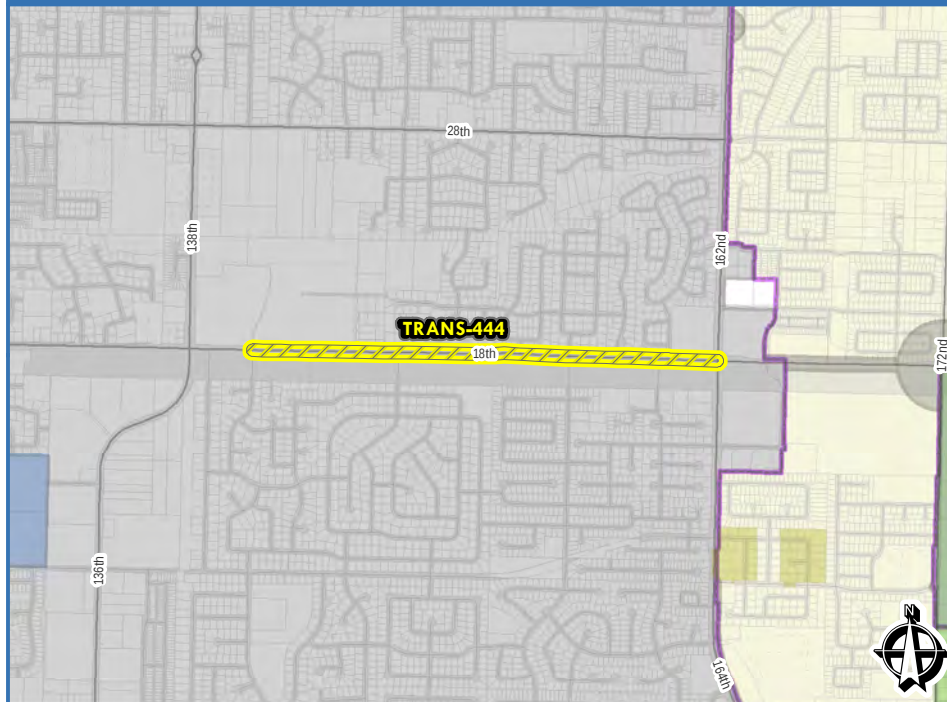
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 18TH ST. - NE 142ND AVE. TO NE 162ND AVE.**

PROJECT EXTENT: **NE 142ND AVE.**

TO: **NE 162ND AVE.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Capacity

Project Status:

Future

Funding Status:

Partially Funded

PROJECT DESCRIPTION

Project Description / Comments

Long-planned urban upgrade of 2-lane road to principal arterial standards. originally built at rural standards to improve service and safety. Improvements include 5-lane principal arterial (2 lanes each direction plus turn lane) with bike facilities, streetlights, sound walls (where required), sidewalk and ADA ramps, and shared use pathway on south side of street.

LEGEND

- | | | |
|------------------------------|-----------------------|---------------|
| Project Area | Water Project Areas | Battle Ground |
| Transportation Project Areas | SCIP Project Areas | Camas |
| Sanitary Sewer Project Areas | Vancouver City Limits | Washougal |
| Surface Water Project Areas | Clark County | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Partially Funded
Existing Funds:	N/A
SFS Funds:	N/A
Grant Funds:	N/A
Total Proj. Cost:	\$19,600,000.00

***Start of Construction (Year):**



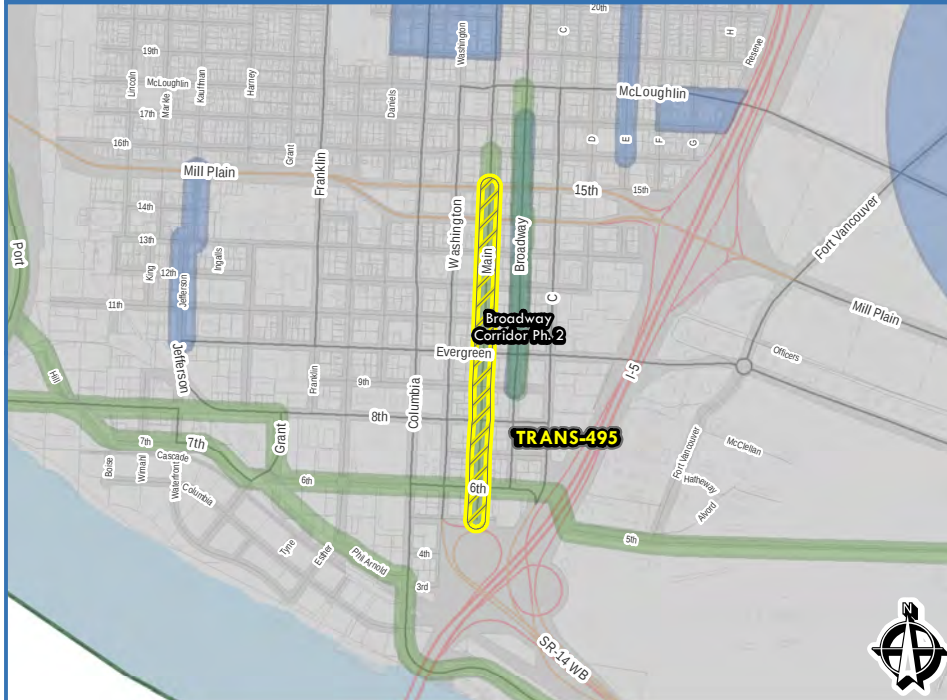
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **MAIN ST. RECONSTRUCTION - 5TH ST. TO 15TH STREET**

PROJECT EXTENT: **5TH ST.**

TO: **15TH ST.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Multimodal

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

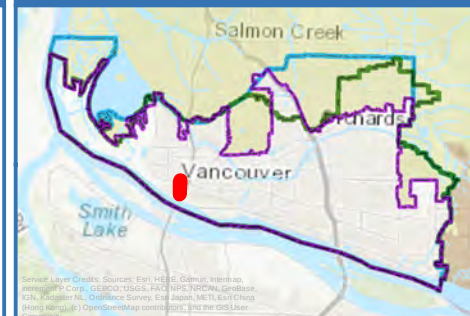
Project Description / Comments

Improve safety with complete reconstruction of pavement and sidewalks, a priority of City Center Vision. Project includes upgraded streetlights and pedestrian amenities. Preliminary design done in 2010 under project # 071601.

LEGEND

- | | | |
|------------------------------|-----------------------|---------------|
| Project Area | Water Project Areas | Battle Ground |
| Transportation Project Areas | SCIP Project Areas | Camas |
| Sanitary Sewer Project Areas | Vancouver City Limits | Washougal |
| Surface Water Project Areas | Clark County | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Unfunded
Existing Funds:	N/A
SFS Funds:	N/A
Grant Funds:	N/A
Total Proj. Cost:	\$11,150,000.00
*Start of Construction (Year):	2022



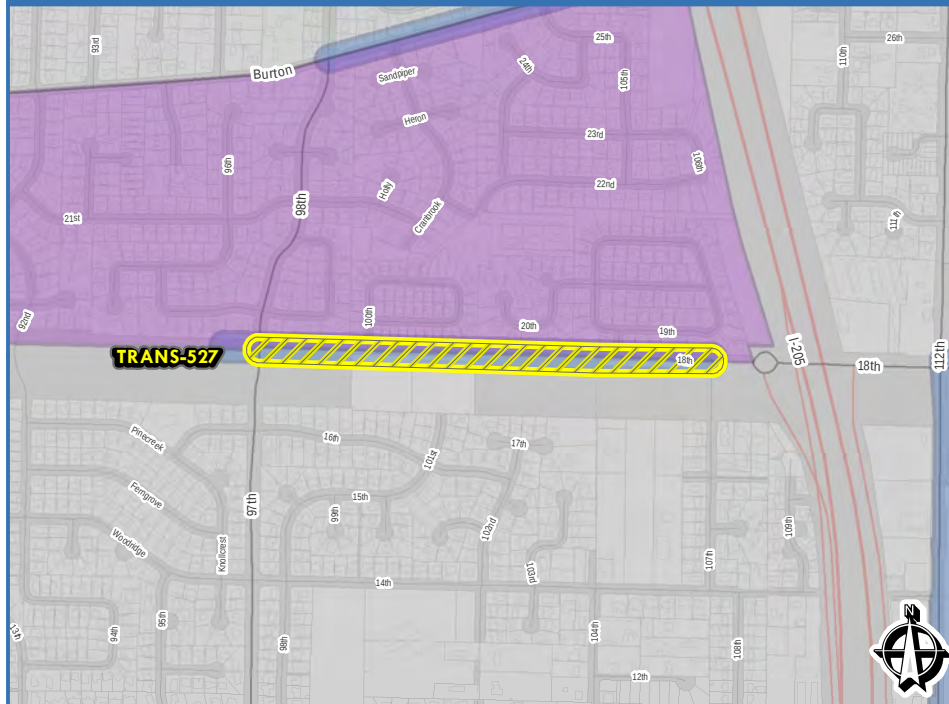
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 18TH ST. - NE 97TH AVE. TO NE 107TH AVE.**

PROJECT EXTENT: **NE 97TH AVE.**

TO: **NE 107TH AVE.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Capacity

Project Status:

In Design

Funding Status:

Partially Funded

PROJECT DESCRIPTION

Project Description / Comments

Long-planned new urban arterial and upgrade of existing segments to current arterial standards. The improvement will be a multimodal facility including travel lanes, evaluation of roundabouts at intersections, bike facilities, streetlights, ADA accessible pedestrian ramps, sound walls (where required), sidewalk, and a multi-use pathway. The east end of the project will connect to the recently constructed WSDOT/I-205 on ramp and roundabout. Design/ROW phases are continuing.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Partially Funded
Existing Funds:	Yes
SFS Funds:	Yes
Grant Funds:	Potential
Total Proj. Cost:	\$18,500,000.00
*Start of Construction (Year):	2025



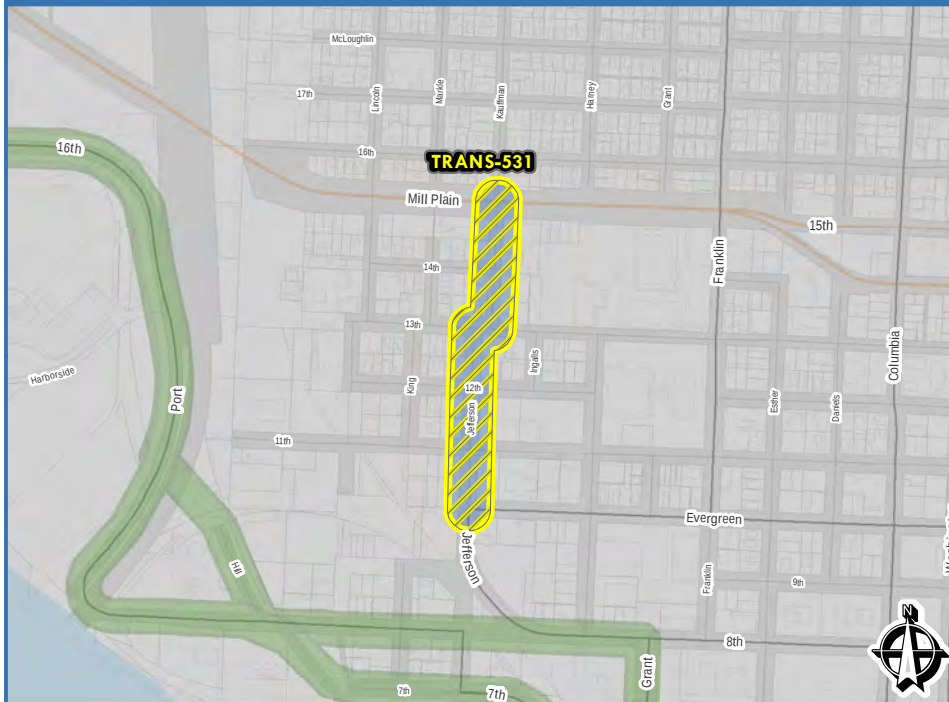
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **JEFFERSON ST. - W. EVERGREEN BLVD. TO W. MILL PLAIN BLVD.**

PROJECT EXTENT: **W. EVERGREEN BLVD.**

TO: **W. MILL PLAIN BLVD.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Capacity

Project Status:

In Design

Funding Status:

Partially Funded

PROJECT DESCRIPTION

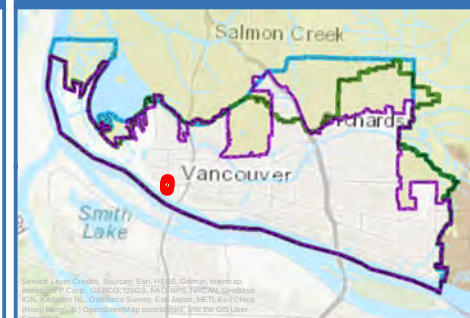
Project Description / Comments

Upgrade of a priority westside urban arterial circulation route with realignment of Jefferson/Kauffman at W. 13th St. Projects include 2 lanes (1 lane each direction), ADA ramps, sidewalk infill, bike facilities and streetlights, with potential for high safety benefits. Design phase and right-of-way phases are funded. Construction phase partially funded via grant.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Partially Funded
Existing Funds:	Yes
SFS Funds:	Yes
Grant Funds:	Potential
Total Proj. Cost:	\$11,000,000.00
*Start of Construction (Year):	2024



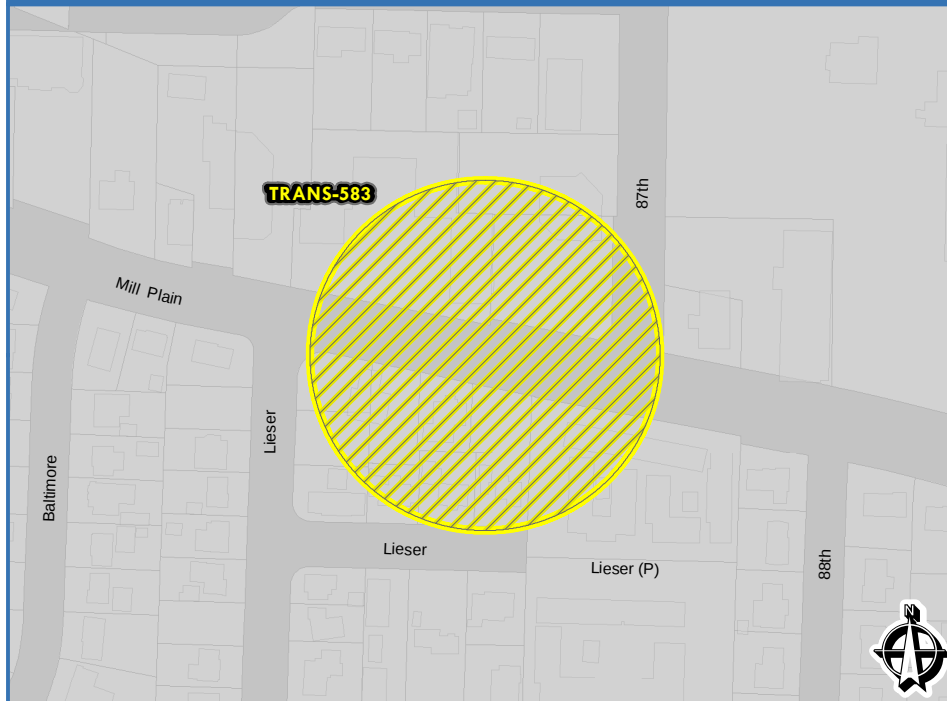
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 87TH AVE./ LIESER RD. REALIGNMENT**

PROJECT EXTENT: **LIESER RD.**

TO: **NE 87TH AVE.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Capacity

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

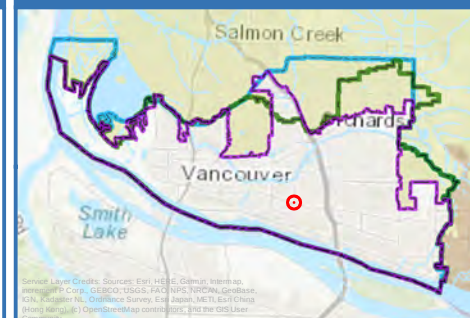
Project Description / Comments

Intersection modifications along E. Mill Plain Blvd. at NE 87th Ave. and Lieser Rd to improve capacity and safety at these offset intersections. Scope of project is undefined.

LEGEND



VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Unfunded

Existing Funds: N/A

SFS Funds: N/A

Grant Funds: N/A

Total Proj. Cost: \$5,000,000.00

***Start of Construction (Year): Unknown**



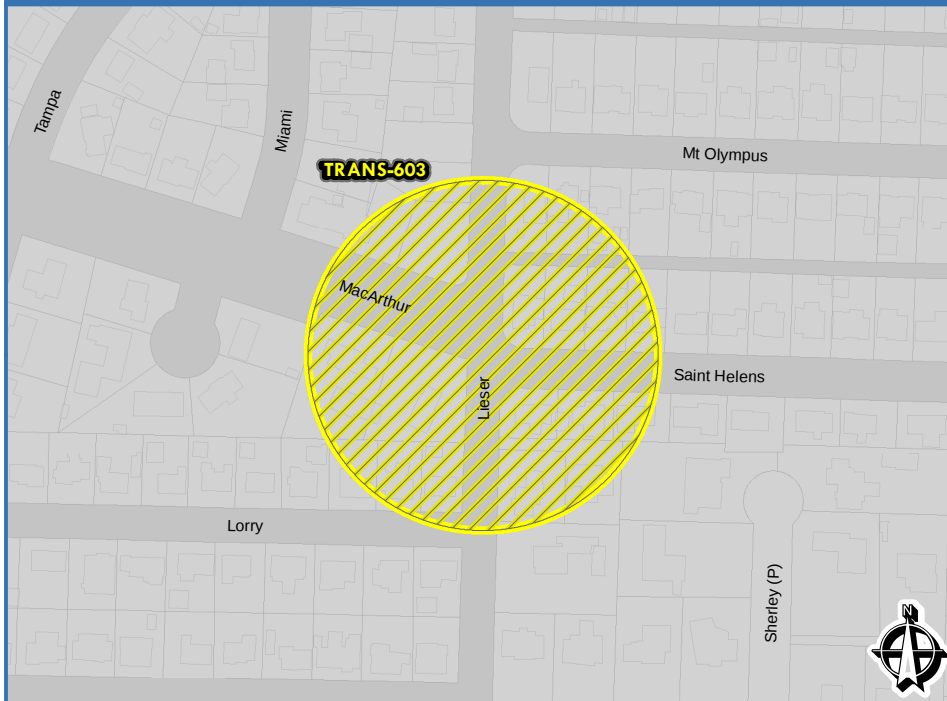
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **MACARTHUR BLVD., S. LIESER RD. AND ST. HELENS AVE. INTERSECTION**

PROJECT EXTENT: **S. LIESER RD.**

TO: **ST. HELENS AVE. INTERSECTION**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Traffic

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

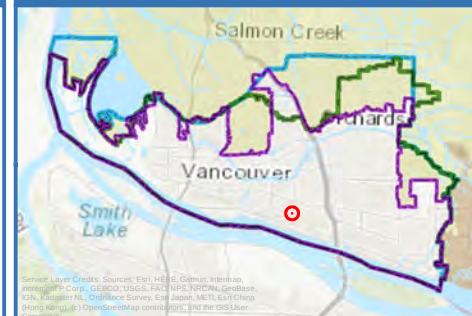
Project Description / Comments

Intersection project to modify an existing 4-way-stop intersection that is operating at near maximum capacity. Improvements include new traffic signal or roundabout, upgraded sidewalks, ADA ramps and streetlights to improve traffic system, safety, mobility and accessibility

LEGEND



VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Unfunded

Existing Funds: N/A

SFS Funds: N/A

Grant Funds: N/A

Total Proj. Cost: \$3,500,000.00

***Start of Construction (Year):** Unknown



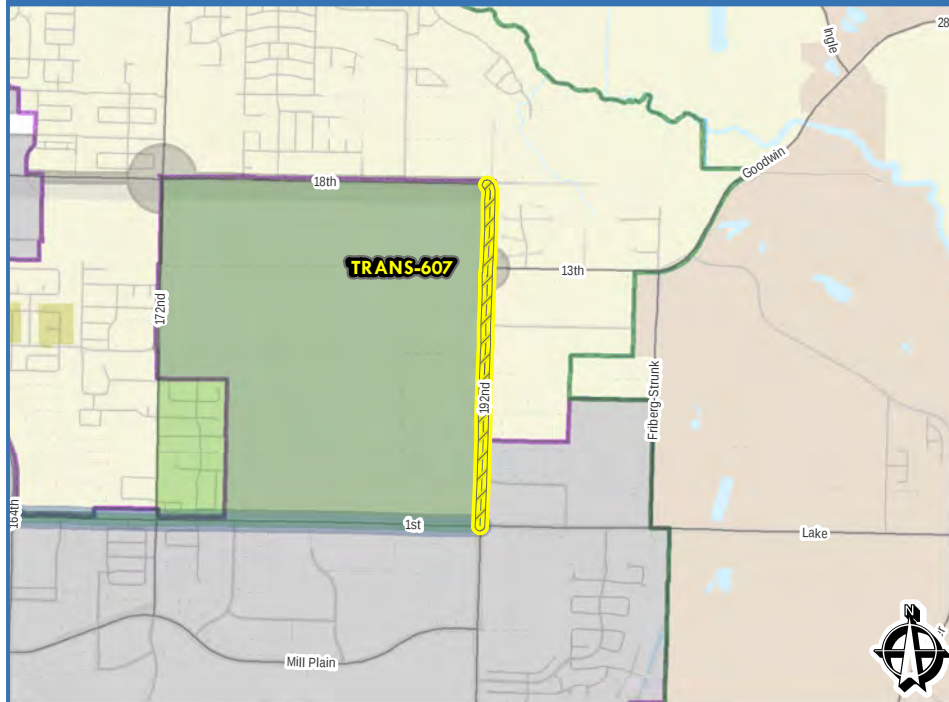
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 192ND AVE. - SE 1ST ST. TO NE 18TH ST.**

PROJECT EXTENT: **SE 1ST ST.**

TO: **NE 18TH ST.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Capacity

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

Project Description / Comments

Urban upgrade of existing 2-lane street. Improvements include additional travel lanes, sidewalks, bike facilities, ADA ramps and streetlights to improve system, safety, mobility and accessibility.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Unfunded
Existing Funds:	N/A
SFS Funds:	N/A
Grant Funds:	N/A
Total Proj. Cost:	\$20,000,000.00
*Start of Construction (Year):	Unknown



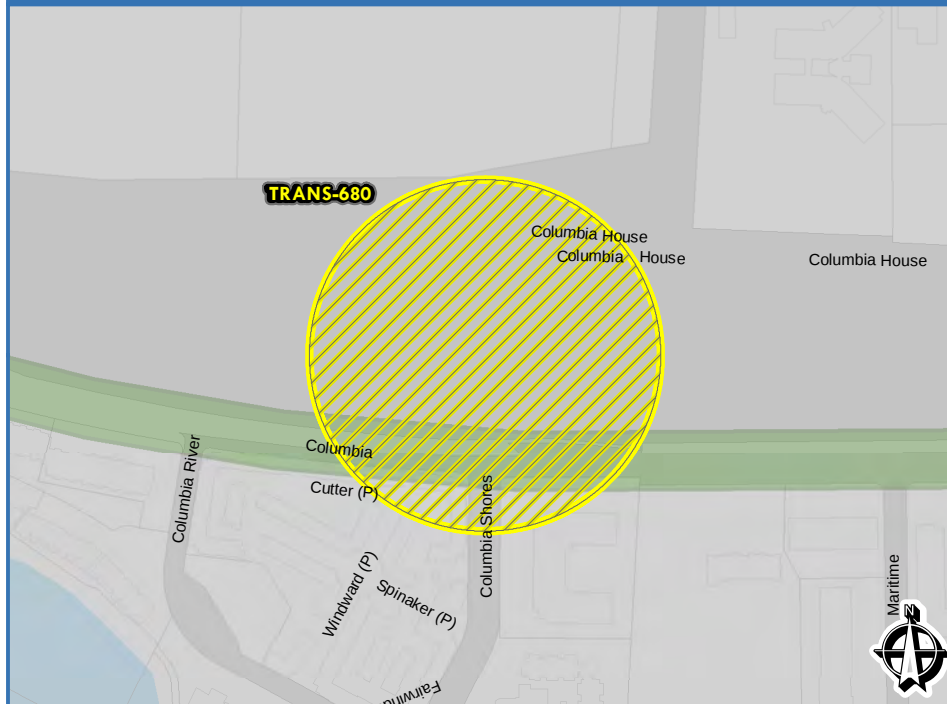
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **COLUMBIA SHORES BLVD. AT COLUMBIA WAY - BNSF UNDERCROSSING WIDENING**

PROJECT EXTENT: **COLUMBIA SHORES BLVD.**

TO: **BNSF RAILROAD PORTAL**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Capacity

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

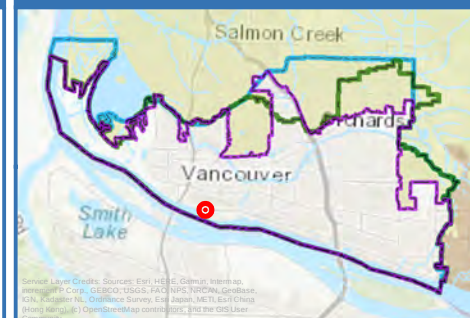
Project Description / Comments

Project to widen existing railroad undercrossing portal and improve Columbia Shores/Columbia Way intersection to address service levels and increase pedestrian and bike access. Total scope of project is undefined.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Unfunded

Existing Funds: N/A

SFS Funds: N/A

Grant Funds: N/A

Total Proj. Cost: \$25,000,000.00

***Start of Construction (Year): Unknown**



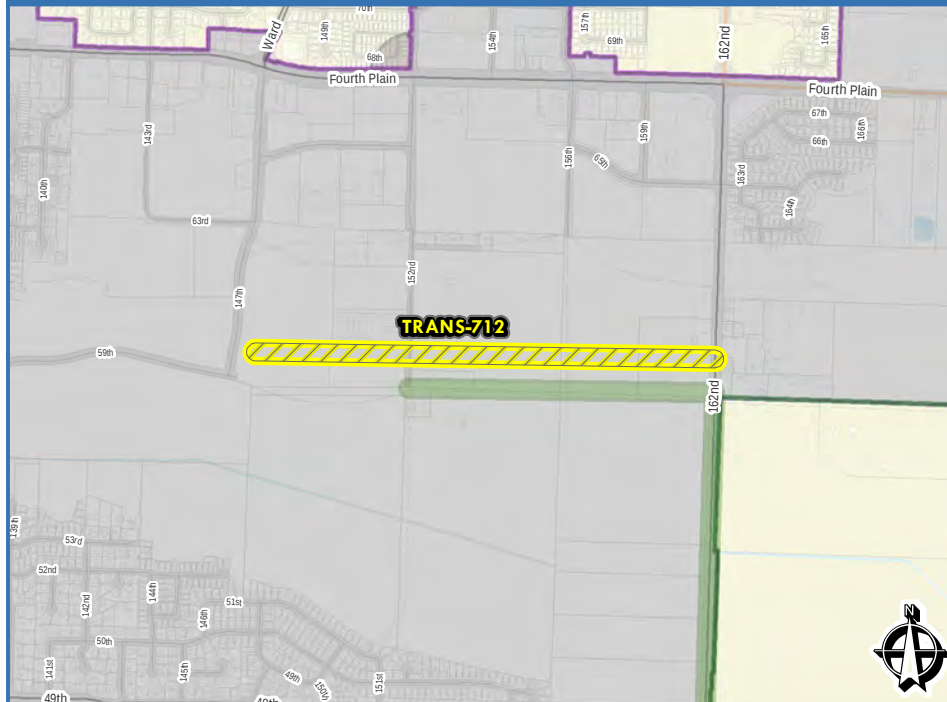
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 59TH ST. - NE 147TH AVE. TO NE 162ND AVE.**

PROJECT EXTENT: **NE 147TH AVE.**

TO: **NE 162ND AVE.**

PROJECT AREA MAP





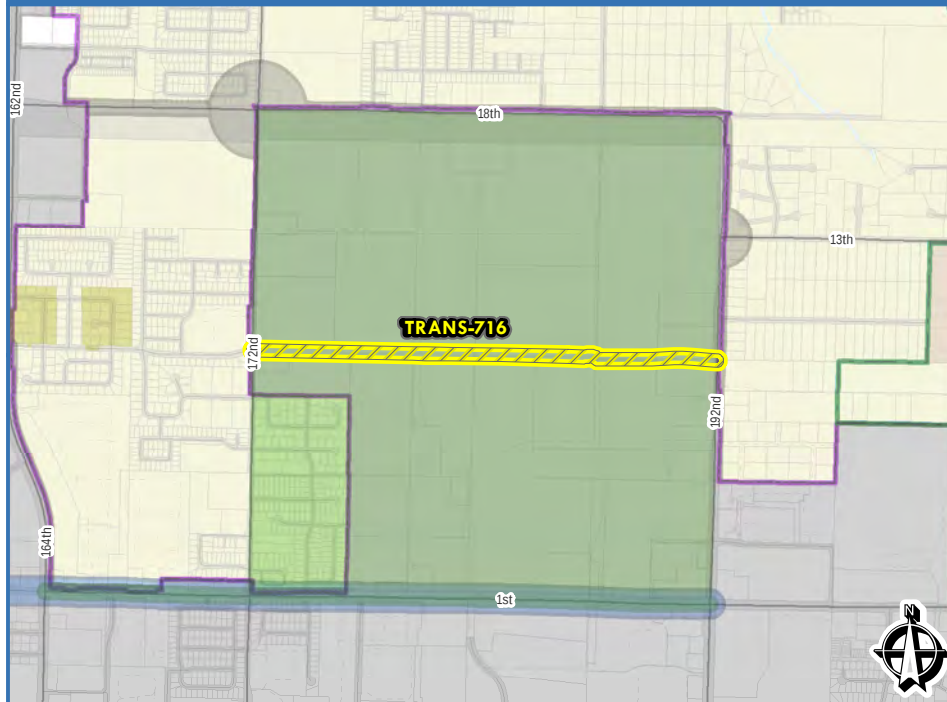
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 9TH ST. - NE 172ND AVE. TO NE 192ND AVE.**

PROJECT EXTENT: **NE 172ND AVE.**

TO: **NE 192ND AVE.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Capacity

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

Project Description / Comments

New urban collector street (1 lane each direction plus turn lane), including sidewalks, ADA ramps, bike facilities, streetlights. This priority east-west circulation route is part of Section 30 Sub Area Plan concept.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Unfunded
Existing Funds:	N/A
SFS Funds:	N/A
Grant Funds:	N/A
Total Proj. Cost:	\$10,000,000.00
*Start of Construction (Year):	Unknown



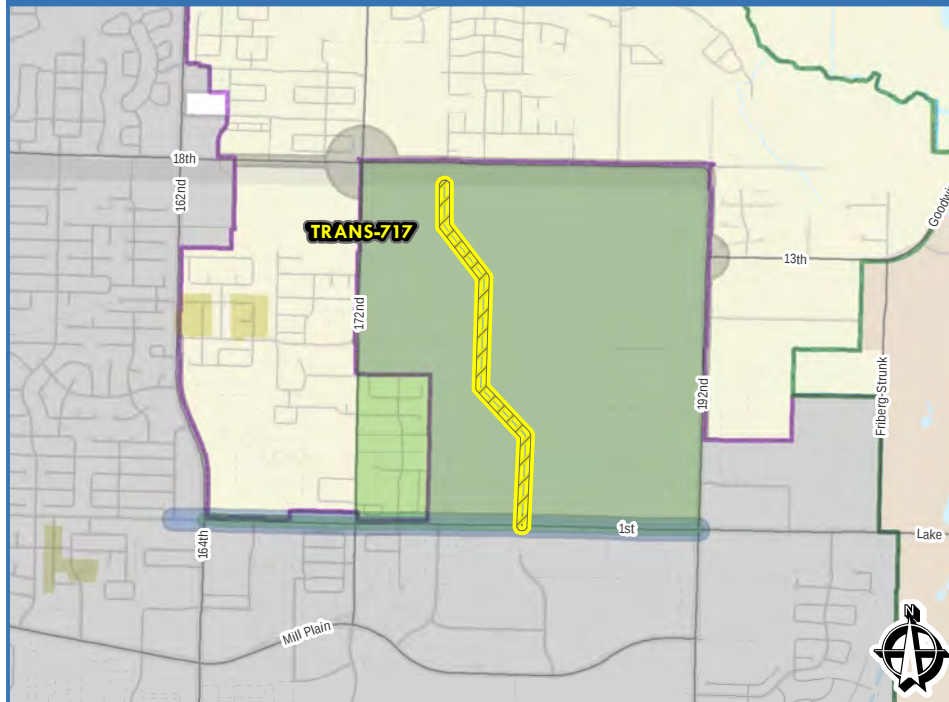
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 182ND AVE. - SE 1ST ST. TO NE 18TH ST.**

PROJECT EXTENT: **SE 1ST ST.**

TO: **NE 18TH ST.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Capacity

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

Project Description / Comments

New urban collector street (1 lane each direction plus turn lane), including sidewalks, ADA ramps, bike facilities and streetlights. This priority north to south circulation route is part of Section 30 Sub Area Plan concept.

LEGEND

- | | | |
|------------------------------|-----------------------|---------------|
| Project Area | Water Project Areas | Battle Ground |
| Transportation Project Areas | SCIP Project Areas | Camas |
| Sanitary Sewer Project Areas | Vancouver City Limits | Washougal |
| Surface Water Project Areas | Clark County | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Unfunded
Existing Funds:	N/A
SFS Funds:	N/A
Grant Funds:	N/A
Total Proj. Cost:	\$12,000,000.00
*Start of Construction (Year):	Unknown



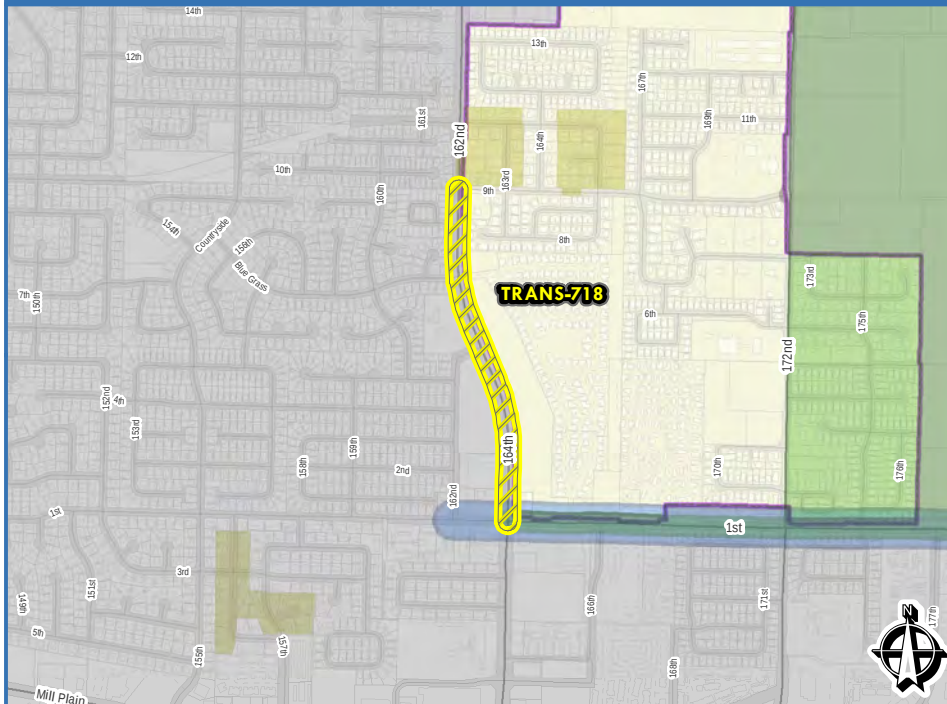
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 162ND AVE. - SE 1ST ST. TO NE 9TH ST.**

PROJECT EXTENT: **SE 1ST ST.**

TO: **NE 9TH ST.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Capacity

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

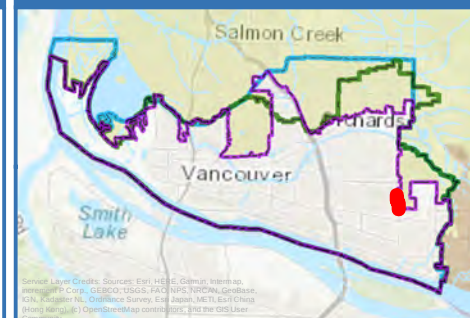
Project Description / Comments

Upgrade of 5-lane road to 7-lane principal arterial street (3 lanes each direction plus turn lane), including sidewalks, ADA ramps, bike facilities and streetlights. Roadway cross section will match NE 162nd Avenue to the north and south.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Unfunded
Existing Funds:	N/A
SFS Funds:	N/A
Grant Funds:	N/A
Total Proj. Cost:	\$11,250,000.00
*Start of Construction (Year):	Unknown



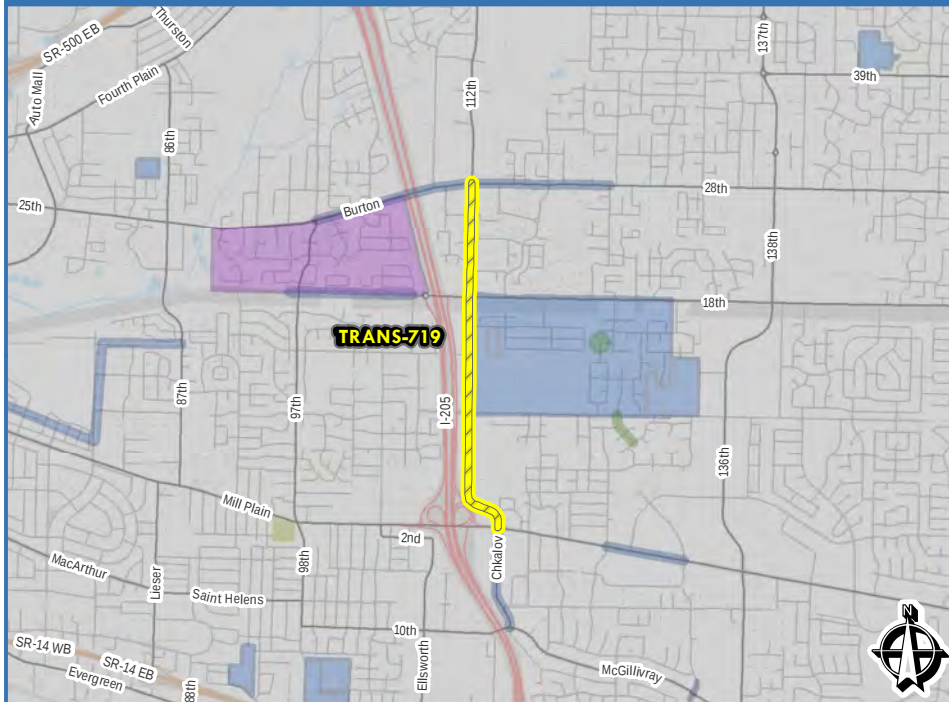
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 112TH AVE. - E. MILL PLAIN BLVD. TO NE 28TH ST.**

PROJECT EXTENT: **E MILL PLAIN BLVD.**

TO: **NE 28TH ST.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Capacity

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

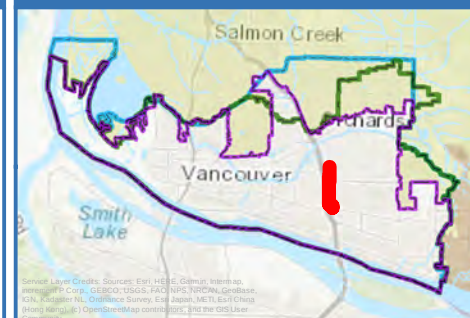
Project Description / Comments

Corridor improvements to bring NE 112th Ave. up to urban arterial standards, and address safety and accessibility issues for all modes of travel.

LEGEND

- | | | |
|------------------------------|-----------------------|---------------|
| Project Area | Water Project Areas | Battle Ground |
| Transportation Project Areas | SCIP Project Areas | Camas |
| Sanitary Sewer Project Areas | Vancouver City Limits | Washougal |
| Surface Water Project Areas | Clark County | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Unfunded

Existing Funds: N/A

SFS Funds: N/A

Grant Funds: N/A

Total Proj. Cost: \$2,000,000.00

***Start of Construction (Year): Unknown**



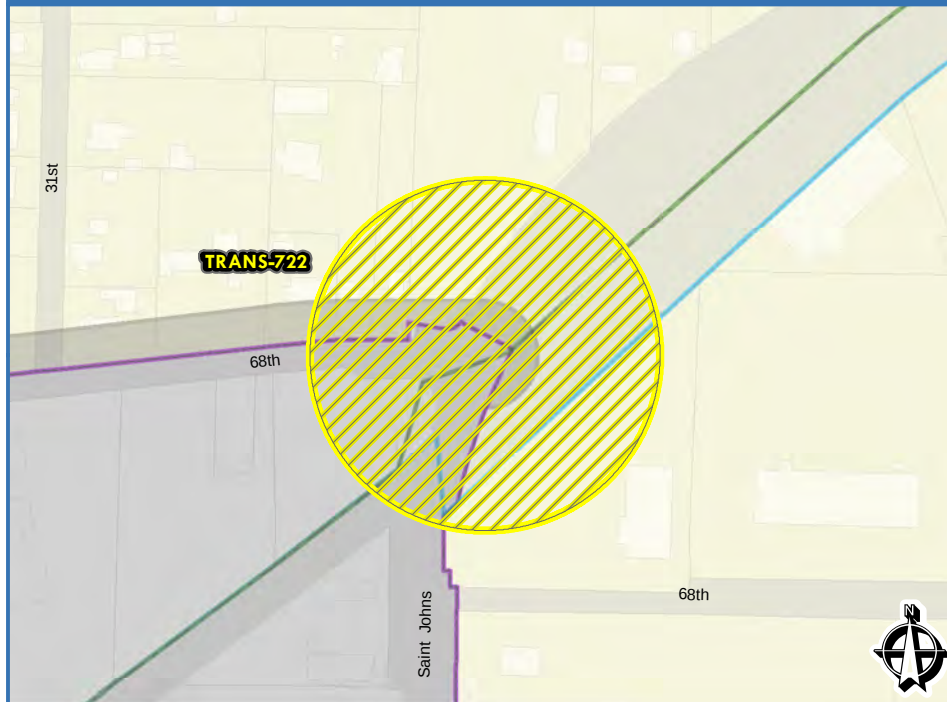
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE ST. JOHNS BLVD. AND NE 68TH ST.**

PROJECT EXTENT: **NE ST. JOHN'S BLVD.**

TO: **NE 68TH ST. INTERSECTION**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Traffic

Project Status:

On Hold

Funding Status:

Unfunded

PROJECT DESCRIPTION

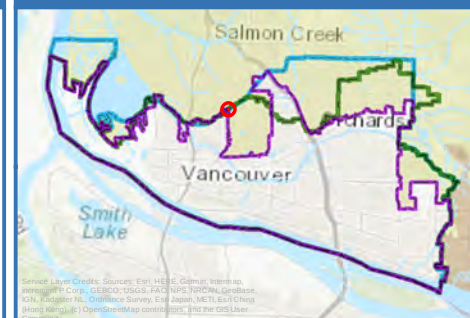
Project Description / Comments

Modify existing intersection to improve traffic safety and level of service.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Unfunded

Existing Funds: N/A

SFS Funds: N/A

Grant Funds: N/A

Total Proj. Cost: \$1,000,000.00

***Start of Construction (Year): Unknown**



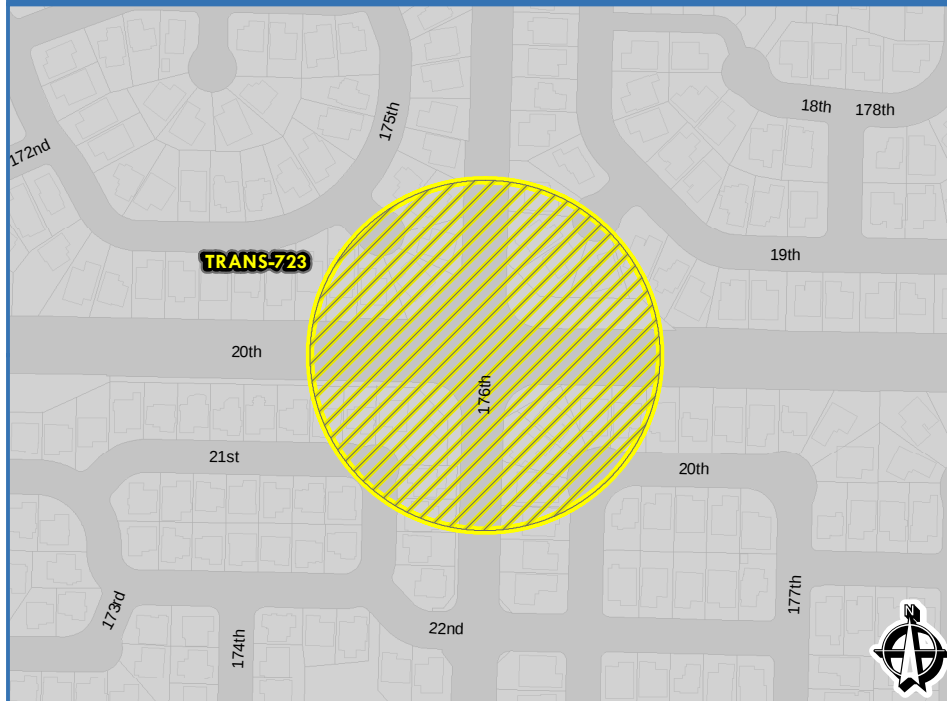
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **SE 20TH ST. AND SE 176TH AVE.**

PROJECT EXTENT: **SE 20TH ST.**

TO: **SE 176TH AVE. INTERSECTION**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Traffic

Project Status:

On Hold

Funding Status:

Unfunded

PROJECT DESCRIPTION

Project Description / Comments

Modify existing intersection to improve traffic safety, operations and level of service.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Unfunded
Existing Funds:	N/A
SFS Funds:	N/A
Grant Funds:	N/A
Total Proj. Cost:	\$500,000.00
*Start of Construction (Year):	Unknown



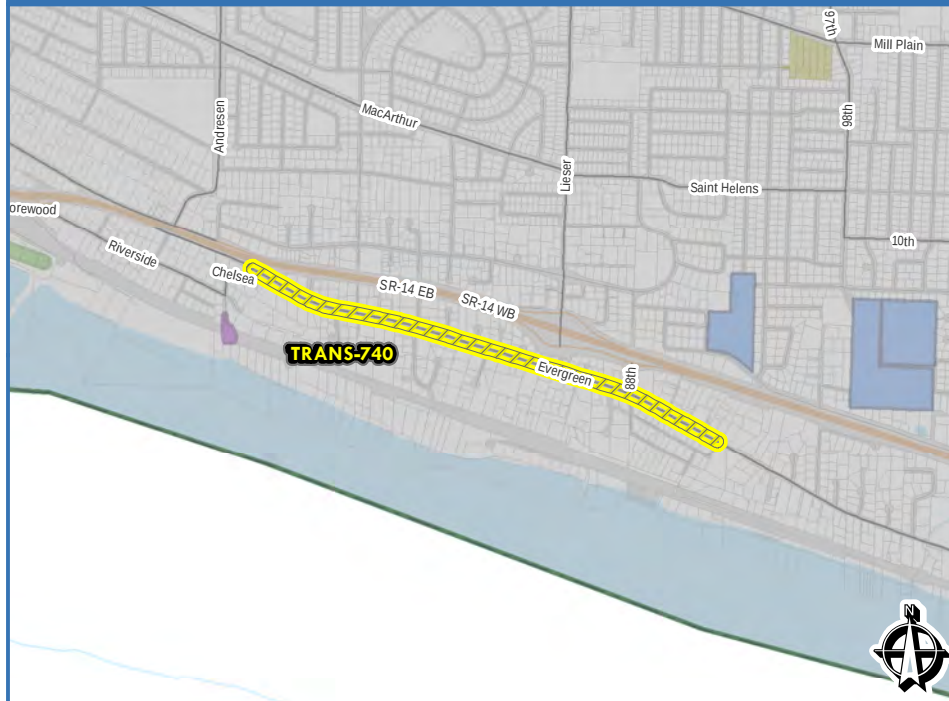
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **EVERGREEN HWY. PATHWAY - SE CHELSEA AVE. TO SE IMAGE RD.**

PROJECT EXTENT: **SE CHELSEA AVE.**

TO: **SE IMAGE RD.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Multimodal

Project Status:

In Design

Funding Status:

Partially Funded

PROJECT DESCRIPTION

Project Description / Comments

Upgrade roadway with 6-10 foot pedestrian pathway on south side, a priority east-west pedestrian and bicycle corridor. Design and ROW funded. No funding for construction.

LEGEND

- | | | |
|------------------------------|-----------------------|---------------|
| Project Area | Water Project Areas | Battle Ground |
| Transportation Project Areas | SCIP Project Areas | Camas |
| Sanitary Sewer Project Areas | Vancouver City Limits | Washougal |
| Surface Water Project Areas | Clark County | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Partially Funded

Existing Funds: Yes

SFS Funds: Yes

Grant Funds: Potential

Total Proj. Cost: \$2,400,000.00

***Start of Construction (Year):** Uncertain



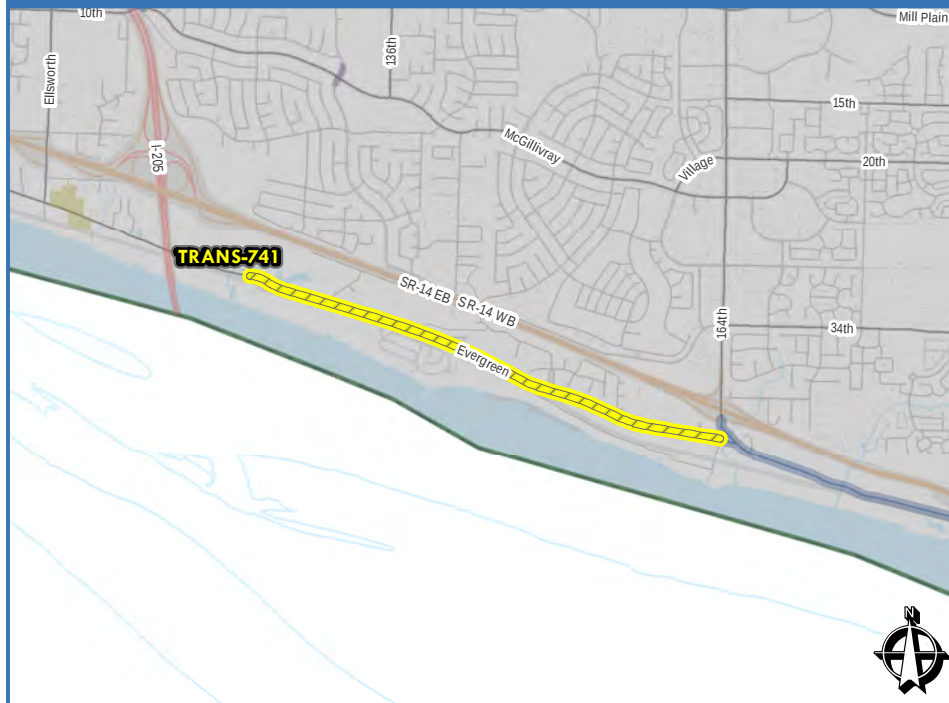
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **EVERGREEN HWY. PATHWAY - COLUMBIA SPRINGS TO SE 164TH AVE.**

PROJECT EXTENT: **SE SILVER SPRINGS DR.**

TO: **SE 164TH AVE.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Multimodal

Project Status:

In Design

Funding Status:

Unfunded

PROJECT DESCRIPTION

Project Description / Comments

Upgrade roadway with 6 to 10 foot pedestrian pathway, a priority east-west pedestrian and bicycle corridor.

LEGEND

- | | | |
|------------------------------|-----------------------|---------------|
| Project Area | Water Project Areas | Battle Ground |
| Transportation Project Areas | SCIP Project Areas | Camas |
| Sanitary Sewer Project Areas | Vancouver City Limits | Washougal |
| Surface Water Project Areas | Clark County | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Unfunded

Existing Funds: Yes

SFS Funds: No

Grant Funds: Potential

Total Proj. Cost: \$5,100,000.00

***Start of Construction (Year): Uncertain**



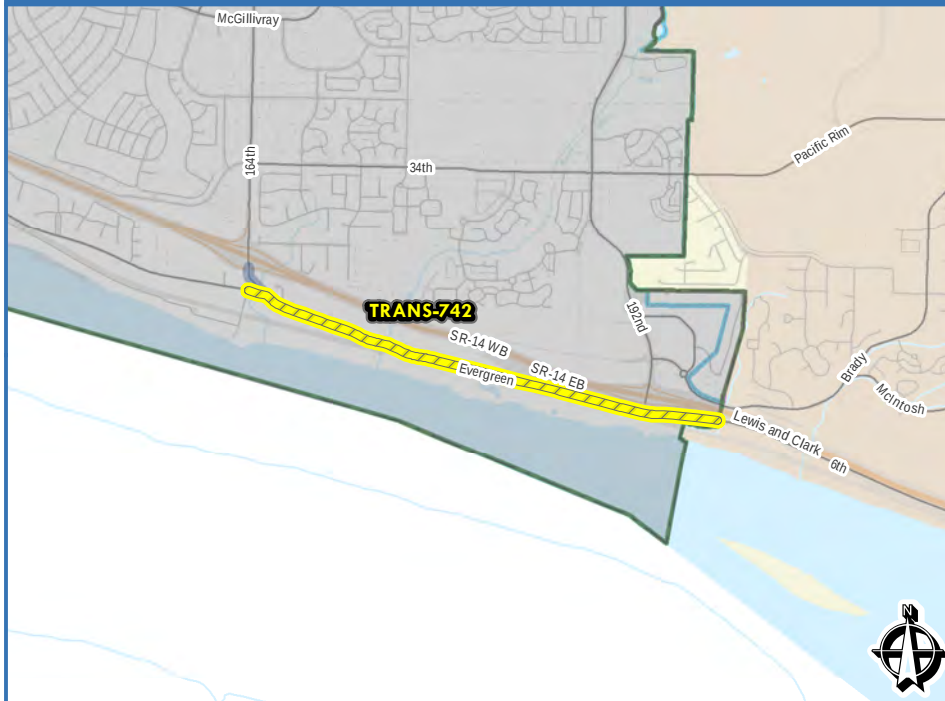
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **EVERGREEN HWY. PATHWAY - SE 164TH AVE. TO EAST CITY LIMITS**

PROJECT EXTENT: **SE 164TH AVE.**

TO: **EAST CITY LIMITS**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Multimodal

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

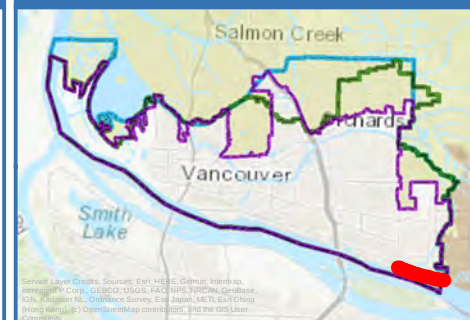
Project Description / Comments

Upgrade roadway with 6 to 10 foot pedestrian pathway on south side, a priority east-west pedestrian and bicycle corridor.

LEGEND

- | | | |
|------------------------------|-----------------------|---------------|
| Project Area | Water Project Areas | Battle Ground |
| Transportation Project Areas | SCIP Project Areas | Camas |
| Sanitary Sewer Project Areas | Vancouver City Limits | Washougal |
| Surface Water Project Areas | Clark County | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Unfunded

Existing Funds: N/A

SFS Funds: N/A

Grant Funds: N/A

Total Proj. Cost: \$7,000,000.00

***Start of Construction (Year): Unknown**



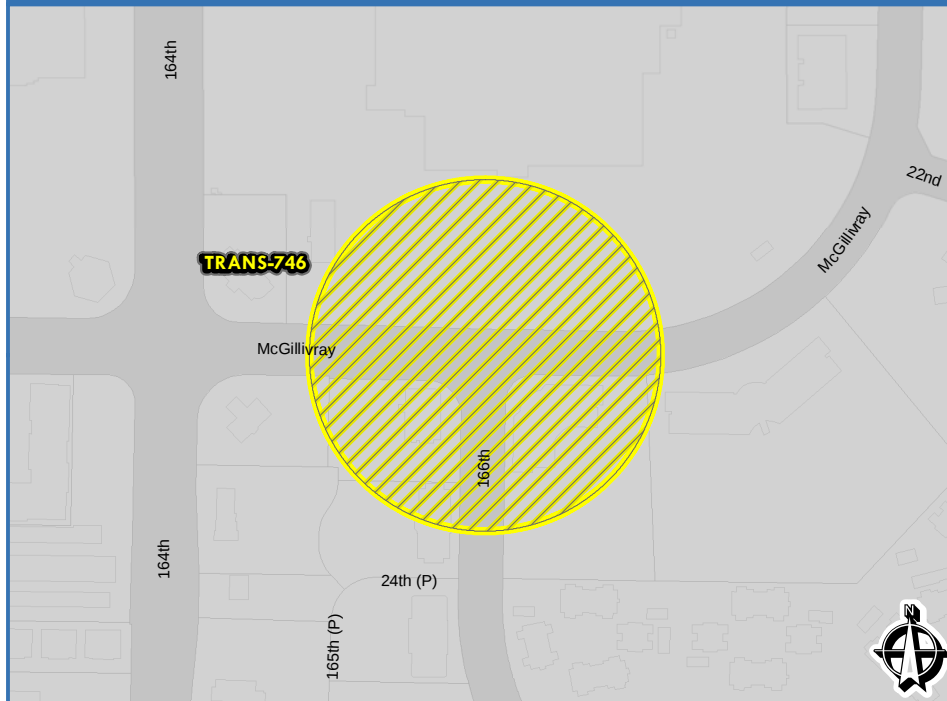
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **SE MCGILLIVRAY BLVD. AND SE 166TH AVE.**

PROJECT EXTENT: **SE MCGILLIVRAY BLVD.**

TO: **SE 166TH AVE. INTERSECTION**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Traffic

Project Status:

On Hold

Funding Status:

Unfunded

PROJECT DESCRIPTION

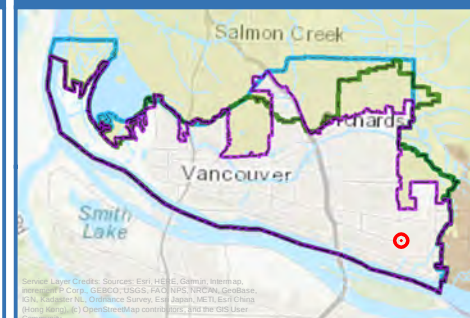
Project Description / Comments

Improve intersection with urban roundabout, including upgrades to ADA ramps and streetlights.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Unfunded

Existing Funds: Yes

SFS Funds: No

Grant Funds: No

Total Proj. Cost: \$600,000.00

***Start of Construction (Year):**



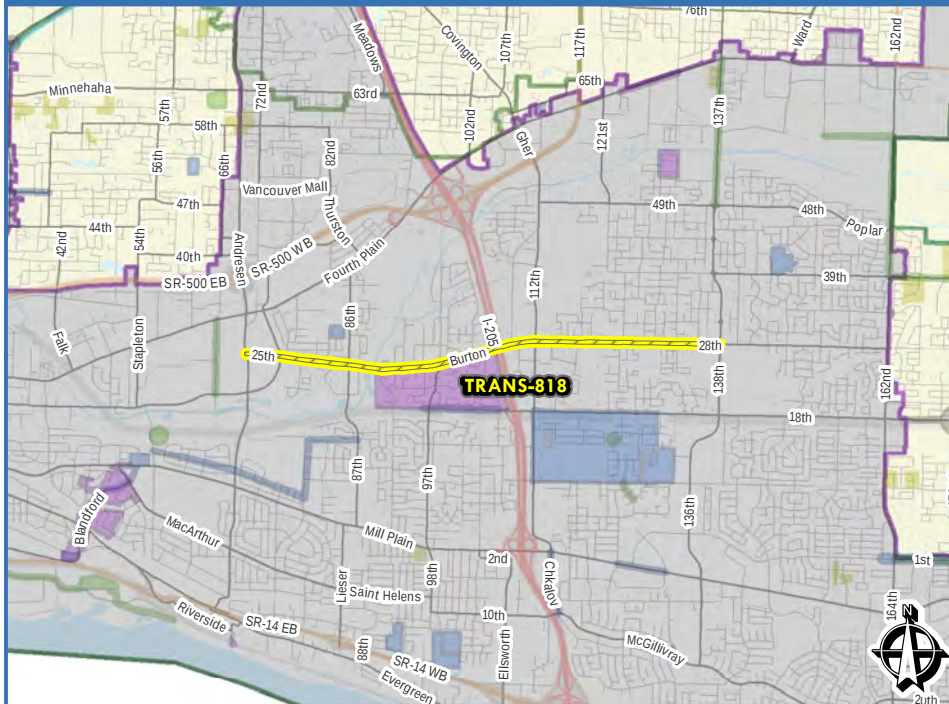
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE BURTON/28TH STREET - NE ANDRESEN RD. TO NE 138TH AVE.**

PROJECT EXTENT: **NE ANDRESEN RD.**

TO: **NE 138TH AVE.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Traffic

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

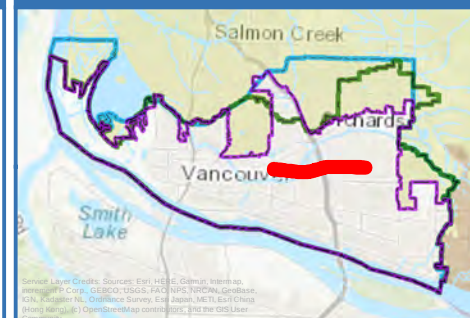
Project Description / Comments

Installation of fiber and connections between fiber optic cables to traffic signal controllers to improve signal operations along the corridor.

LEGEND

- | | | |
|------------------------------|-----------------------|---------------|
| Project Area | Water Project Areas | Battle Ground |
| Transportation Project Areas | SCIP Project Areas | Camas |
| Sanitary Sewer Project Areas | Vancouver City Limits | Washougal |
| Surface Water Project Areas | Clark County | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Unfunded
Existing Funds:	N/A
SFS Funds:	N/A
Grant Funds:	N/A
Total Proj. Cost:	\$1,000,000.00
*Start of Construction (Year):	Unknown



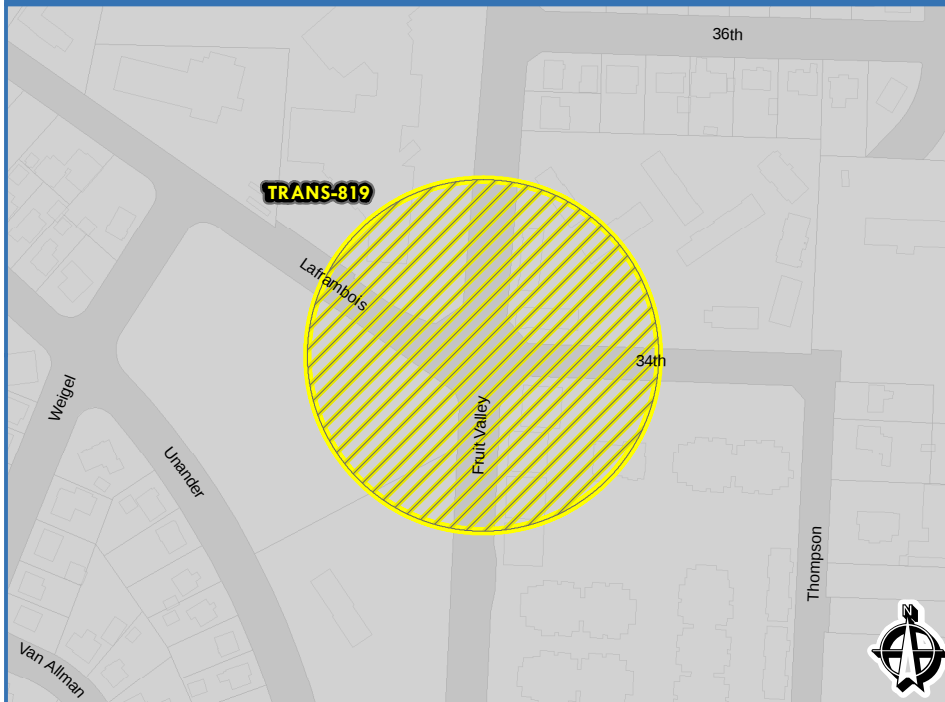
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NW FRUIT VALLEY RD. AT LA FRAMBOIS RD.**

PROJECT EXTENT: **NW FRUIT VALLEY RD.**

TO: **LA FRAMBOIS RD. INTERSECTION**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Traffic

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

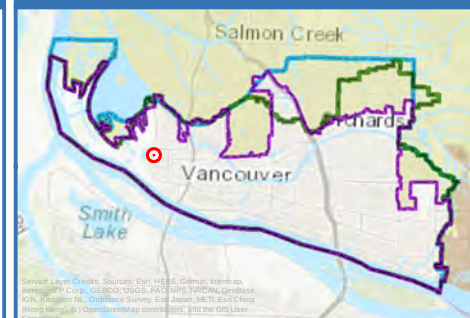
Project Description / Comments

Upgrade existing signal to current standards.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Unfunded
Existing Funds:	N/A
SFS Funds:	N/A
Grant Funds:	N/A
Total Proj. Cost:	\$500,000.00
*Start of Construction (Year):	Unknown



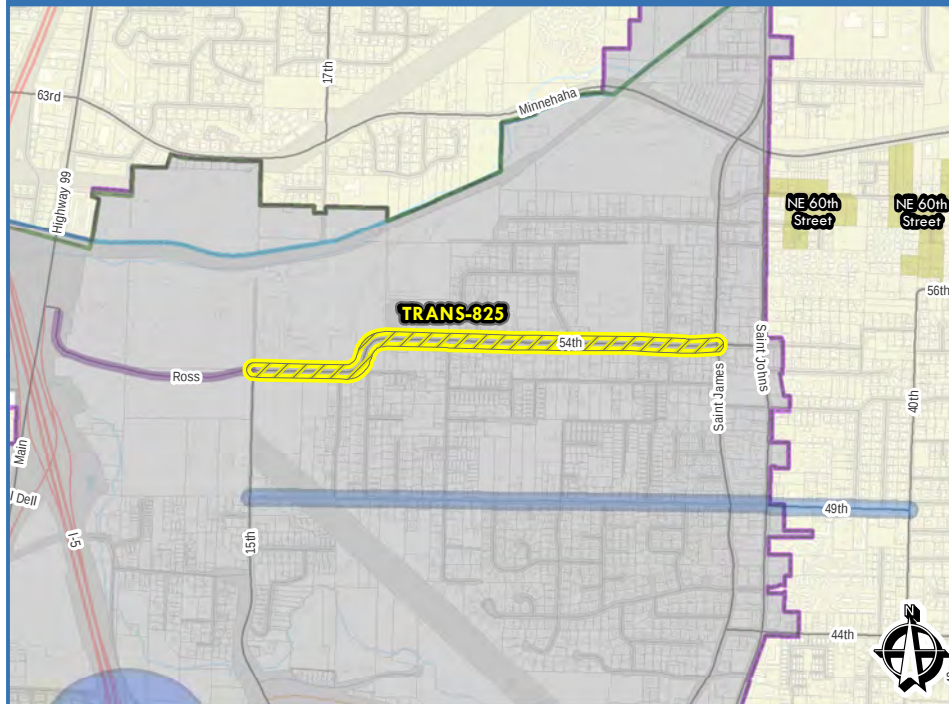
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 54TH STREET - NE 15TH AVE. TO NE SAINT JAMES RD.**

PROJECT EXTENT: **NE 15TH AVE.**

TO: **NE SAINT JAMES RD.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Capacity

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

Project Description / Comments

Upgrade of existing 2-lane road to an urban arterial (1 lane each direction plus turn lane), including sidewalks, ADA ramps, bike facilities and streetlights to improve safety, mobility, accessibility and level of service. New signal to be added at NE 54th St. and St John's Blvd.

LEGEND

	Project Area		Water Project Areas		Battle Ground
	Transportation Project Areas		SCIP Project Areas		Camas
	Sanitary Sewer Project Areas		Vancouver City Limits		Washougal
	Surface Water Project Areas		Clark County		

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Unfunded
Existing Funds:	N/A
SFS Funds:	N/A
Grant Funds:	N/A
Total Proj. Cost:	\$14,000,000.00
*Start of Construction (Year):	Unknown



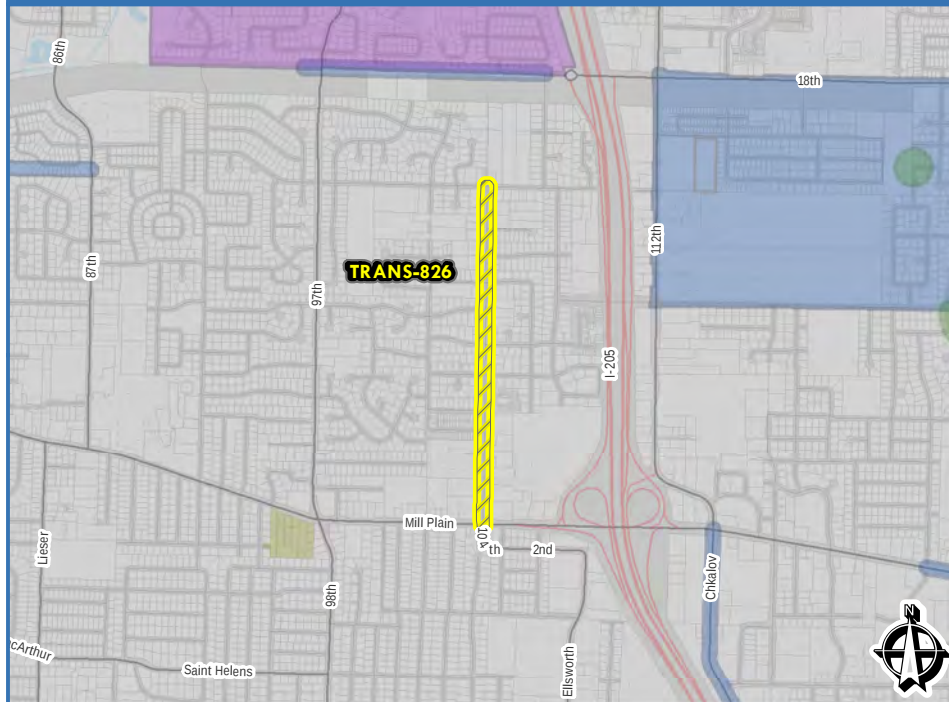
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 104TH AVENUE - SE MILL PLAIN BLVD TO NE 14TH STREET**

PROJECT EXTENT: **SE MILL PLAIN BLVD.**

TO: **NE 14TH ST.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Capacity

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

Project Description / Comments

Upgrade of existing 2-lane road to urban arterial (1 lane each direction plus turn lane), including sidewalks, ADA ramps, bike facilities and streetlights.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Unfunded

Existing Funds: N/A

SFS Funds: N/A

Grant Funds: N/A

Total Proj. Cost: \$10,000,000.00

***Start of Construction (Year): Unknown**

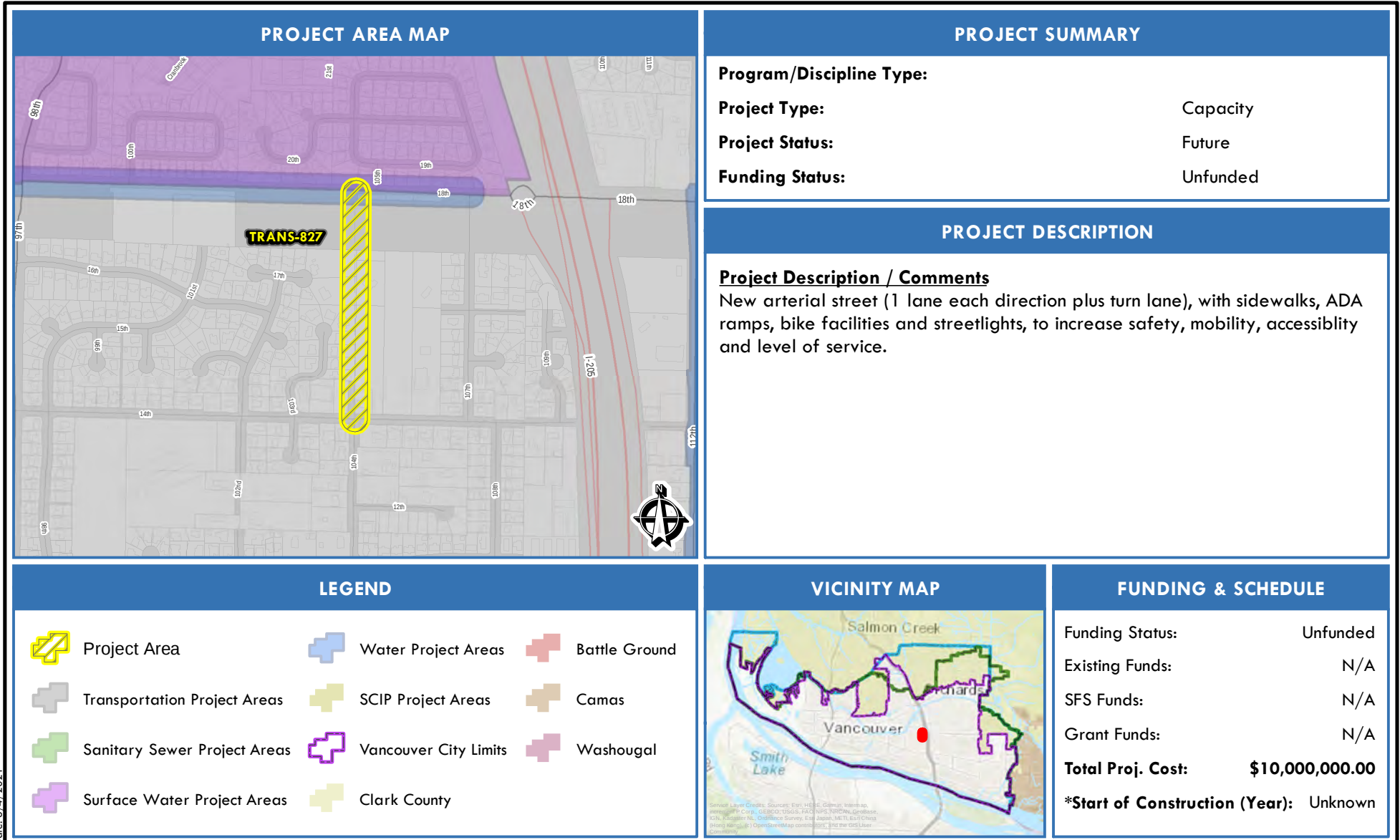


2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 104TH AVENUE - NE 14TH STREET TO NE 18TH STREET**

PROJECT EXTENT: **NE 14TH ST.**

TO: **NE 18TH ST.**



Date: 6/4/2021



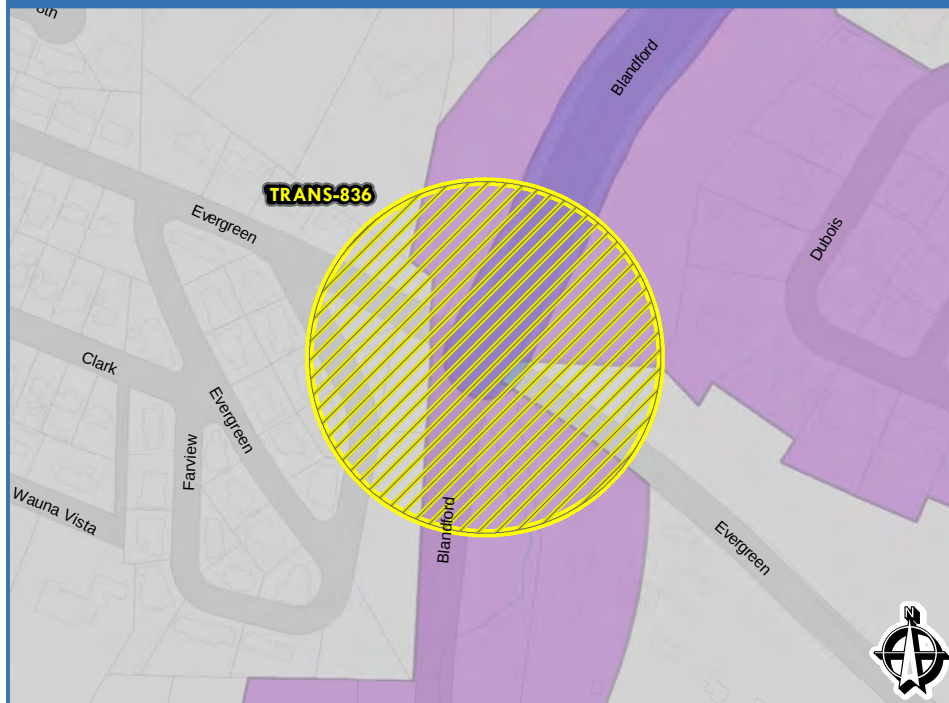
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **E. EVERGREEN BLVD. BRIDGE OVER S. BLANDFORD DR.**

PROJECT EXTENT: **E. EVERGREEN BLVD.**

TO: **S. BLANDFORD DR. BRIDGE**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Safety

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

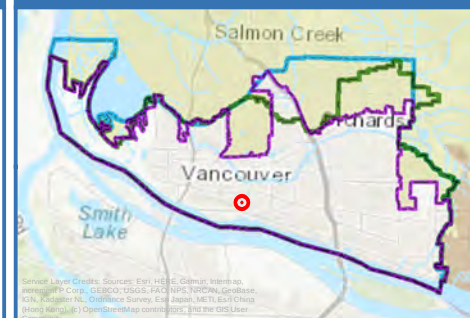
Project Description / Comments

Replace existing bridge along Evergreen Blvd. at Blandford with new structure. Project will address safety and accessibility for all modes of travel.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Unfunded

Existing Funds: N/A

SFS Funds: N/A

Grant Funds: N/A

Total Proj. Cost: \$15,000,000.00

***Start of Construction (Year): Unknown**



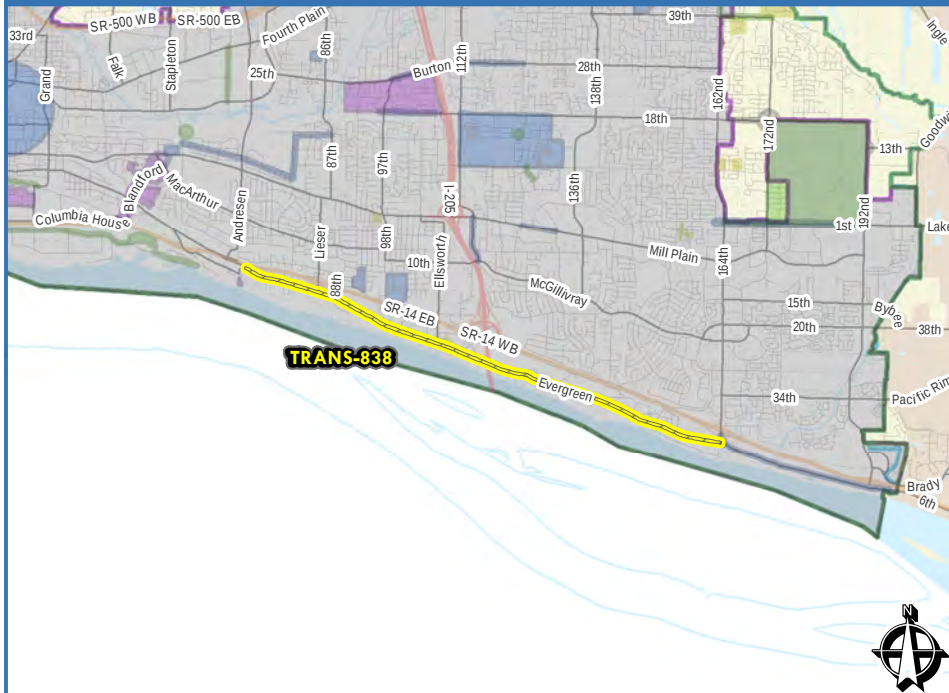
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **EVERGREEN HIGHWAY PAVEMENT PROJECT**

PROJECT EXTENT: **SE CHELSEA AVE.**

TO: **SE 164TH AVE.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Reconstruction

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

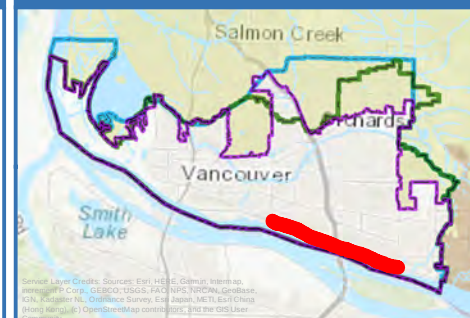
Project Description / Comments

Project includes developing customized roadway cross section for this section, then reconstructing to that standard. In addition, project includes reconfiguration of intersection of 164th Ave/ Evergreen Hwy. Cost estimates to be determined following development and adoption of roadway cross section. Project scope and extents are still under review. The City continues to resurface sections of the corridor as resources allow.

LEGEND

- | | | |
|------------------------------|-----------------------|---------------|
| Project Area | Water Project Areas | Battle Ground |
| Transportation Project Areas | SCIP Project Areas | Camas |
| Sanitary Sewer Project Areas | Vancouver City Limits | Washougal |
| Surface Water Project Areas | Clark County | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Unfunded
Existing Funds:	N/A
SFS Funds:	N/A
Grant Funds:	N/A
Total Proj. Cost:	\$40,000,000.00
*Start of Construction (Year):	Unknown

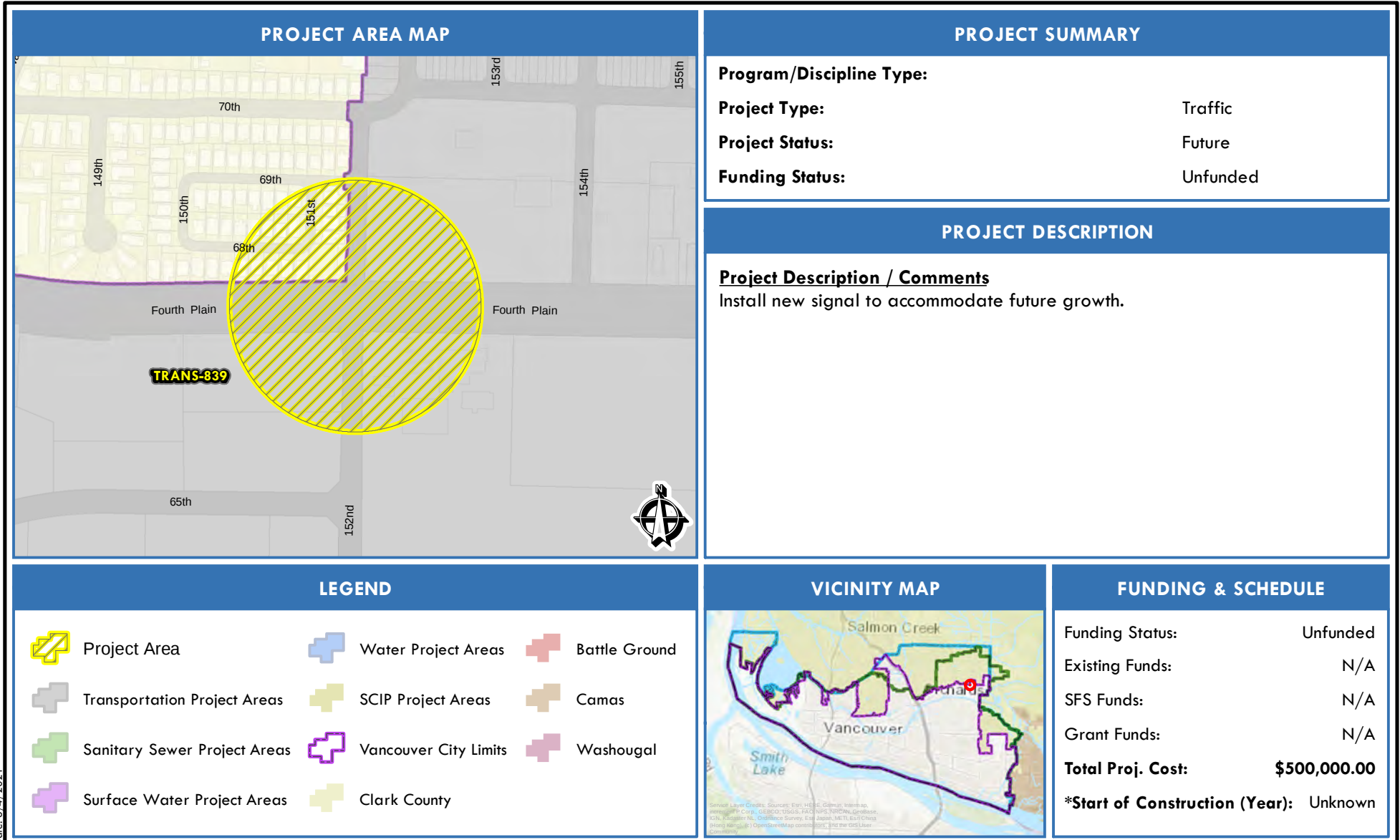


2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 152ND AVE. AND NE FOURTH PLAIN BLVD. SIGNAL**

PROJECT EXTENT: **NE 152ND AVE.**

TO: **NE 4TH PLAIN BLVD. INTERSECTION**



Date: 6/4/2021



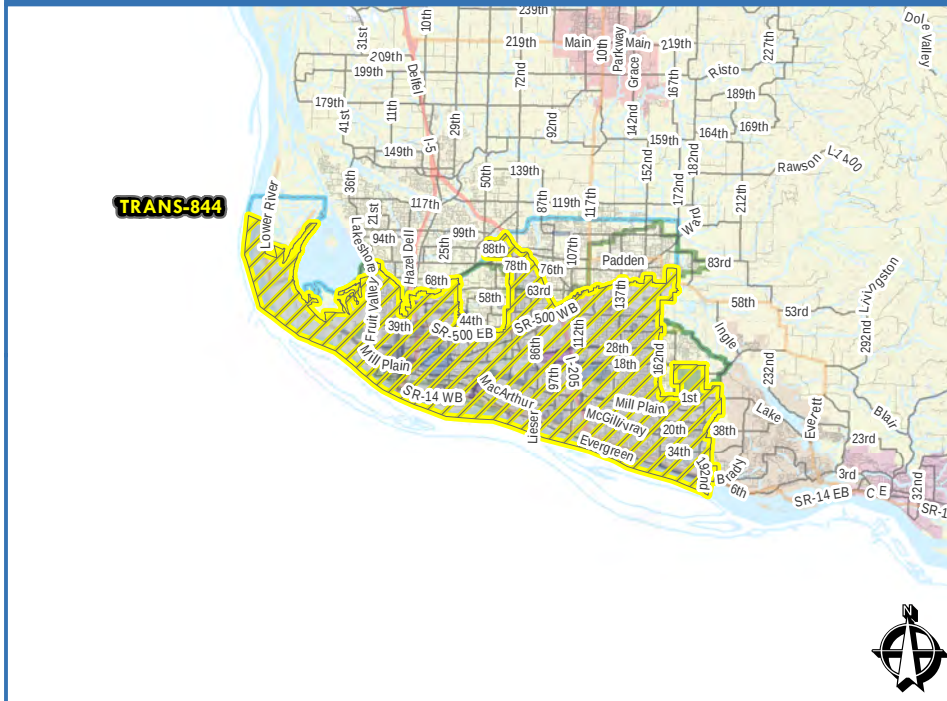
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **MULTIMODAL SAFETY AND ACCESSIBILITY**

PROJECT EXTENT: **CITYWIDE**

TO:

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Ongoing

Project Status:

Ongoing

Funding Status:

Partially Funded

PROJECT DESCRIPTION

Project Description / Comments

Ongoing program budgeted at \$1M/yr., to address safety and accessibility for people walking, biking, and rolling. Projects carried forward from 2020 to be implemented in 2021 include: TRANS-871 - N. Devine Sidewalk Improvements - Idaho to NE 18th St; TRANS-889 - NE 18th St. and N. Devine Rd. ADA Improvements; and TRANS-899 - NE Fourth Plain Blvd. - Enhanced Pedestrian Crossings. SFS funds entire annual program of \$1,000,000/yr.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Partially Funded

Existing Funds: No

SFS Funds: Yes

Grant Funds: No

Total Proj. Cost:

***Start of Construction (Year):** Ongoing



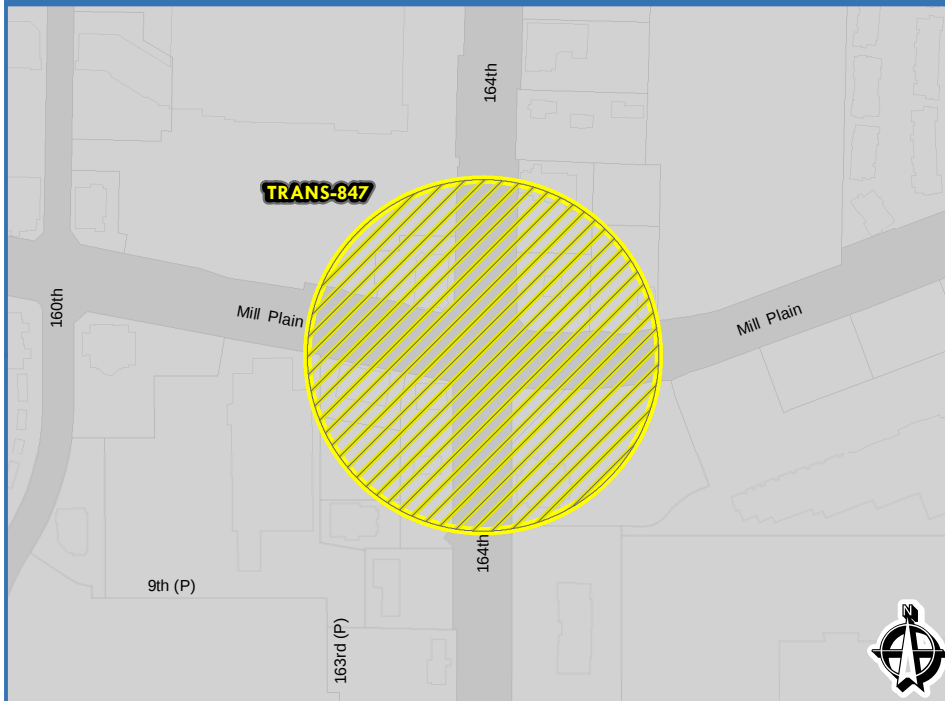
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **SE 164TH AVE. AND SE MILL PLAIN BLVD. INTERSECTION IMPROVEMENTS**

PROJECT EXTENT: **SE 164TH AVE.**

TO: **SE MILL PLAIN BLVD. INTERSECTION**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Traffic

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

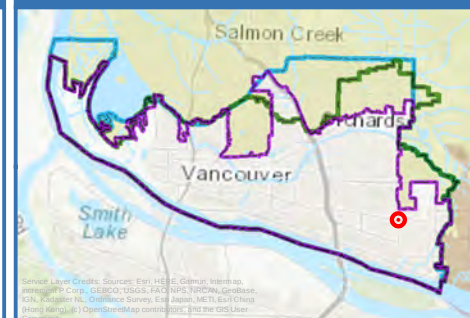
Project Description / Comments

Increase left-turn movement capacity at intersection of 164th Ave/Mill Plain Blvd to improve overall Level of Service.

LEGEND

	Project Area		Water Project Areas		Battle Ground
	Transportation Project Areas		SCIP Project Areas		Camas
	Sanitary Sewer Project Areas		Vancouver City Limits		Washougal
	Surface Water Project Areas		Clark County		

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Unfunded
Existing Funds:	N/A
SFS Funds:	N/A
Grant Funds:	N/A
Total Proj. Cost:	\$500,000.00
*Start of Construction (Year):	Unknown



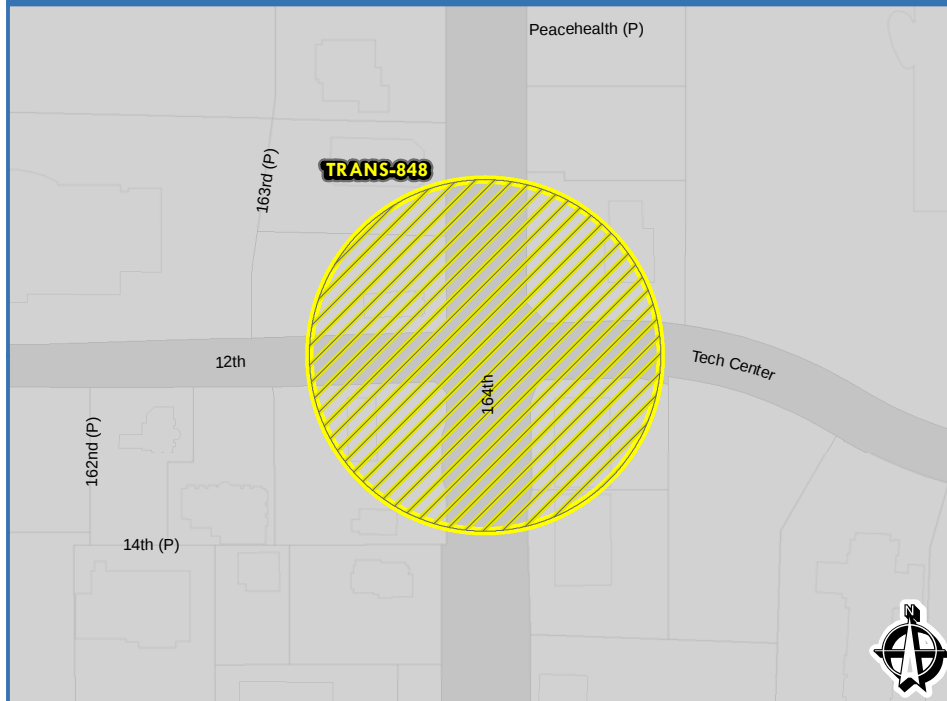
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **SE 164TH AVENUE AND SE 12TH STREET INTERSECTION IMPROVEMENTS**

PROJECT EXTENT: **SE 164TH AVE.**

TO: **SE 12TH ST.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Traffic

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

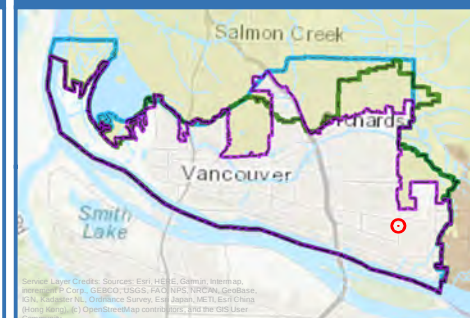
Project Description / Comments

Increase left-turn movement capacity at intersection of SE 164th Ave. and SE 12th St to improve overall Level of Service.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Unfunded

Existing Funds: N/A

SFS Funds: N/A

Grant Funds: N/A

Total Proj. Cost: \$500,000.00

***Start of Construction (Year): Unknown**



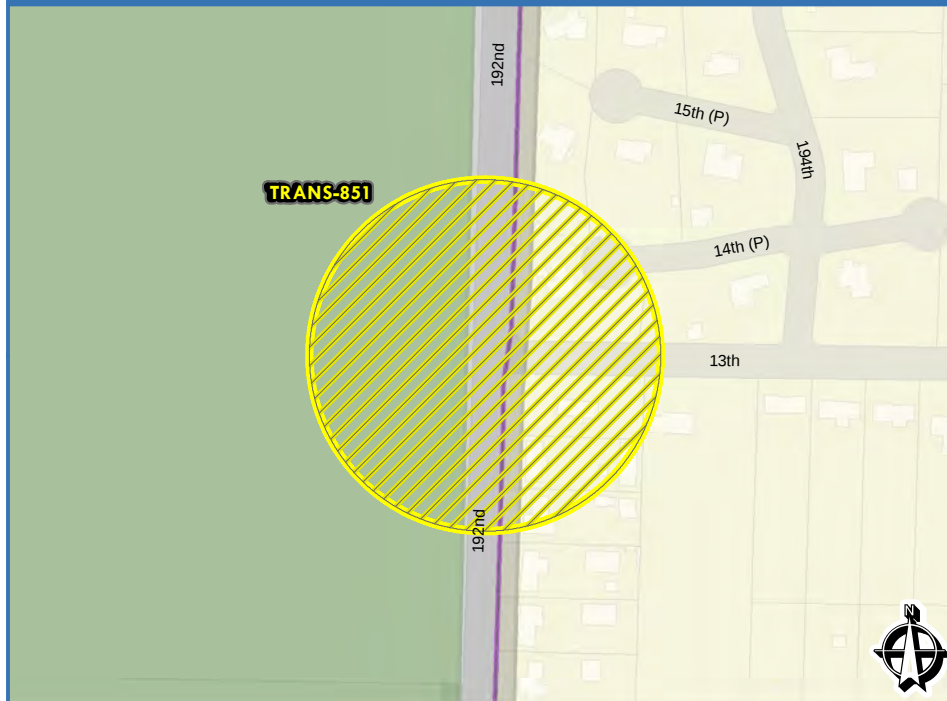
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 192ND AVENUE AND NE 13TH STREET INTERSECTION IMPROVEMENTS**

PROJECT EXTENT: **192ND AVE.**

TO: **NE 13TH ST. INTERSECTION**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Traffic

Project Status:

Future

Funding Status:

Partially Funded

PROJECT DESCRIPTION

Project Description / Comments

Improve intersection to current standards to accommodate future growth and improve intersection Level of Service, including capacity, pedestrian and multimodal safety and ADA accessibility.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Partially Funded

Existing Funds: Yes

SFS Funds: No

Grant Funds: No

Total Proj. Cost: \$400,000.00

***Start of Construction (Year): Unknown**



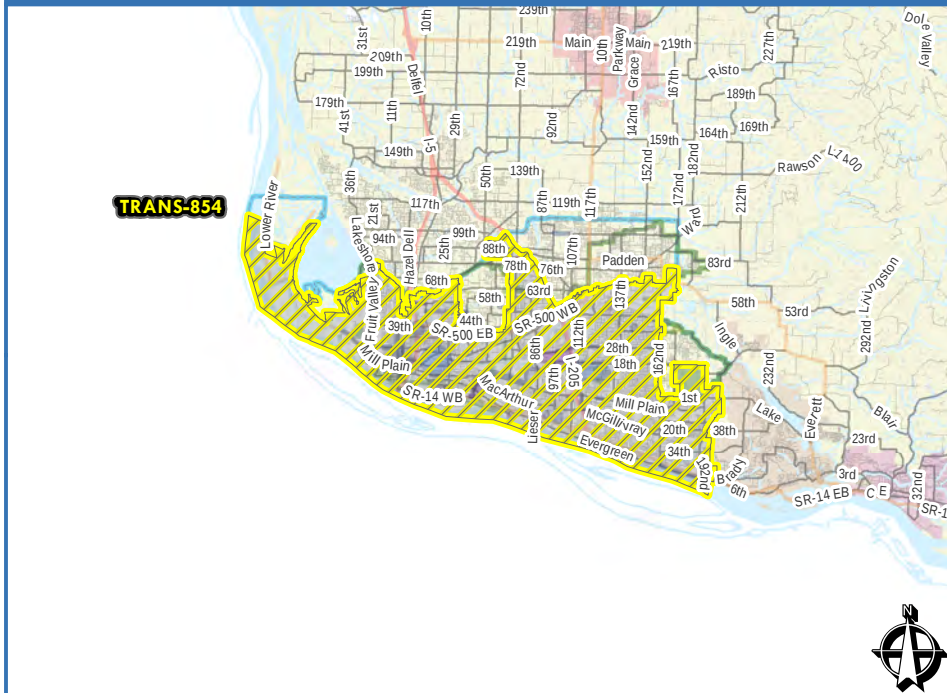
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **TRANSPORTATION SYSTEM PLAN (TSP) UPDATE**

PROJECT EXTENT: **CITYWIDE**

TO:

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Multimodal

Project Status:

In Design

Funding Status:

Funded

PROJECT DESCRIPTION

Project Description / Comments

Comprehensive update to the Transportation System Plan (TSP). Last update was 2004.

LEGEND

- | | | |
|------------------------------|-----------------------|---------------|
| Project Area | Water Project Areas | Battle Ground |
| Transportation Project Areas | SCIP Project Areas | Camas |
| Sanitary Sewer Project Areas | Vancouver City Limits | Washougal |
| Surface Water Project Areas | Clark County | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Funded
Existing Funds:	Yes
SFS Funds:	Yes
Grant Funds:	No
Total Proj. Cost:	\$1,500,000.00
*Start of Construction (Year):	2020

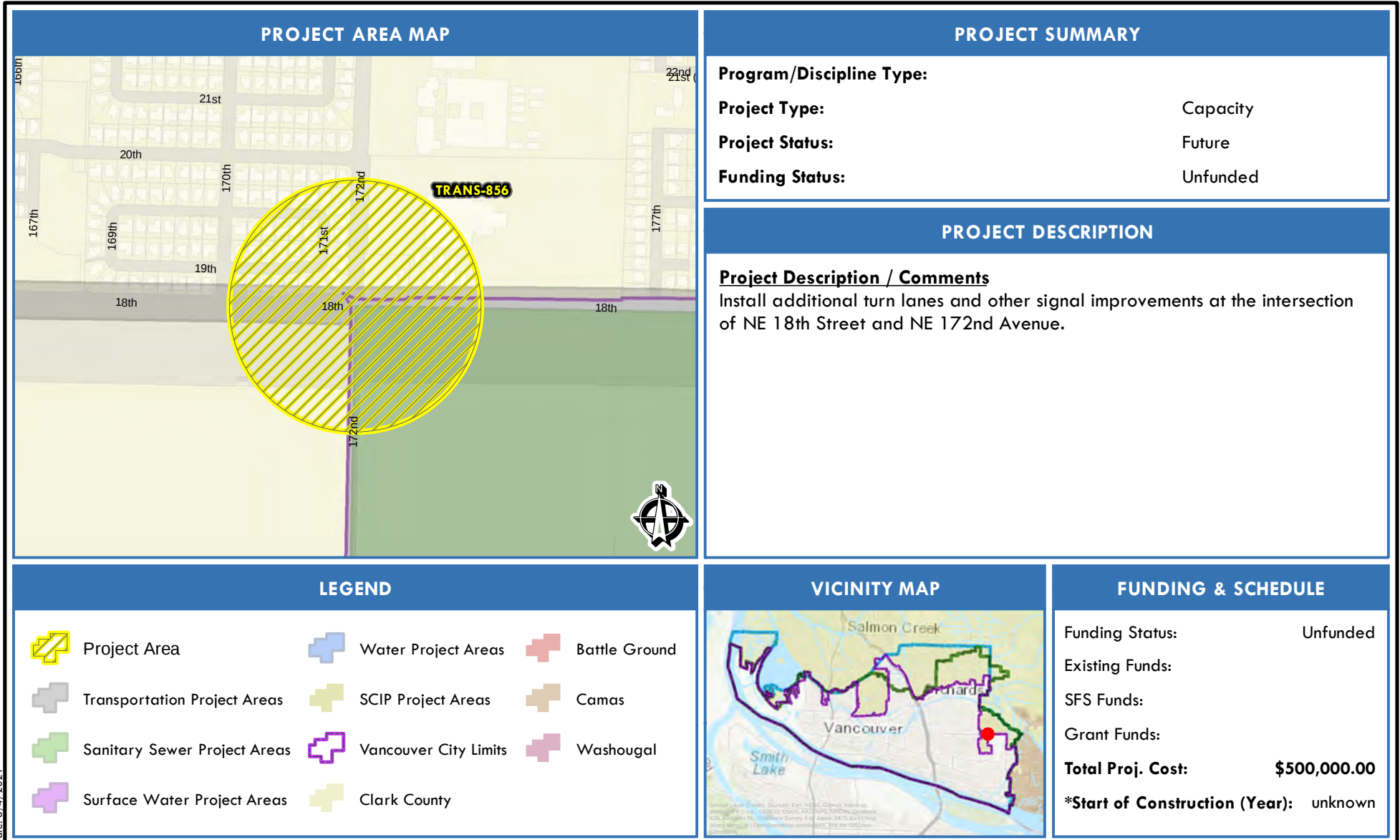


2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 18TH ST. AND NE 172ND AVE. INTERSECTION IMPROVEMENTS**

PROJECT EXTENT: **NE 18TH ST.**

TO: **NE 172ND AVE. INTERSECTION**



Date: 6/4/2021



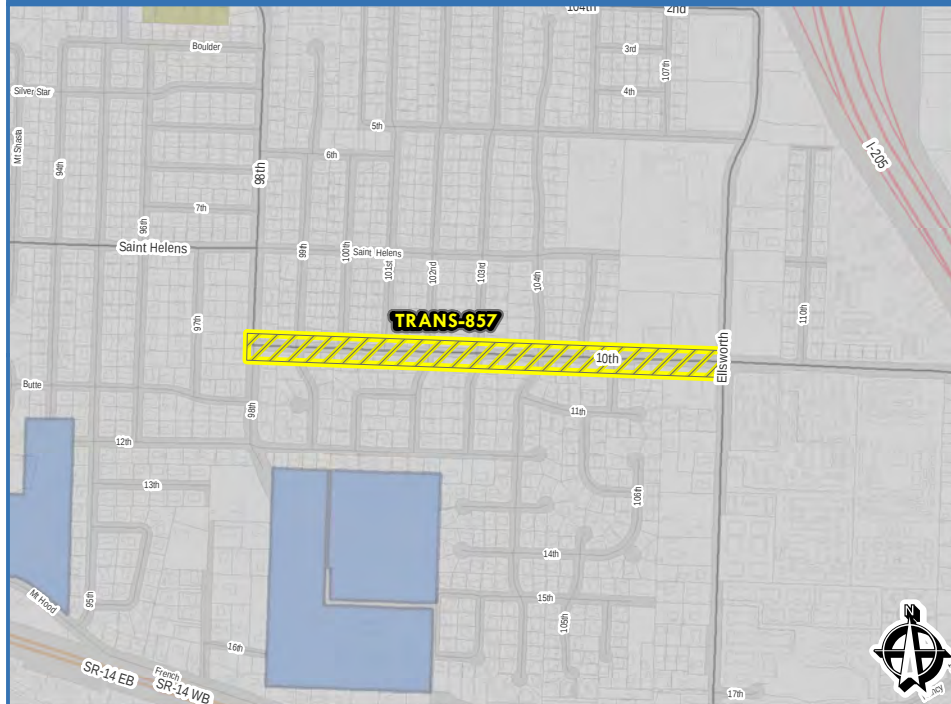
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **SE 10TH STREET SIDEWALKS - SE 98TH AVENUE TO SE ELLSWORTH RD.**

PROJECT EXTENT: **SE 98TH AVE.**

TO: **SE ELLSWORTH RD.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Multimodal

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

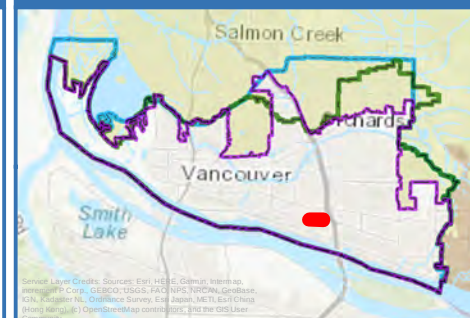
Project Description / Comments

Install sidewalks and ADA ramps along SE 10th Street from SE 98th Avenue to Ellsworth Road.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Unfunded

Existing Funds:

SFS Funds:

Grant Funds:

Total Proj. Cost: \$1,500,000.00

***Start of Construction (Year):** unknown



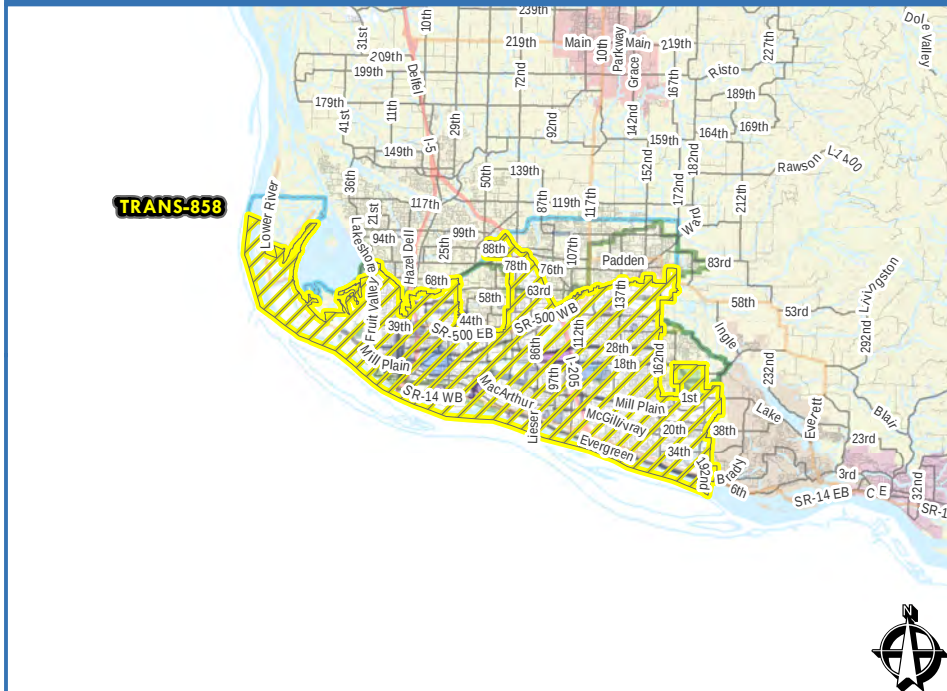
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **CITYWIDE TRANSPORTATION DEMAND MANAGEMENT PROGRAM**

PROJECT EXTENT: **CITY WIDE**

TO:

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Multimodal

Project Status:

On Hold

Funding Status:

Unfunded

PROJECT DESCRIPTION

Project Description / Comments

New program to be implemented City-wide that encourages modes of travel other than single occupant vehicles. This includes: bicycle, pedestrian, transit, carpool, rideshare, etc.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Unfunded

Existing Funds:

SFS Funds: Potential

Grant Funds: Potential

Total Proj. Cost: \$290,000.00

***Start of Construction (Year):**



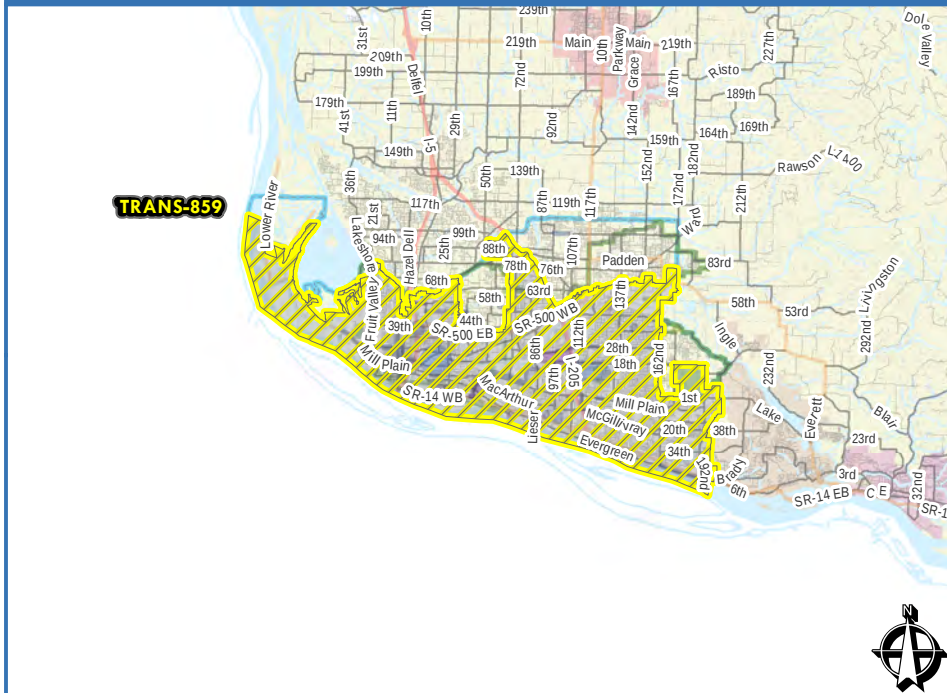
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **SIDEWALK MANAGEMENT PROGRAM**

PROJECT EXTENT: **CITYWIDE**

TO:

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Multimodal

Project Status:

Ongoing

Funding Status:

Partially Funded

PROJECT DESCRIPTION

Project Description / Comments

Program manages all sidewalks/ADA curb ramps within the City limits. Includes notification and assistance to land owners to correct sidewalk/ADA curb ramp deficiencies along their property frontage. Program accomplishments for 2020 included: Worked on 215 complaint cases; Working with residential and businesses to fix defects in sidewalk; Construction work zone compliance; Developed outdoor seating/sidewalk café standards; Finalized code changes and home owner assistance program. Program is budgeted for \$500,000 annually.

LEGEND

- | | | |
|------------------------------|-----------------------|---------------|
| Project Area | Water Project Areas | Battle Ground |
| Transportation Project Areas | SCIP Project Areas | Camas |
| Sanitary Sewer Project Areas | Vancouver City Limits | Washougal |
| Surface Water Project Areas | Clark County | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Partially Funded
Existing Funds:	No
SFS Funds:	Yes
Grant Funds:	No
Total Proj. Cost:	\$500,000.00
*Start of Construction (Year):	2017



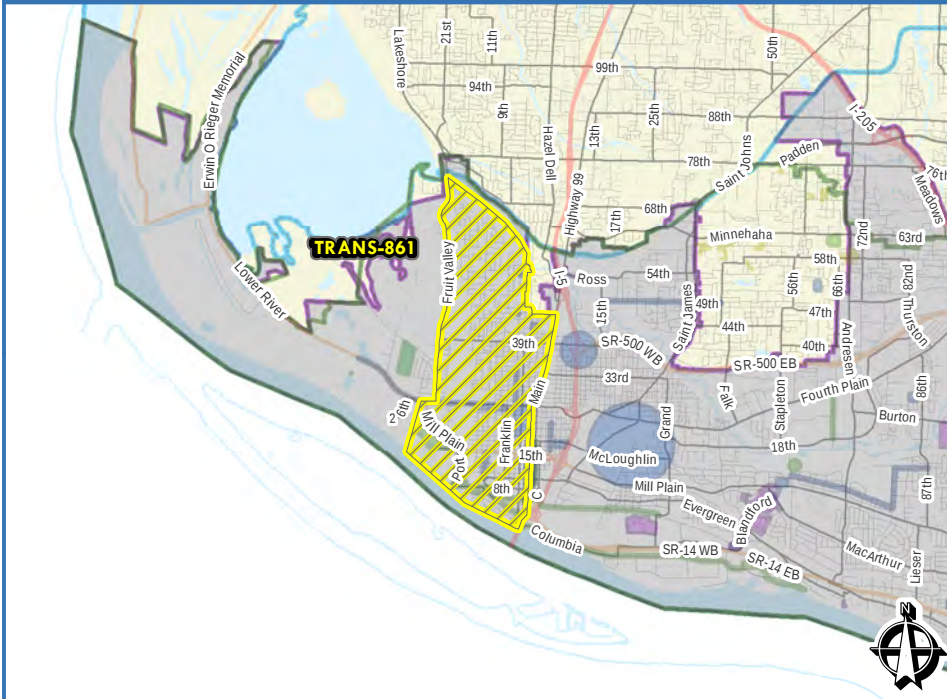
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **WESTSIDE BIKE MOBILITY - PHASE I**

PROJECT EXTENT: **DOWNTOWN**

TO:

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Multimodal

Project Status:

Pending Funding

Funding Status:

Unfunded

PROJECT DESCRIPTION

Project Description / Comments

First phase of implementation will be focused on the Columbia corridor. Projects to also include traffic calming, bicycle and pedestrian improvements. TRANS-904 is a related stand-alone project to accomplish part of this first phase. Implementation of other routes will occur later.

LEGEND

	Project Area		Water Project Areas		Battle Ground
	Transportation Project Areas		SCIP Project Areas		Camas
	Sanitary Sewer Project Areas		Vancouver City Limits		Washougal
	Surface Water Project Areas		Clark County		

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Unfunded
Existing Funds:	Potential
SFS Funds:	Potential
Grant Funds:	Potential
Total Proj. Cost:	\$1,000,000.00
*Start of Construction (Year):	2021



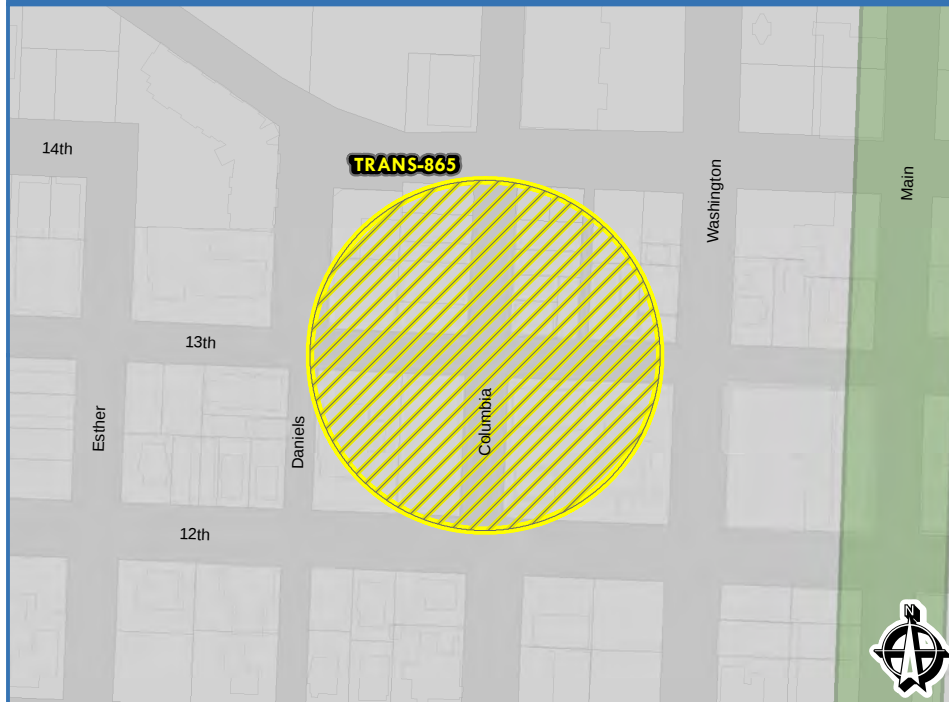
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **COLUMBIA STREET AND W. 13TH STREET INTERSECTION IMPROVEMENT**

PROJECT EXTENT: **COLUMBIA ST.**

TO: **W. 13TH ST. INTERSECTION**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Traffic

Project Status:

Active

Funding Status:

Funded

PROJECT DESCRIPTION

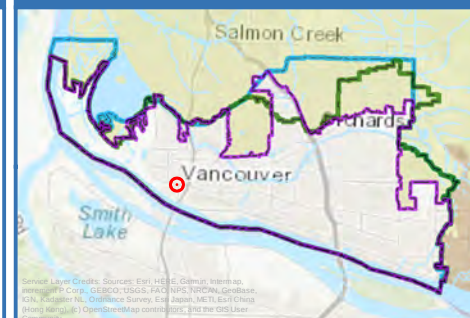
Project Description / Comments

Upgrade the signal at Columbia Street and 13th Street as well as associated civil improvements. Funded under TRANS-237.

LEGEND

	Project Area		Water Project Areas		Battle Ground
	Transportation Project Areas		SCIP Project Areas		Camas
	Sanitary Sewer Project Areas		Vancouver City Limits		Washougal
	Surface Water Project Areas		Clark County		

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Funded
Existing Funds:	Yes
SFS Funds:	Yes
Grant Funds:	No
Total Proj. Cost:	\$300,000.00
*Start of Construction (Year):	2021



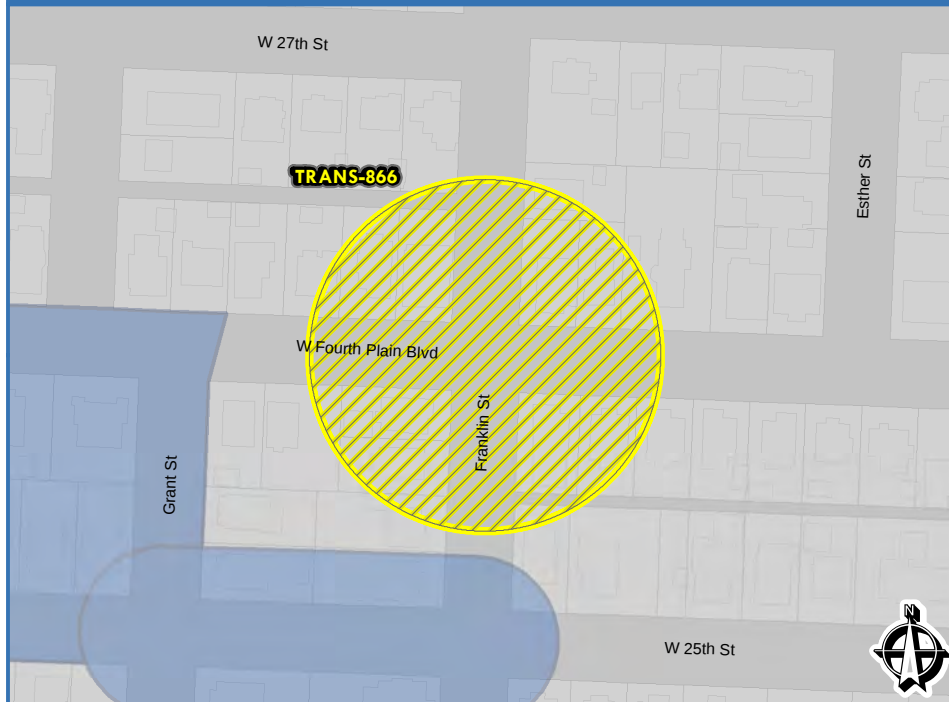
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **W. FOURTH PLAIN BOULEVARD AND FRANKLIN STREET INTERSECTION IMPROVEMENTS**

PROJECT EXTENT: **W. FOURTH PLAIN BLVD.**

TO: **FRANKLIN ST. INTERSECTION**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Traffic

Project Status:

On Hold

Funding Status:

Unfunded

PROJECT DESCRIPTION

Project Description / Comments

Install a signal at W. Fourth Plain Blvd. and Franklin Street as well as associated civil roadway improvements.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Unfunded
Existing Funds:	Potential
SFS Funds:	Potential
Grant Funds:	No
Total Proj. Cost:	\$350,000.00

***Start of Construction (Year):**



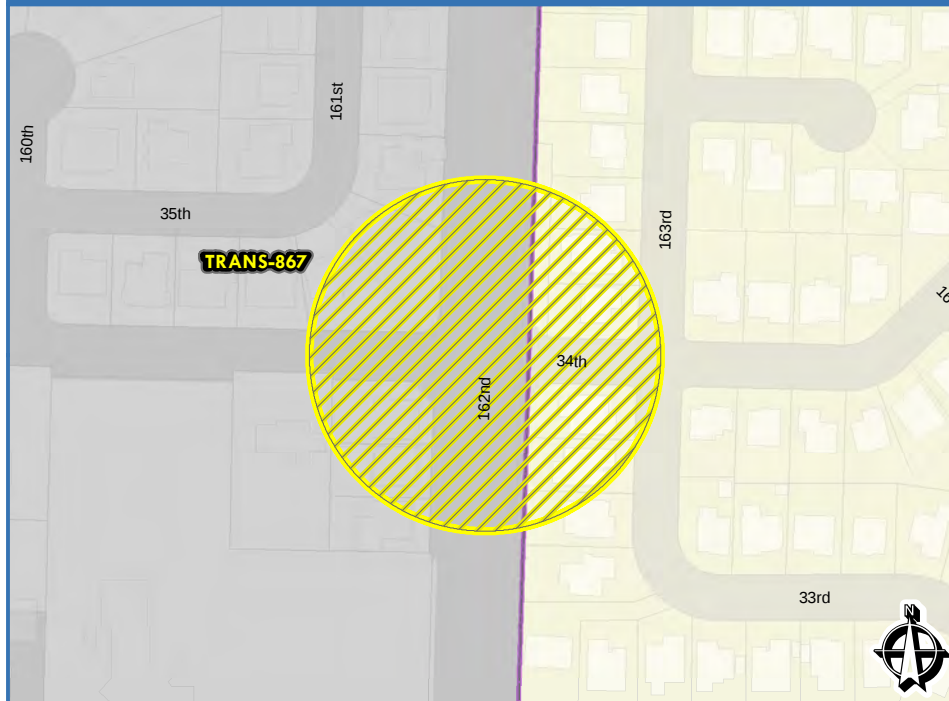
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 164TH AVENUE AND NE 34TH STREET INTERSECTION IMPROVEMENTS**

PROJECT EXTENT: **164TH AVE.**

TO: **NE 34TH ST. INTERSECTION**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Traffic

Project Status:

On Hold

Funding Status:

Unfunded

PROJECT DESCRIPTION

Project Description / Comments

Install a signal at 164th Avenue and 34th Street as well as associated civil roadway improvements.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Unfunded
Existing Funds:	Potential
SFS Funds:	Potential
Grant Funds:	No
Total Proj. Cost:	\$350,000.00

***Start of Construction (Year):**



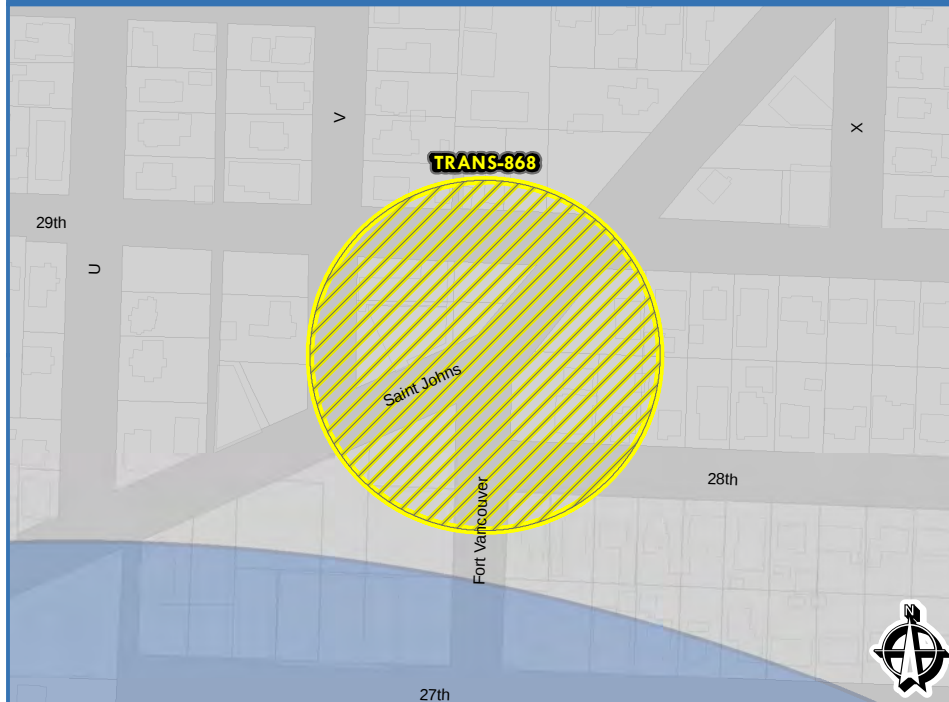
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **ST. JOHNS BLVD. AND FORT VANCOUVER WAY INTERSECTION IMPROVEMENTS**

PROJECT EXTENT: **ST. JOHNS BLVD.**

TO: **FORT VANCOUVER WAY INTERSECTION**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Traffic

Project Status:

On Hold

Funding Status:

Unfunded

PROJECT DESCRIPTION

Project Description / Comments

Install a signal at St. Johns Boulevard and Fort Vancouver Way as well as associated civil roadway improvements.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Unfunded
Existing Funds:	Potential
SFS Funds:	Potential
Grant Funds:	No
Total Proj. Cost:	\$350,000.00

***Start of Construction (Year):**



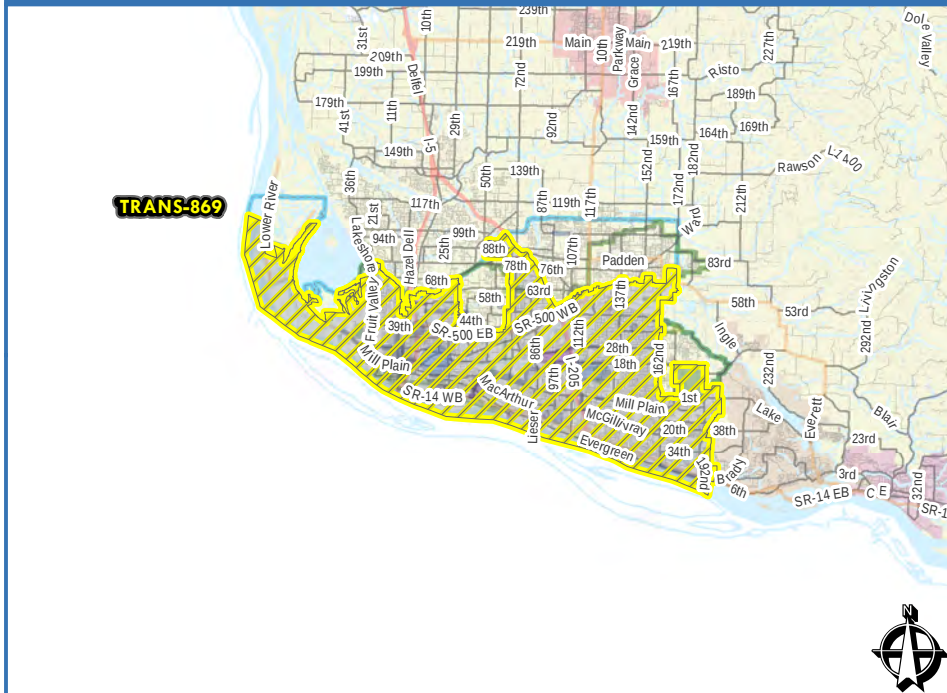
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **ANNUAL ARTERIAL STREET LIGHT PROGRAM**

PROJECT EXTENT: **CITYWIDE**

TO:

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Traffic

Project Status:

On Hold

Funding Status:

Unfunded

PROJECT DESCRIPTION

Project Description / Comments

Unfunded program to install new street lights and replace old street lights citywide. For example, NE 172nd Avenue from NE 8th Street to NE 18th Street. This program is different than TRANS-853 which is intended to upgrade bulbs only.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:

Unfunded

Existing Funds:

SFS Funds:

Grant Funds:

Total Proj. Cost:

***Start of Construction (Year):**



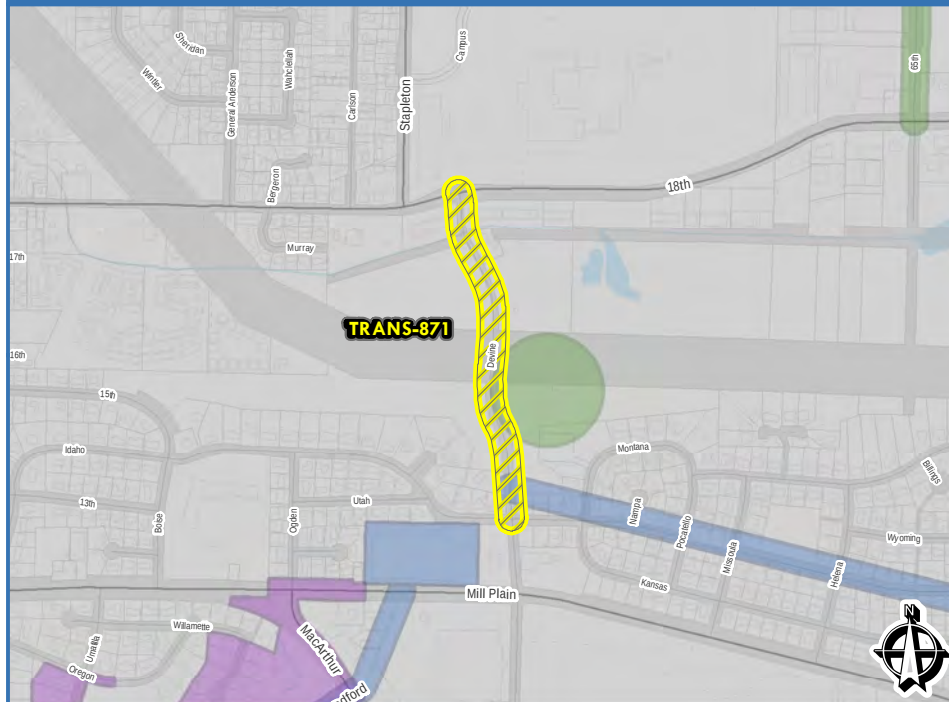
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **N. DEVINE SIDEWALK IMPROVEMENTS – N. IDAHO ST. TO NE 18TH ST.**

PROJECT EXTENT: **E. MILL PLAIN BLVD.**

TO: **E. 18TH ST.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Multimodal

Project Status:

Active

Funding Status:

Funded

PROJECT DESCRIPTION

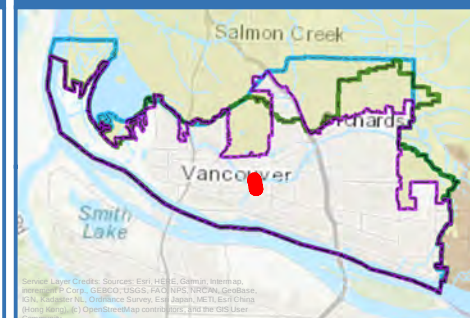
Project Description / Comments

Install a safe, accessible and continuous pedestrian facility on N Devine Rd. between N Idaho St. and E 18th St. Install a new rapid flashing beacon, ADA curb ramps, and lighting improvements at Devine and Idaho in 2020. Remaining improvements to be constructed in 2021. Devine/Idaho improvements are funded by a grant from the Washington Traffic Safety Commission. The Devine/Idaho improvements are part of the larger Devine Road Safety Improvement project. The larger Devine Road Safety Improvement project is scheduled to be installed in 2021, and funded through grants from the State of Washington bicycle and pedestrian safety program, and the State Transportation Improvement Board sidewalk program).

LEGEND



VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Funded
Existing Funds:	Potential
SFS Funds:	Potential
Grant Funds:	Yes
Total Proj. Cost:	\$1,100,000.00
*Start of Construction (Year):	2021



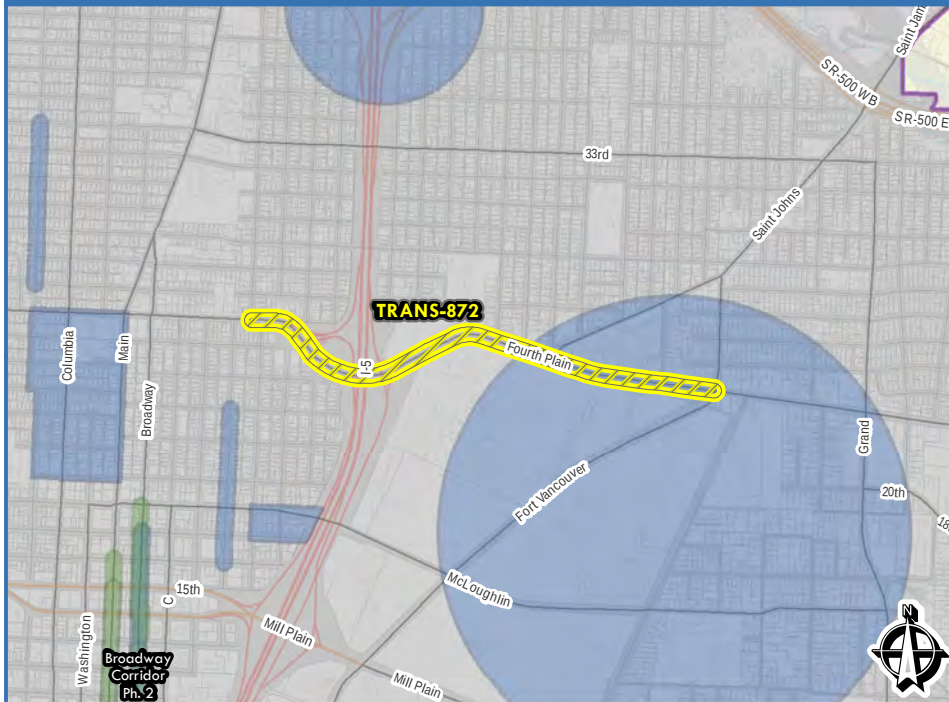
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE FOURTH PLAIN BLVD. SAFETY IMPROVEMENTS - F ST. TO FT. VANCOUVER WAY**

PROJECT EXTENT: **F ST.**

TO: **FT. VANCOUVER WAY**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Multimodal

Project Status:

Active

Funding Status:

Funded

PROJECT DESCRIPTION

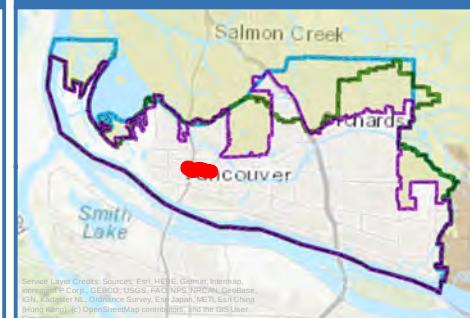
Project Description / Comments

Project to improve safety by narrowing Fourth Plain, scheduled for 2022. Install pedestrian and bicycle enhancements along the corridor. Goal is to improve safety and mobility along the corridor for all users. Project is funded with \$800K grant funding.

LEGEND

- | | | |
|------------------------------|-----------------------|---------------|
| Project Area | Water Project Areas | Battle Ground |
| Transportation Project Areas | SCIP Project Areas | Camas |
| Sanitary Sewer Project Areas | Vancouver City Limits | Washougal |
| Surface Water Project Areas | Clark County | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Funded
Existing Funds:	No
SFS Funds:	Yes
Grant Funds:	Yes
Total Proj. Cost:	\$900,000.00

***Start of Construction (Year):**



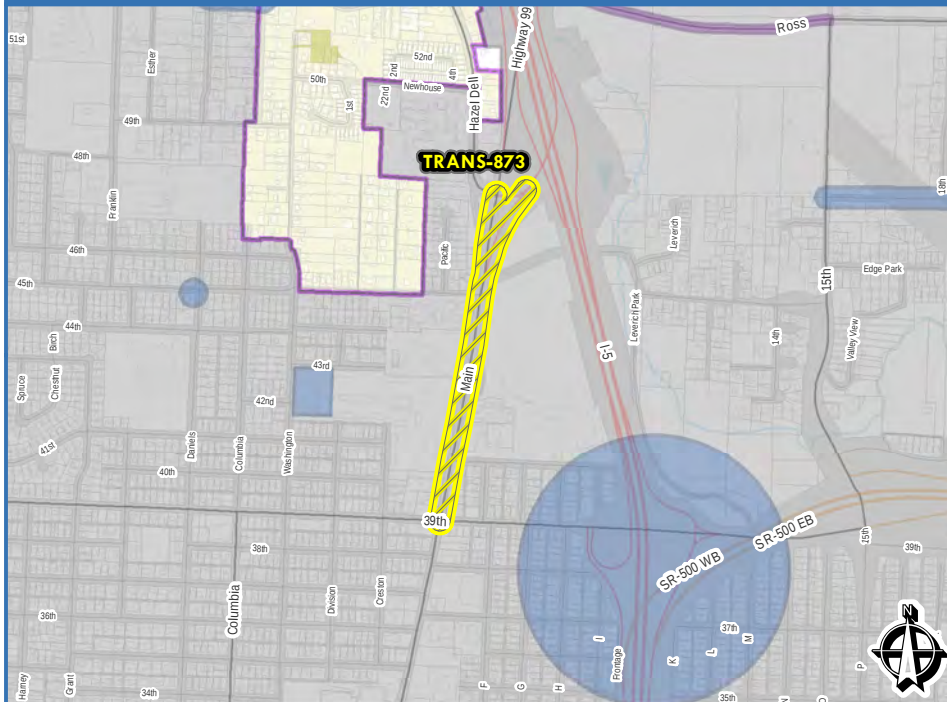
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **MAIN STREET SAFETY IMPROVEMENTS FROM E. 39TH ST. TO NE HAZEL DELL AVE.**

PROJECT EXTENT: **E. 39TH ST.**

TO: **NE HAZEL DELL AVE.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Multimodal

Project Status:

Active

Funding Status:

Unfunded

PROJECT DESCRIPTION

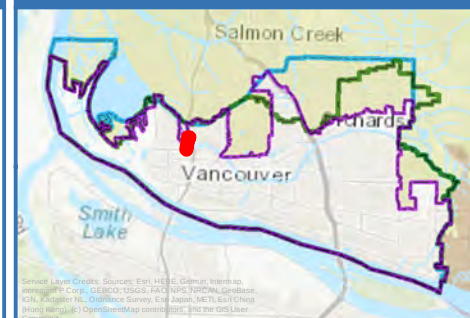
Project Description / Comments

Traffic analysis and public outreach process to identify potential safety and mobility improvements. The project will identify safety improvements along upper Main Street in preparation for the Highway 99 BRT project. Project now moved from partially funded list to unfunded list.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Unfunded
Existing Funds:	Potential
SFS Funds:	Potential
Grant Funds:	Potential
Total Proj. Cost:	\$300,000.00
*Start of Construction (Year):	2022



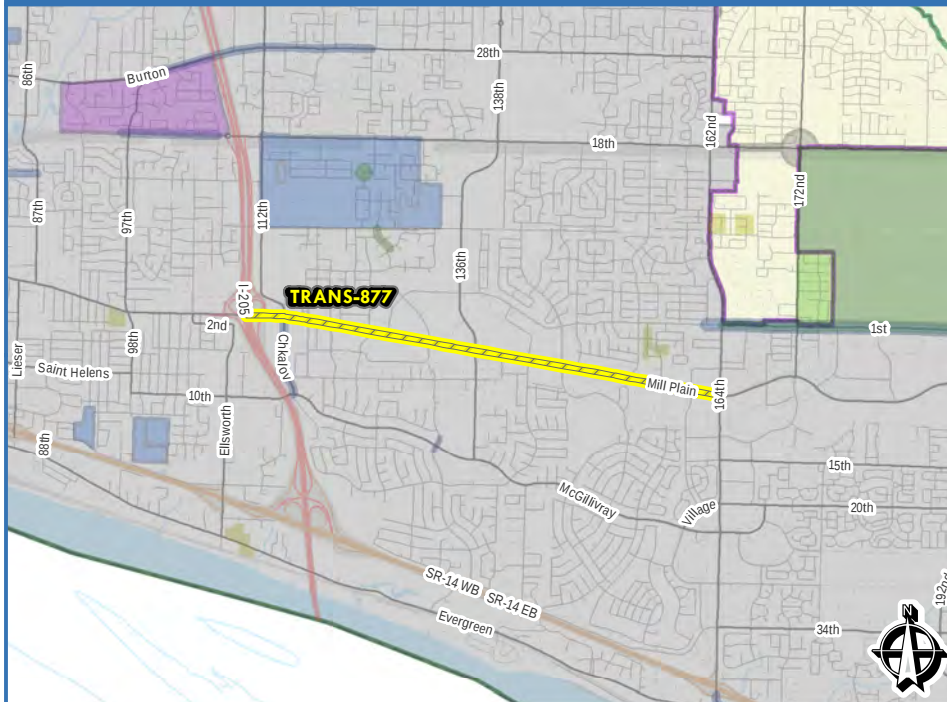
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **MILL PLAIN ARRIVAL ON GREEN PROJECT**

PROJECT EXTENT: **I-205**

TO: **SE 164TH AVE.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Traffic

Project Status:

In Design

Funding Status:

Funded

PROJECT DESCRIPTION

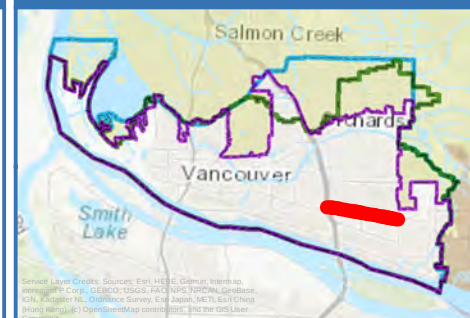
Project Description / Comments

Install signal equipment along SE Mill Plain Blvd. to monitor how well Transit Signal Priority (TSP) is working and impacting other users along the corridor.

LEGEND

- | | | |
|------------------------------|-----------------------|---------------|
| Project Area | Water Project Areas | Battle Ground |
| Transportation Project Areas | SCIP Project Areas | Camas |
| Sanitary Sewer Project Areas | Vancouver City Limits | Washougal |
| Surface Water Project Areas | Clark County | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Funded
Existing Funds:	Yes
SFS Funds:	No
Grant Funds:	Yes
Total Proj. Cost:	\$92,000.00
*Start of Construction (Year):	2020



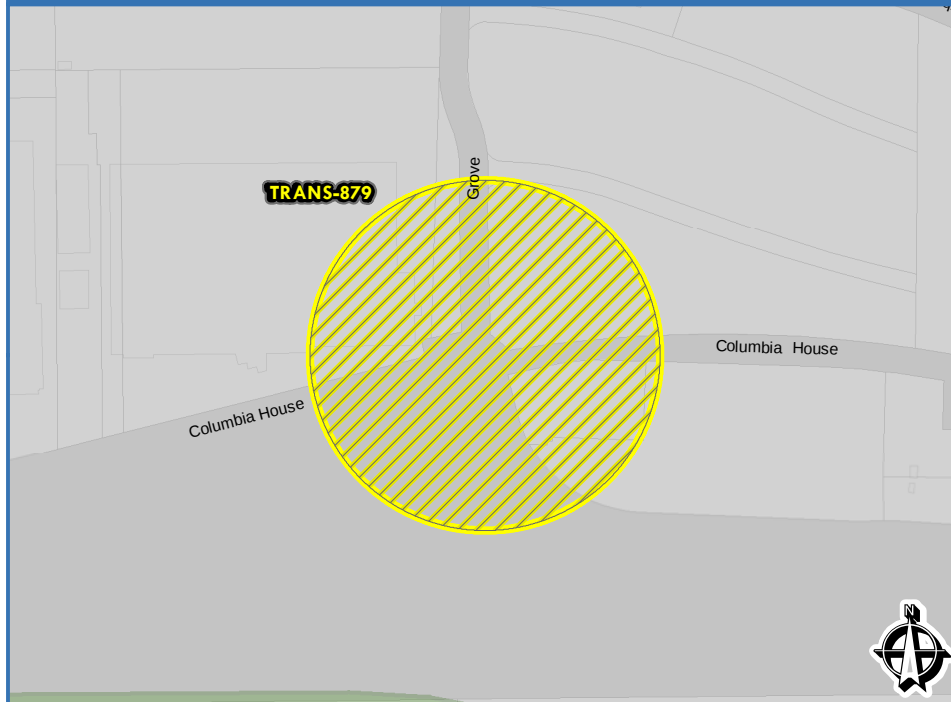
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **COLUMBIA HOUSE BLVD. AND GROVE ST. SIGNAL UPGRADE**

PROJECT EXTENT: **COLUMBIA HOUSE BLVD.**

TO: **GROVE ST. INTERSECTION**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Traffic

Project Status:

On Hold

Funding Status:

Partially Funded

PROJECT DESCRIPTION

Project Description / Comments

This project will add a dedicated northbound right-turn lane on the westbound off-ramp; and add a second westbound through lane.

-Reconstruct ADA ramps and move signal poles as necessary.

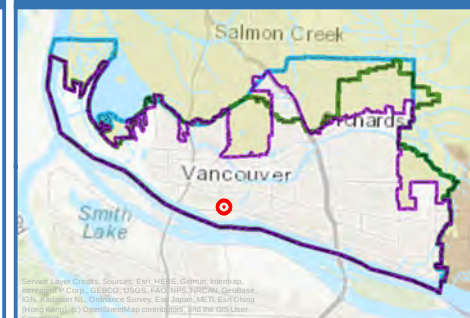
-Striping and signalization changes as necessary.

-Funded by proportionate share program.

LEGEND

	Project Area		Water Project Areas		Battle Ground
	Transportation Project Areas		SCIP Project Areas		Camas
	Sanitary Sewer Project Areas		Vancouver City Limits		Washougal
	Surface Water Project Areas		Clark County		

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Partially Funded

Existing Funds: No

SFS Funds: No

Grant Funds: No

Total Proj. Cost: \$400,000.00

***Start of Construction (Year): unknown**

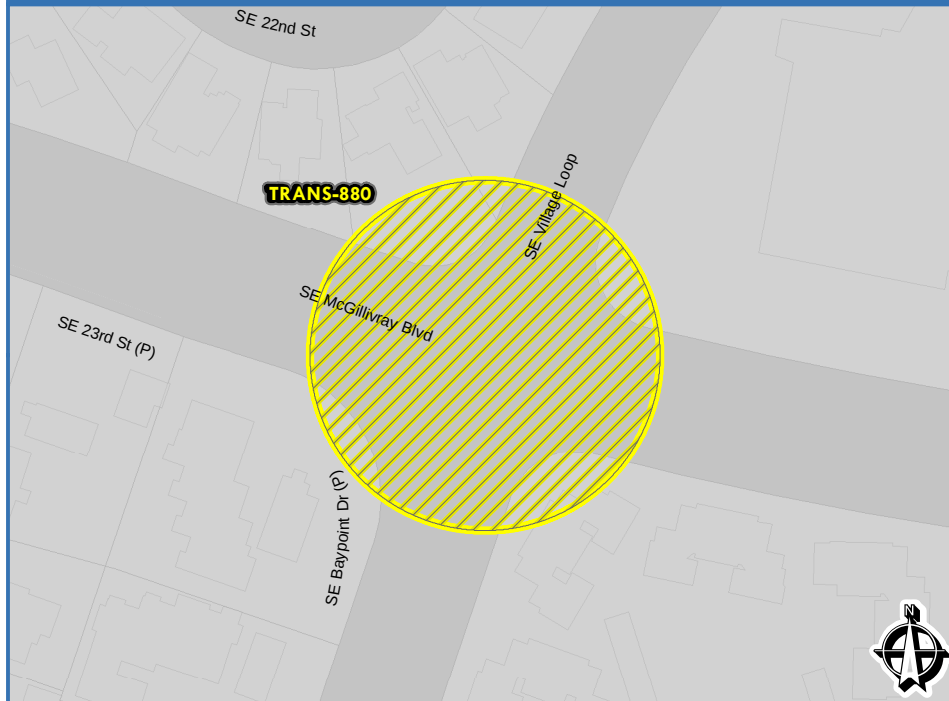


2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **MCGILLIVRAY AND VILLAGE LOOP DRIVE NEW SIGNAL**

PROJECT EXTENT: **INTERSECTION OF MCGILLIVRAY AND VILLAGE LOOP DRIVE**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Traffic

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

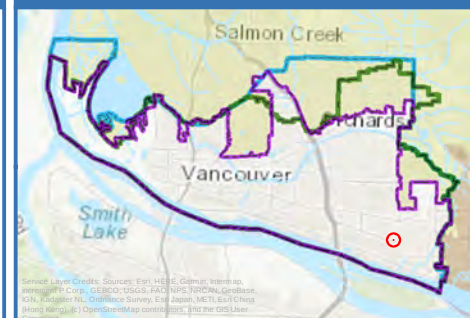
Project Description / Comments

New signal at current four way stop controlled intersection. The project includes removal of the stop signs and center concrete medians and installation of a traffic signal with left turn lanes.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Unfunded

Existing Funds:

SFS Funds:

Grant Funds:

Total Proj. Cost: \$400,000.00

***Start of Construction (Year): unknown**



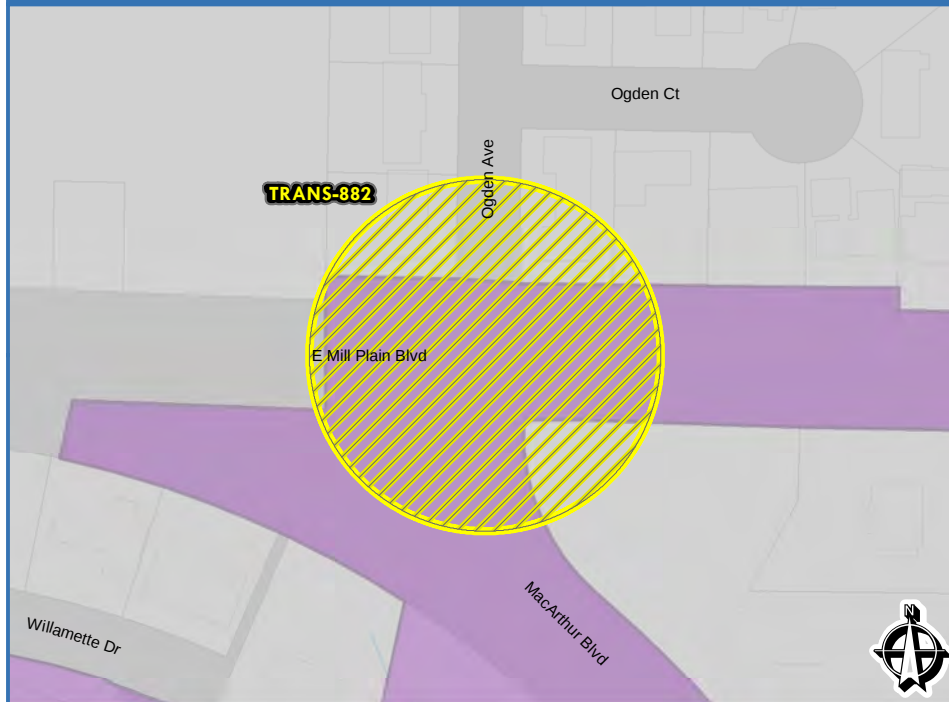
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **MACARTHUR BLVD AND E. MILL PLAIN BLVD. MULTIMODAL IMPROVEMENTS**

PROJECT EXTENT: **MACARTHUR BLVD.**

TO: **E. MILL PLAIN BLVD. INTERSECTION**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Multimodal

Project Status:

Active

Funding Status:

Unfunded

PROJECT DESCRIPTION

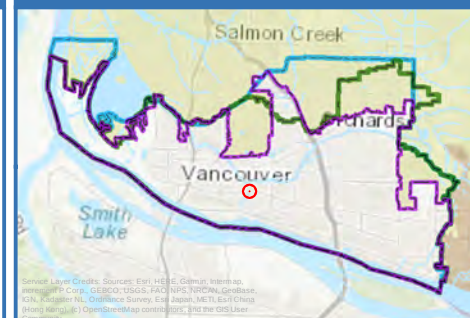
Project Description / Comments

Project will close the southbound right hand slip lane from Mill Plain Boulevard to MacArthur Boulevard to make bike access only. Project will also add protected bike lanes on E. Mill Plain Boulevard between Brandt Road and MacArthur Boulevard. Project widens southwest corner of Mill Plain Blvd. and MacArthur Blvd. to accommodate driver right turns and associated signal modifications.

LEGEND

	Project Area		Water Project Areas		Battle Ground
	Transportation Project Areas		SCIP Project Areas		Camas
	Sanitary Sewer Project Areas		Vancouver City Limits		Washougal
	Surface Water Project Areas		Clark County		

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Unfunded
Existing Funds:	
SFS Funds:	
Grant Funds:	Yes
Total Proj. Cost:	\$300,000.00
*Start of Construction (Year):	2021



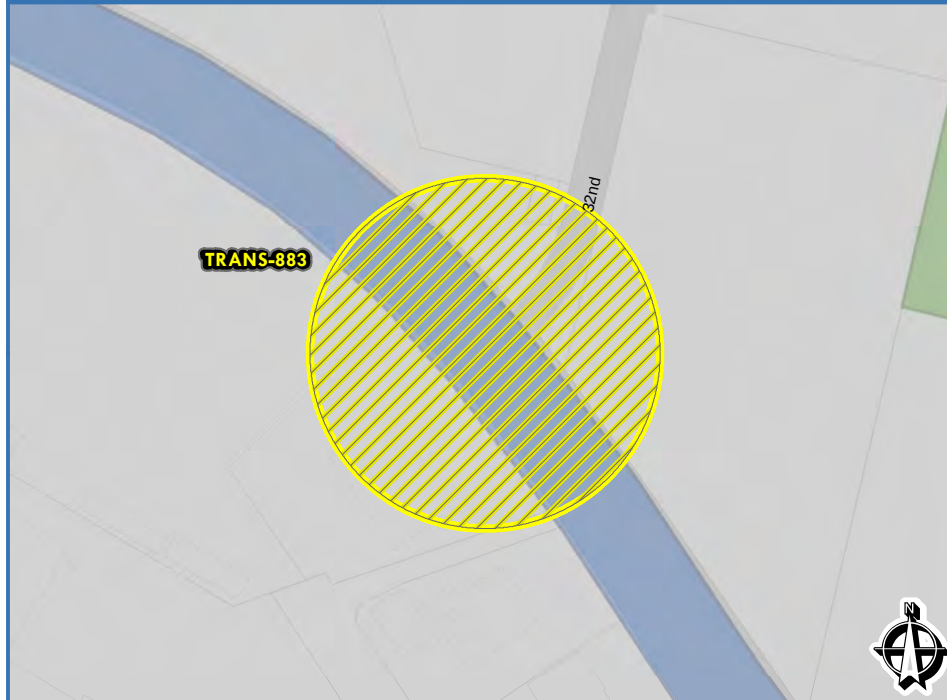
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NW 32ND AVENUE AND SR 501 INTERSECTION**

PROJECT EXTENT: **NW 32ND AVE.**

TO: **SR501 INTERSECTION**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Capacity

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

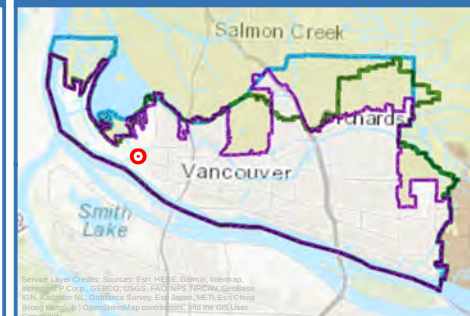
Project Description / Comments

Project proposes a roundabout at the intersection of SR 501 and NW 32nd Ave. to improve traffic operations.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Unfunded
Existing Funds:	No
SFS Funds:	No
Grant Funds:	Potential
Total Proj. Cost:	\$2,000,000.00
*Start of Construction (Year):	unknown



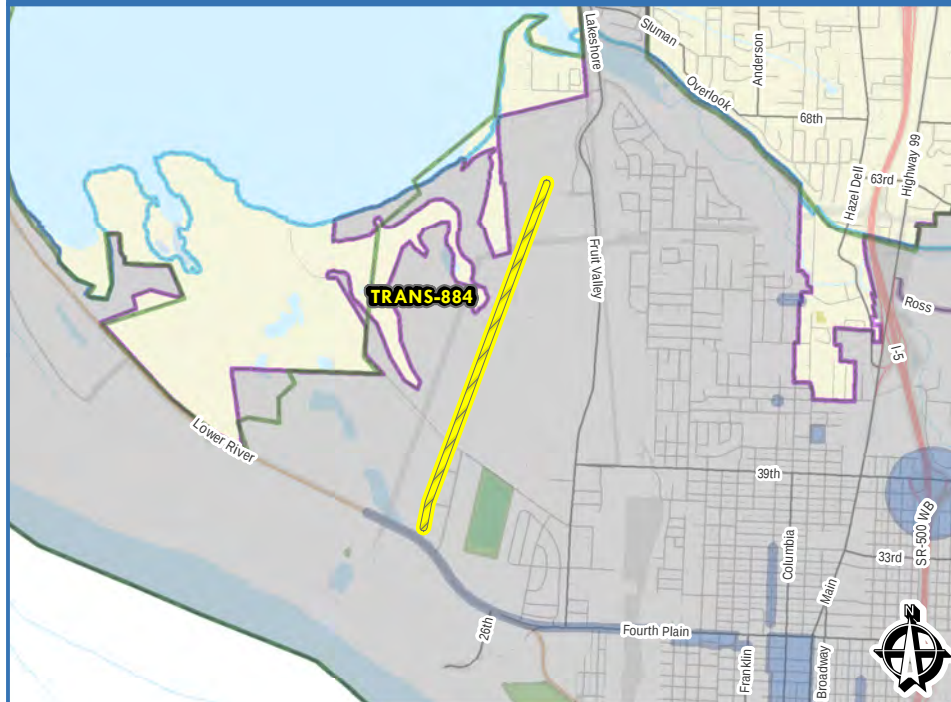
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NW 32ND AVENUE - SR501 TO NW 61ST STREET**

PROJECT EXTENT: **SR501**

TO: **NW 61ST ST.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Capacity

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

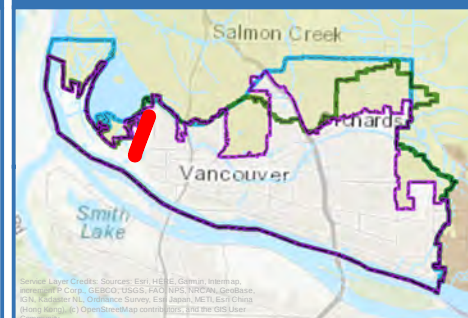
Project Description / Comments

Build a new segment of NW 32nd Ave. that will consist of three travel lanes, bike lanes, planter strips and ADA accessible sidewalks. The sidewalk along the west side of the roadway is 10 feet wide to accommodate a multi-use path facility.

LEGEND

- | | | |
|------------------------------|-----------------------|---------------|
| Project Area | Water Project Areas | Battle Ground |
| Transportation Project Areas | SCIP Project Areas | Camas |
| Sanitary Sewer Project Areas | Vancouver City Limits | Washougal |
| Surface Water Project Areas | Clark County | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Unfunded
Existing Funds:	No
SFS Funds:	No
Grant Funds:	Potential
Total Proj. Cost:	\$64,000,000.00
*Start of Construction (Year):	unknown



2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **FRUIT VALLEY RD. - NW 61ST STREET TO BURNT BRIDGE CREEK**

PROJECT EXTENT: **NW 61ST ST.**

TO: **BURNT BRIDGE CREEK**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Capacity

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

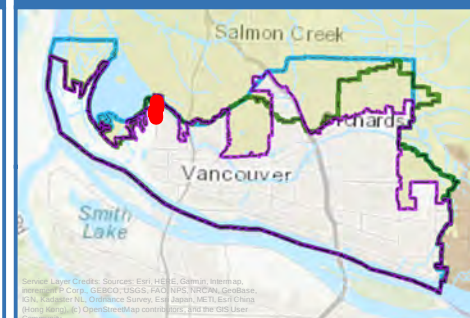
Project Description / Comments

Rebuild Lakeshore Ave./Fruit Valley Rd. and the existing bridge over the BNSF right-of-way. The cross section will consist of three travel lanes, bike lanes, planter strips and ADA accessible sidewalks. The sidewalk along the west side of the roadway is 10 feet wide to accommodate a multi-use path facility.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Unfunded

Existing Funds:

SFS Funds:

Grant Funds:

Total Proj. Cost: \$49,000,000.00

***Start of Construction (Year): unknown**



2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NW LAKESHORE AVENUE AND NW 78TH STREET INTERSECTION**

PROJECT EXTENT: **NW LAKESHORE AVENUE**

TO: **INTERSECTION WITH NW 78TH ST.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Capacity

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

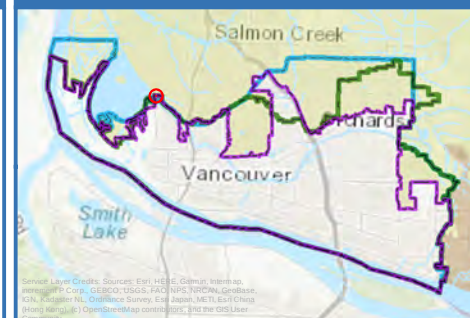
Project Description / Comments

Project proposes a roundabout at the intersection of NW Lakeshore Ave., NW 78th St., and Sluman Road to improve traffic operations.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Unfunded

Existing Funds:

SFS Funds:

Grant Funds:

Total Proj. Cost: \$2,000,000.00

***Start of Construction (Year):** unknown



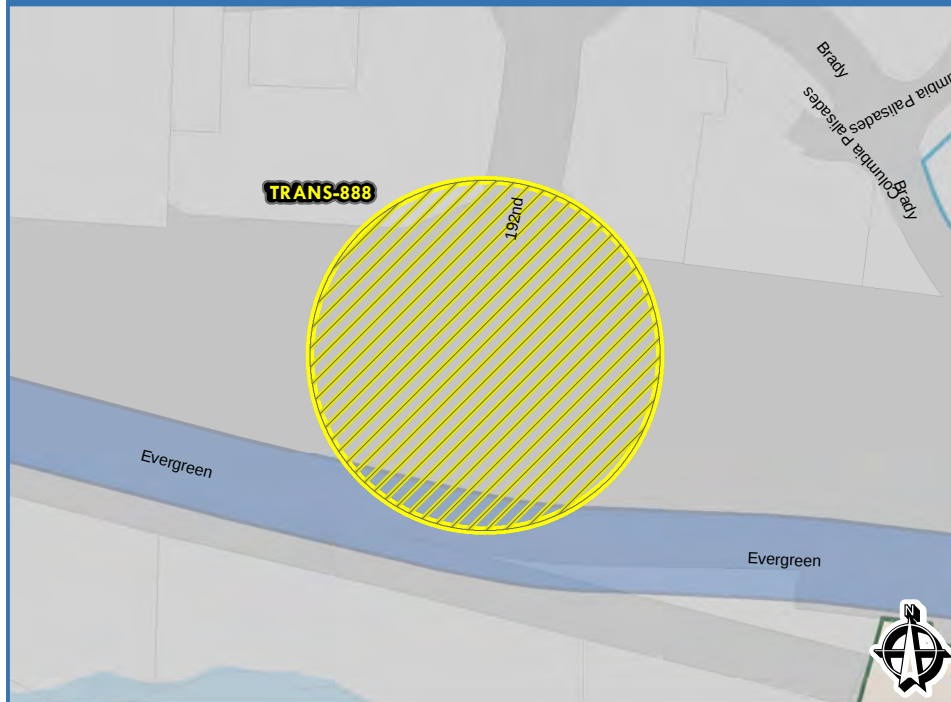
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **SE 192ND AVE. AND SR 14 INTERCHANGE IMPROVEMENTS**

PROJECT EXTENT: **SE 192ND AVE.**

TO: **SR14 (WESTBOUND) INTERSECTION**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Traffic

Project Status:

Future

Funding Status:

Partially Funded

PROJECT DESCRIPTION

Project Description / Comments

Install a new traffic signal, on the westbound on-ramp from SE 192nd Avenue to SR 14. This signal is needed to improve safety and Level of Service. Improvements triggered by proposed development in the area including the Columbia Palisades development. Partialy Funded by Proportionate Share \$\$.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Partially Funded

Existing Funds:

SFS Funds:

Grant Funds:

Total Proj. Cost: \$4,000,000.00

***Start of Construction (Year): unknown**



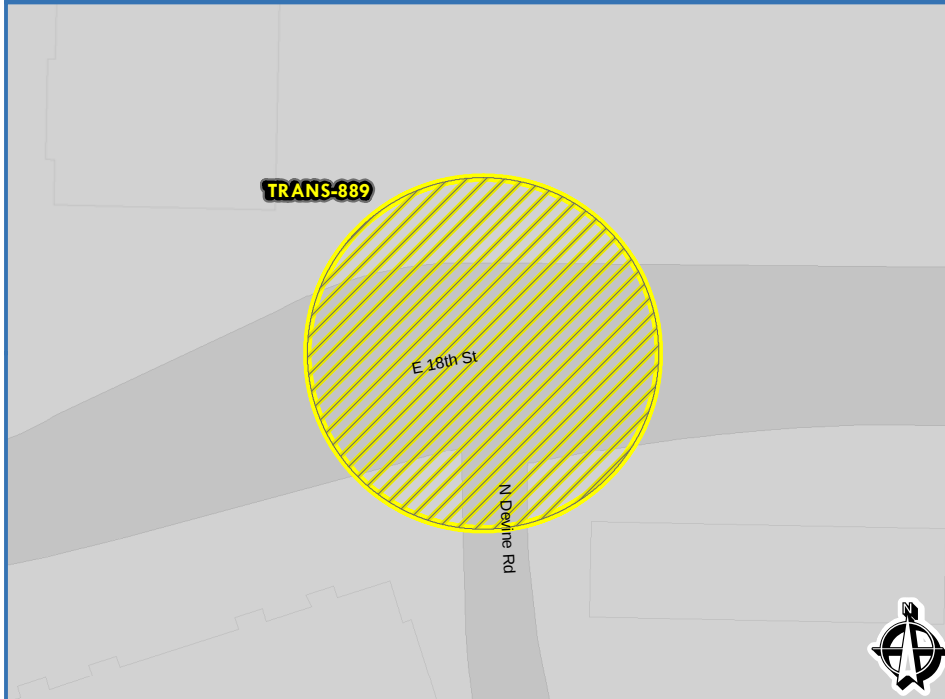
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 18TH ST. AND N. DEVINE RD. ADA IMPROVEMENTS**

PROJECT EXTENT: **NE 18TH ST.**

TO: **N. DEVINE RD. INTERSECTION**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Pedestrian

Project Status:

Future

Funding Status:

Funded

PROJECT DESCRIPTION

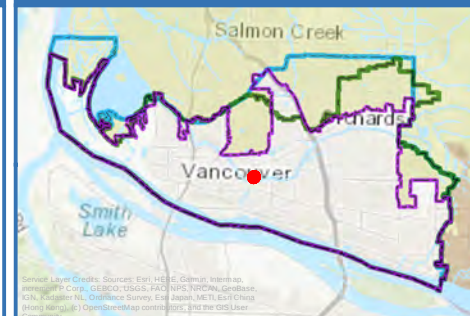
Project Description / Comments

Project improvements for improved ADA access at the intersection of NE 18th St and Devine. Funded through TRANS-844 - Multimodal Safety and Accessibility.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Funded

Existing Funds:

SFS Funds:

Grant Funds:

Total Proj. Cost: \$500,000.00

***Start of Construction (Year): unknown**



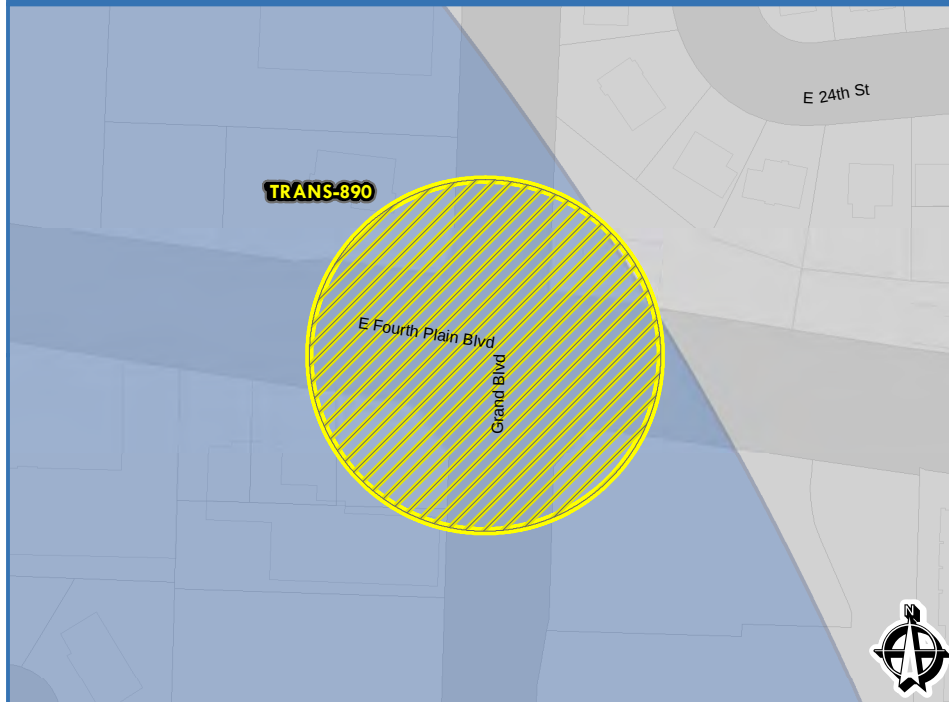
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE FOURTH PLAIN BLVD. AND GRAND BLVD. - PEDESTRIAN IMPROVEMENT SW CORNER**

PROJECT EXTENT: **NE FOURTH PLAIN BLVD.**

TO: **GRAND BLVD. INTERSECTION**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Pedestrian

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

Project Description / Comments

Increase radius of southwest corner to improve pedestrian safety and ADA access, and accommodate truck turns. Project requested by City of Vancouver Traffic Engineering.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Unfunded

Existing Funds:

SFS Funds:

Grant Funds:

Total Proj. Cost: \$150,000.00

***Start of Construction (Year): unknown**



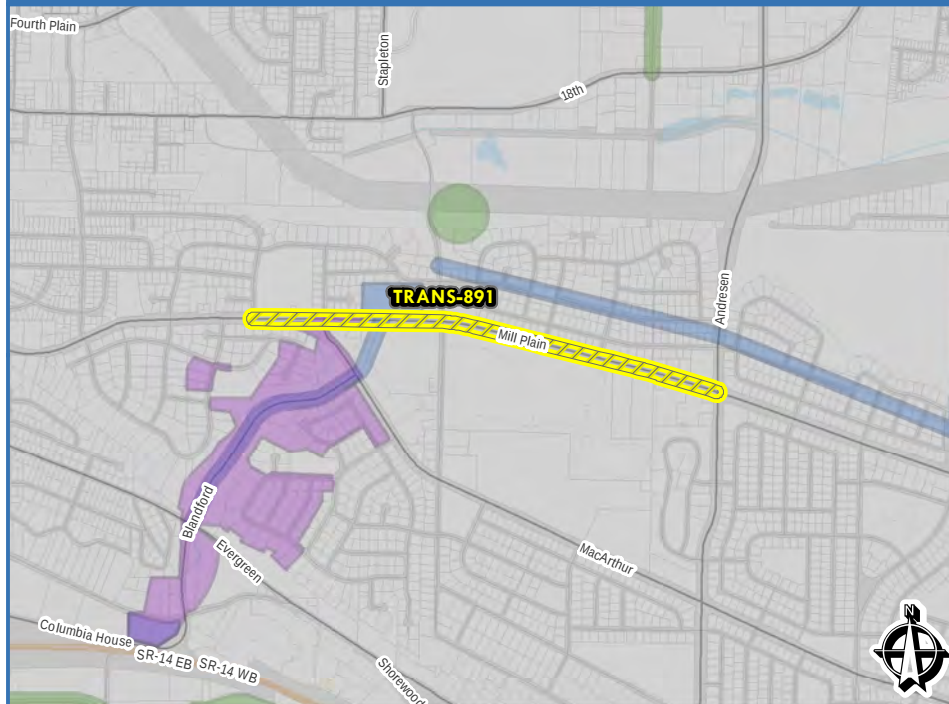
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **E. MILL PLAIN BOULEVARD, BOISE AVE. TO N. ANDRESEN RD.**

PROJECT EXTENT: **BOISE AVE.**

TO: **N. ANDRESEN RD.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Capacity

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

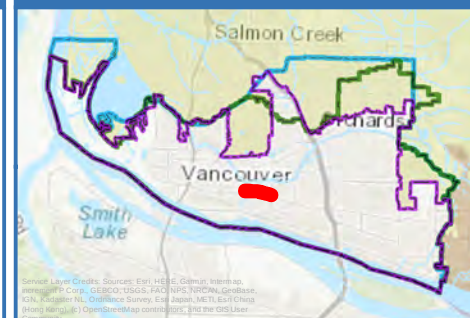
Project Description / Comments

Heights District Plan recommended roadway changes to improve safety, support multimodal mobility and accommodate future Bus Rapid Transit line. Includes reducing lane widths, adding protected bike facilities, improving sidewalks, adding planter strips, and adding and/or improving ADA access and pedestrian crossings at Ogden, Missoula and Helena.

LEGEND

- | | | |
|------------------------------|-----------------------|---------------|
| Project Area | Water Project Areas | Battle Ground |
| Transportation Project Areas | SCIP Project Areas | Camas |
| Sanitary Sewer Project Areas | Vancouver City Limits | Washougal |
| Surface Water Project Areas | Clark County | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Unfunded

Existing Funds:

SFS Funds:

Grant Funds:

Total Proj. Cost: \$10,000,000.00

***Start of Construction (Year): unknown**



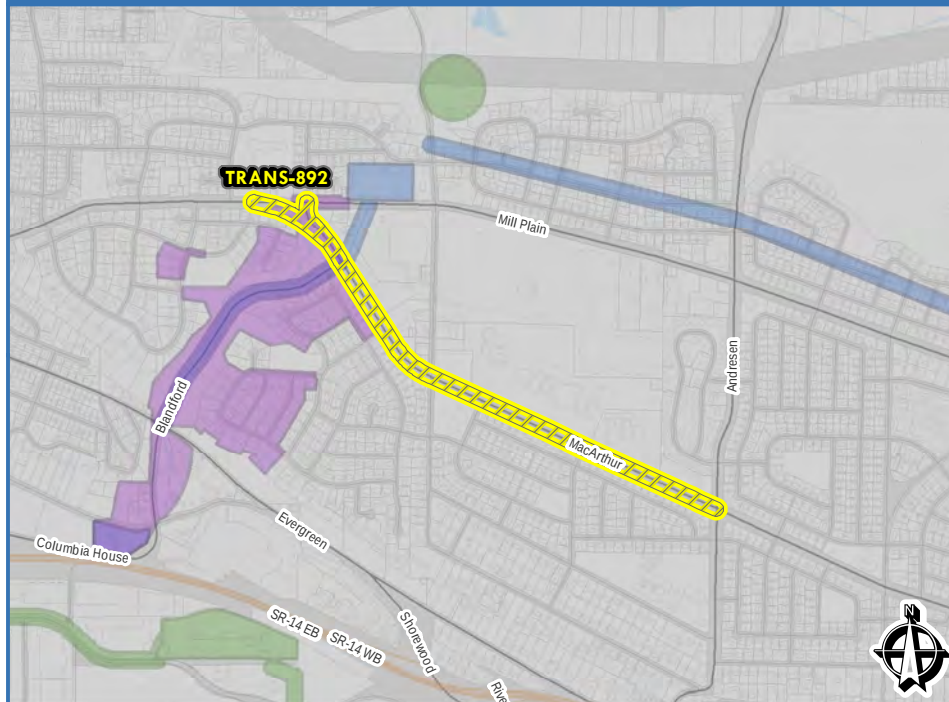
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **MACARTHUR BOULEVARD, E. MILL PLAIN BLVD. TO N. ANDRESEN RD.**

PROJECT EXTENT: **E. MILL PLAIN BLVD.**

TO: **N. ANDRESEN RD.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Capacity

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

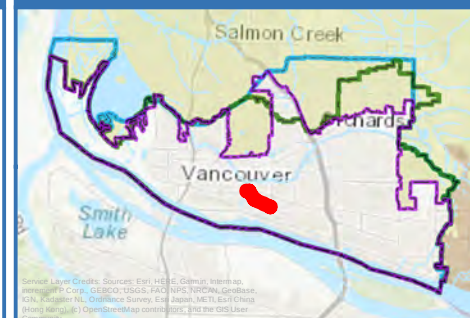
Project Description / Comments

Heights District Plan recommended roadway changes to improve safety, support multi-modal mobility, and add a linear greenbelt. Includes moving vehicle travel to the east side of the median and converting the west side to separated bicycle and pedestrian facilities, and open space. Will include improved ADA access and pedestrian crossings at Blandford, Phoenix, Texas and Burdick.

LEGEND

- | | | |
|------------------------------|-----------------------|---------------|
| Project Area | Water Project Areas | Battle Ground |
| Transportation Project Areas | SCIP Project Areas | Camas |
| Sanitary Sewer Project Areas | Vancouver City Limits | Washougal |
| Surface Water Project Areas | Clark County | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Unfunded

Existing Funds:

SFS Funds:

Grant Funds:

Total Proj. Cost: \$15,000,000.00

***Start of Construction (Year): unknown**



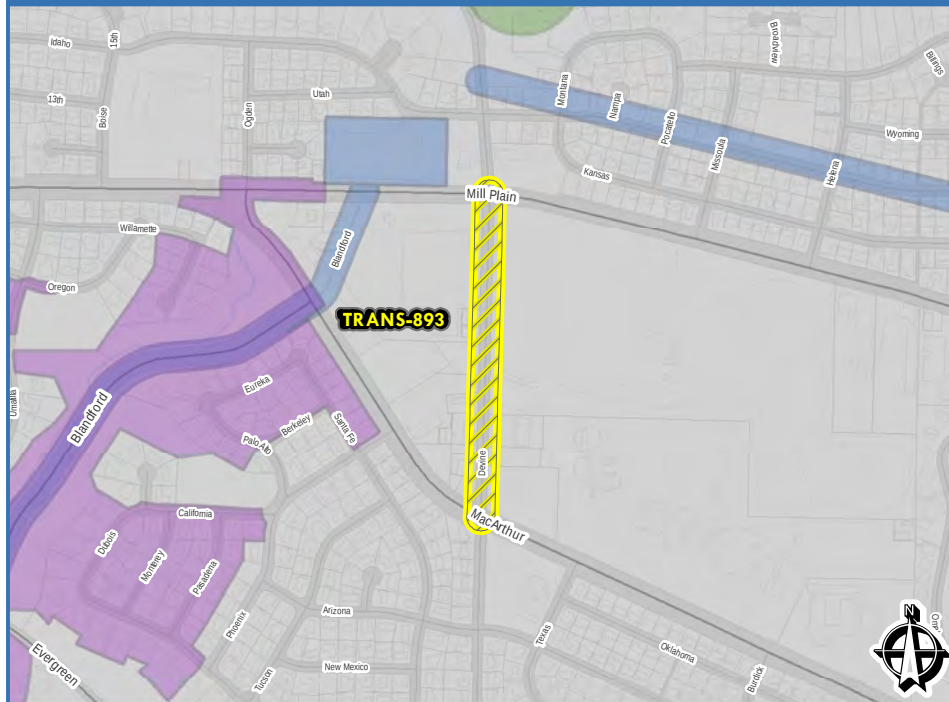
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **N. DEVINE RD. - E. MILL PLAIN BLVD. TO MACARTHUR BLVD.**

PROJECT EXTENT: **E. MILL PLAIN BLVD.**

TO: **MACARTHUR BLVD.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Capacity

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

Project Description / Comments

Heights District Plan recommended roadway changes to improve safety and support multi-modal mobility, including a two-way protected bike facility on the west side of the street, improved ADA access and sidewalks, larger planter strips, and enhanced crossings. Sidewalk improvements along Devine being constructed as part of TRANS-871.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Unfunded

Existing Funds:

SFS Funds:

Grant Funds:

Total Proj. Cost: \$4,000,000.00

***Start of Construction (Year): unknown**



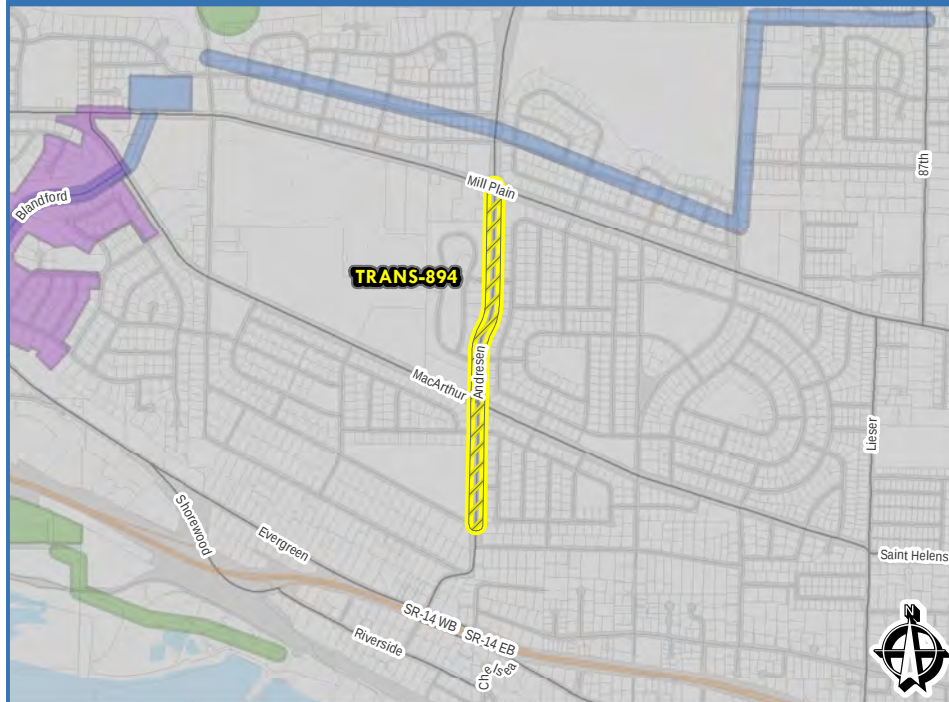
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **ANDRESEN RD. - E. MILL PLAIN BLVD. TO HIGHLAND DR.**

PROJECT EXTENT: **E. MILL PLAIN BLVD**

TO: **HIGHLAND DR.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Capacity

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

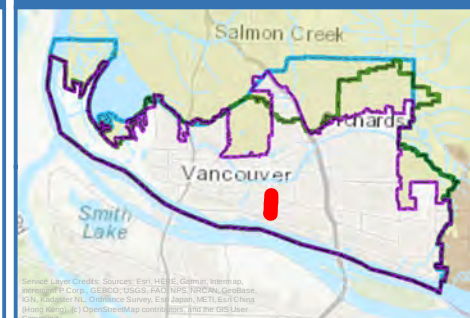
Project Description / Comments

Roadway changes to improve safety and support multi-modal mobility. Includes reducing the travel lanes from four to two just south of Mill Plain, adding protected bike facilities, widening sidewalks and adding planter strips, improving ADA access pedestrian crossings at Wichita, Missouri and Louisiana.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Unfunded

Existing Funds:

SFS Funds:

Grant Funds:

Total Proj. Cost: \$10,000,000.00

***Start of Construction (Year):** unknown



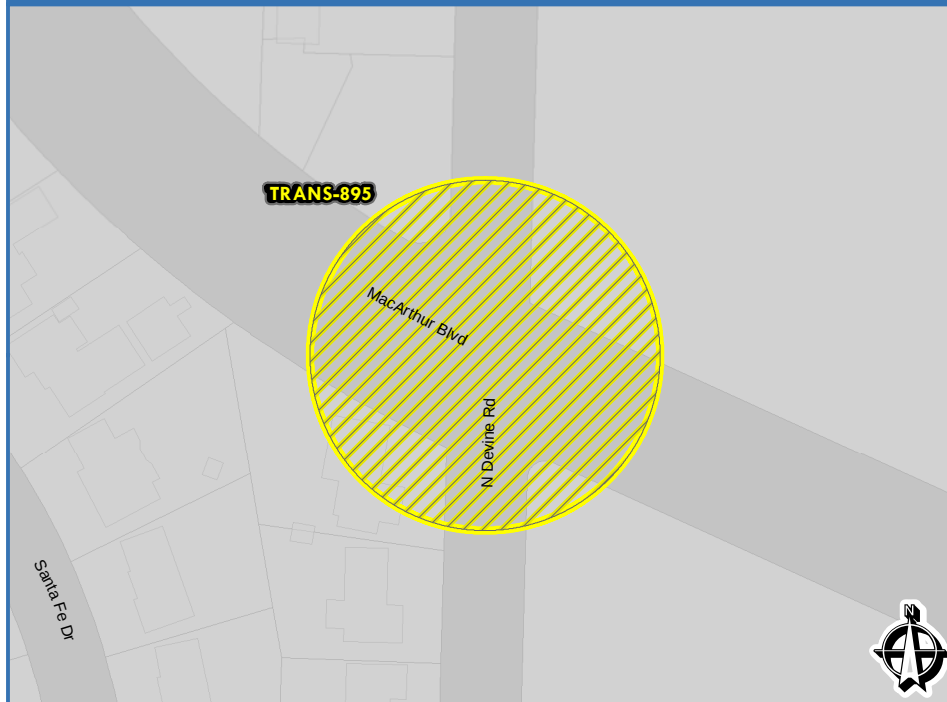
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **MACARTHUR BLVD. AT N. DEVINE RD. ROUNDABOUT**

PROJECT EXTENT: **MACARTHUR BLVD.**

TO: **N. DEVINE RD. INTERSECTION**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Traffic

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

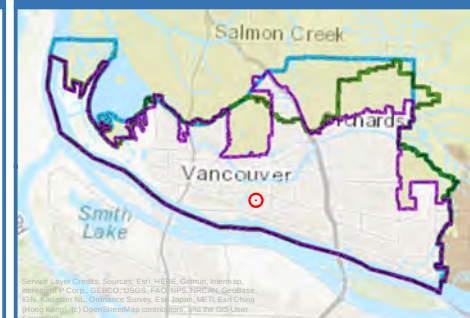
Project Description / Comments

Heights District Plan recommended roadway changes - Construct roundabout to optimize multimodal traffic safety and operations with additional trips generated by redevelopment in the Heights District.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Unfunded

Existing Funds:

SFS Funds:

Grant Funds:

Total Proj. Cost: \$1,500,000.00

***Start of Construction (Year): unknown**



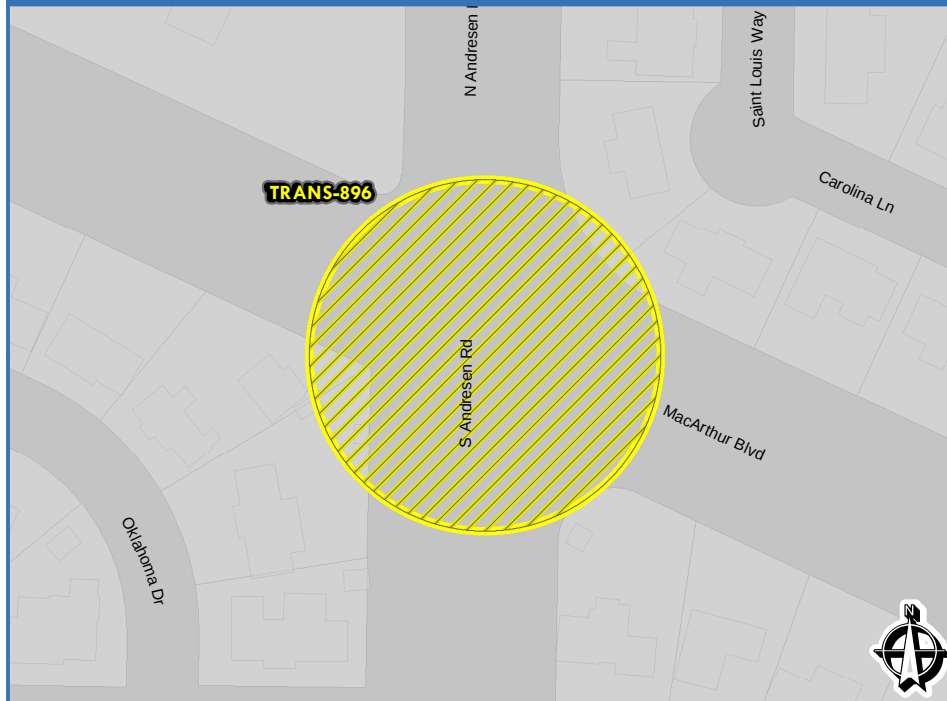
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **MACARTHUR BLVD. AT N. ANDRESEN RD. ROUNDABOUT**

PROJECT EXTENT: **MACARTHUR BLVD.**

TO: **N. ANDRESEN RD. INTERSECTION**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Traffic

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

Project Description / Comments

Heights District Plan recommended roadway changes -Construct roundabout to optimize multimodal traffic safety and operations with additional trips generated by redevelopment in the Heights District.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Unfunded

Existing Funds:

SFS Funds:

Grant Funds:

Total Proj. Cost: \$1,500,000.00

***Start of Construction (Year): unknown**



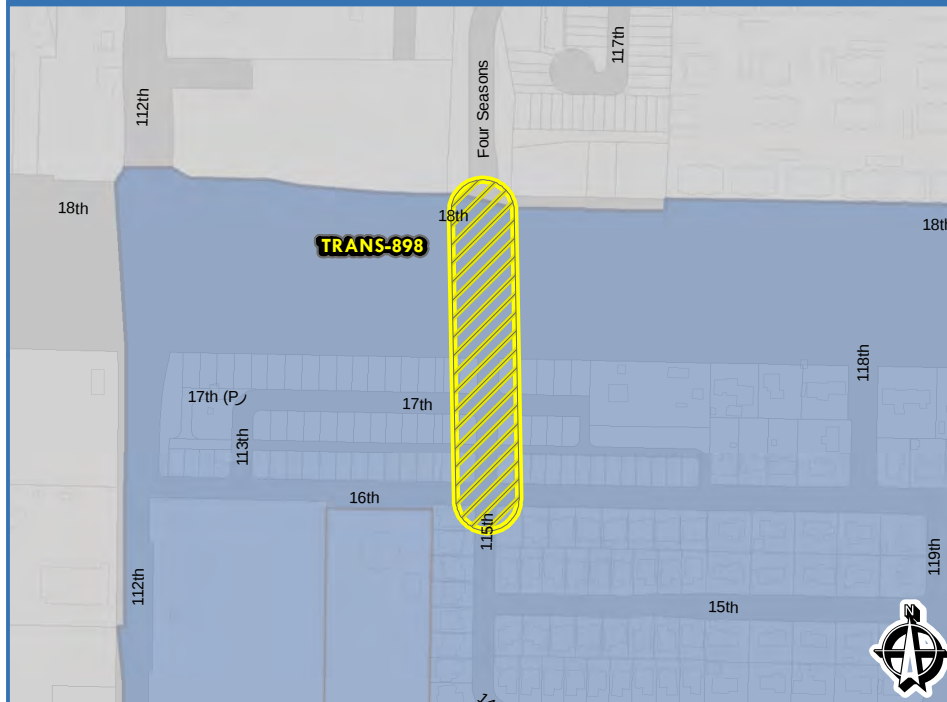
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 115TH AVE. – NE 16TH ST. TO NE 18TH ST.**

PROJECT EXTENT: **NE 16TH ST.**

TO: **NE 18TH ST.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Capacity

Project Status:

Active

Funding Status:

Partially Funded

PROJECT DESCRIPTION

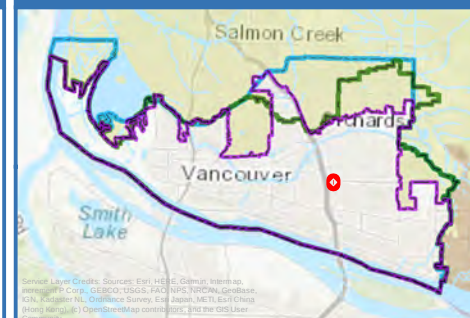
Project Description / Comments

This project proposes a new road connecting NE 16th Street and NE 18th Street in the vicinity of Four Seasons Lane and Joe's Place farm. This is partially funded through \$250K developer contribution and will require ROW from Joe's Place Farms and Bonneville Power Administration.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Partially Funded

Existing Funds:

SFS Funds:

Grant Funds:

Total Proj. Cost: \$925,000.00

***Start of Construction (Year): unknown**



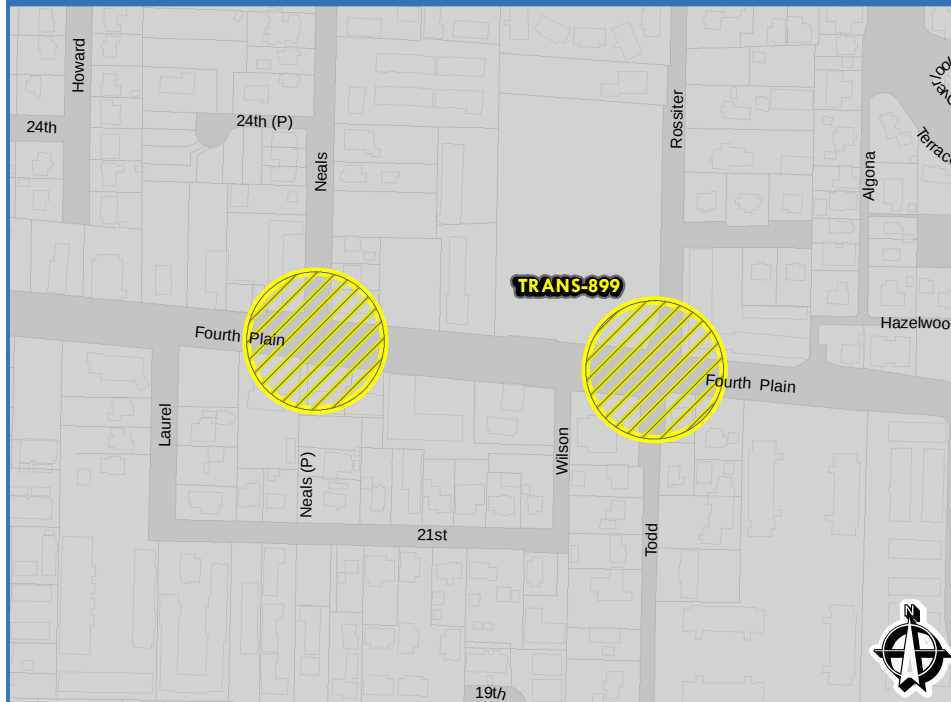
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE FOURTH PLAIN BLVD ENHANCED PEDESTRIAN CROSSINGS**

PROJECT EXTENT: **FT. VANCOUVER WAY**

TO: **ROSSITER LANE**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Multimodal

Project Status:

Future

Funding Status:

Funded

PROJECT DESCRIPTION

Project Description / Comments

Pedestrian and ADA accessible improvements on E Fourth Plain Blvd. east of Fort Vancouver Way. Improvements include a HAWK beacon and pedestrian refuges on Fourth Plain between Fort Vancouver Wy. and Z St., at Neals Lane, and at Todd Rd./Rossiter Ln. Funded through TRANS-844 - Multimodal Safety and Accessibility.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Funded

Existing Funds:

SFS Funds:

Grant Funds:

Total Proj. Cost: \$748,000.00

***Start of Construction (Year): unknown**



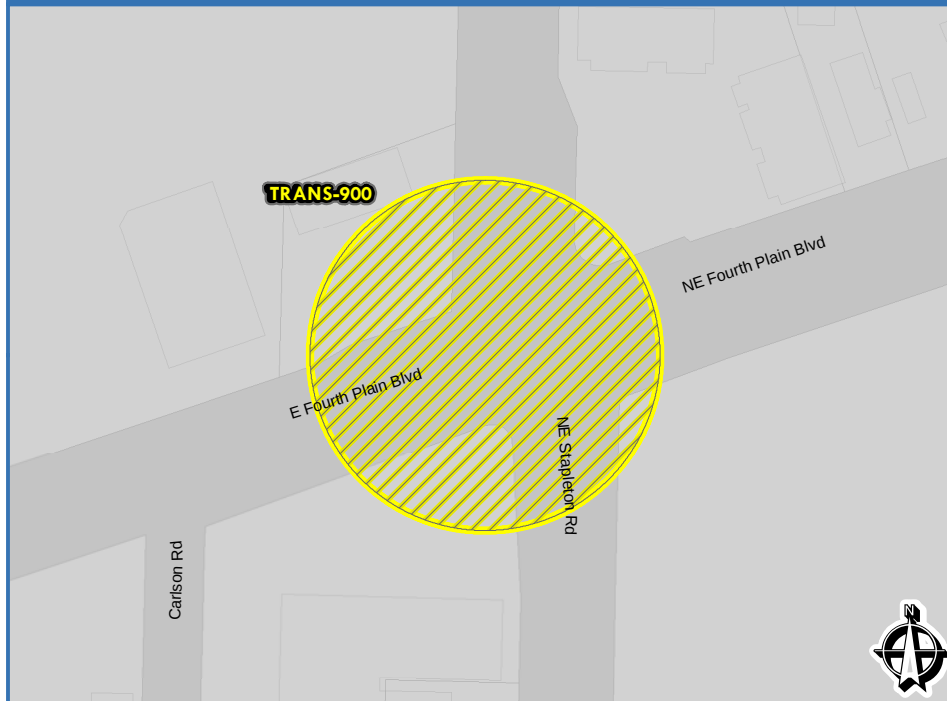
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE FOURTH PLAIN BLVD. AND STAPLETON RD. INTERSECTIONS IMPROVEMENTS**

PROJECT EXTENT: **NE FOURTH PLAIN BLVD.**

TO: **STAPLETON RD. INTERSECTION**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Multimodal

Project Status:

Future

Funding Status:

Funded

PROJECT DESCRIPTION

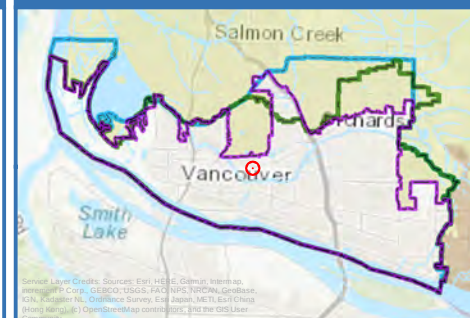
Project Description / Comments

Signing, striping and signal improvements at NE Fourth Plain Blvd. and Stapleton Rd.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:

Funded

Existing Funds:

SFS Funds:

Grant Funds:

Total Proj. Cost:

\$133,000.00

***Start of Construction (Year):** unknown



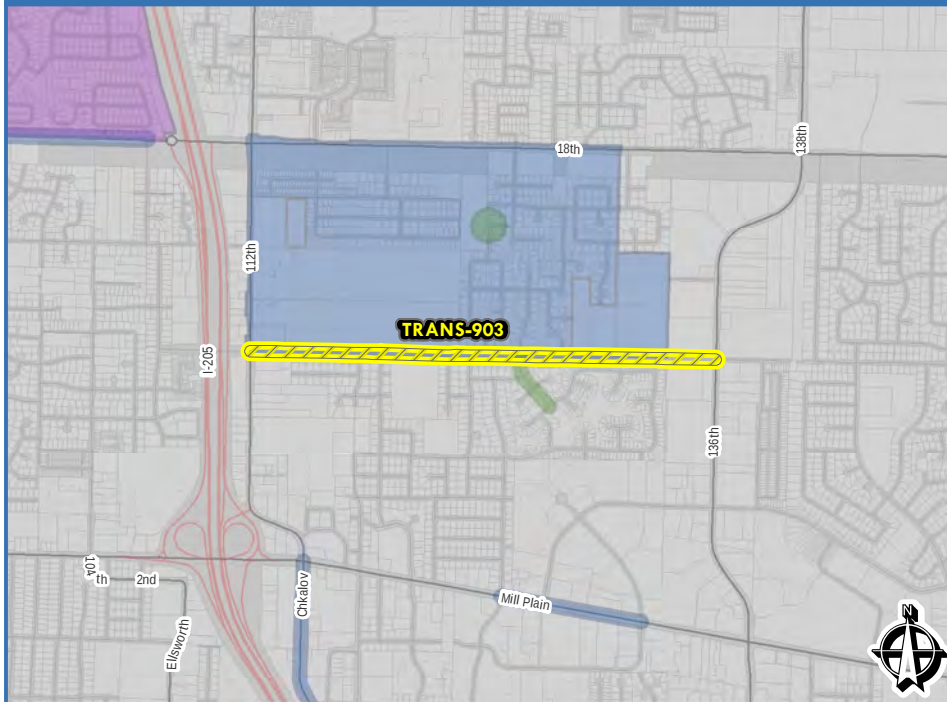
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 9TH ST. INFILL SIDEWALK - NE 112TH AVE. TO NE 136TH AVE.**

PROJECT EXTENT: **NE 112TH AVE.**

TO: **NE 136TH AVE.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Pedestrian

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

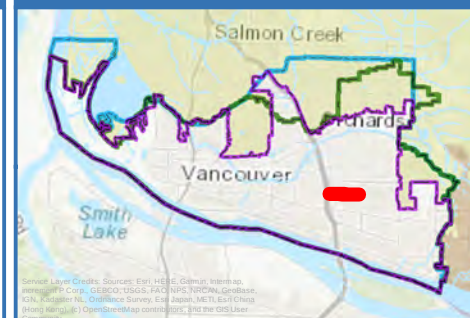
Project Description / Comments

This project will add new sections of sidewalk infill along NE 9th St., between NE 112th Ave. and NE 136th Ave.

LEGEND

- | | | |
|------------------------------|-----------------------|---------------|
| Project Area | Water Project Areas | Battle Ground |
| Transportation Project Areas | SCIP Project Areas | Camas |
| Sanitary Sewer Project Areas | Vancouver City Limits | Washougal |
| Surface Water Project Areas | Clark County | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Unfunded

Existing Funds: No

SFS Funds: No

Grant Funds: No

Total Proj. Cost: \$500,000.00

***Start of Construction (Year):**



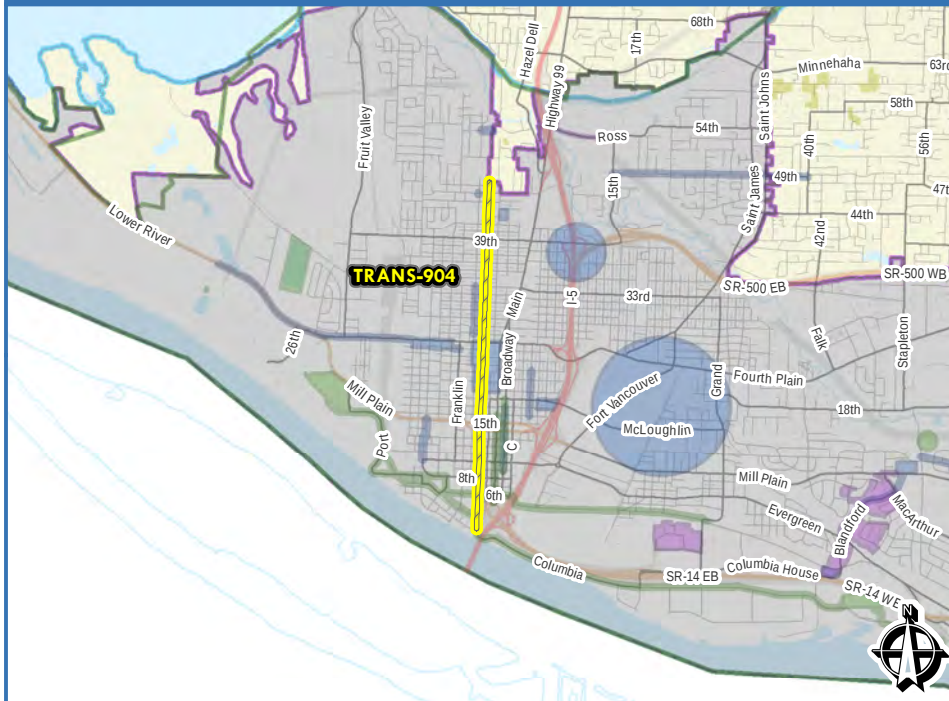
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **COLUMBIA STREET SAFETY AND MOBILITY PROJECT**

PROJECT EXTENT: **COLUMBIA WAY**

TO: **N. 45TH ST.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Multimodal

Project Status:

Active

Funding Status:

Funded

PROJECT DESCRIPTION

Project Description / Comments

Improvements to include: protected and parking-protected bike lanes between 8th Street and 45th Street, as well as improvements to existing multiuse path between Columbia Way and 8th Street. Additional improvements include bike boxes, two-stage left turn boxes, and bike lane extensions/crossbikes at intersections; new and converted ladder-style crosswalks and lighting; Leading Pedestrian Intervals; bicycle and pedestrian counters; bicycle detection; and converting speed humps to speed tables and adding new speed tables. Pavement management portion of project funded through Pavement Management Program; bicycle and pedestrian improvements funded through WSDOT grant.

LEGEND

- | | | |
|------------------------------|-----------------------|---------------|
| Project Area | Water Project Areas | Battle Ground |
| Transportation Project Areas | SCIP Project Areas | Camas |
| Sanitary Sewer Project Areas | Vancouver City Limits | Washougal |
| Surface Water Project Areas | Clark County | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Funded
Existing Funds:	Yes
SFS Funds:	Yes
Grant Funds:	Yes
Total Proj. Cost:	\$3,800,000.00
*Start of Construction (Year):	2021



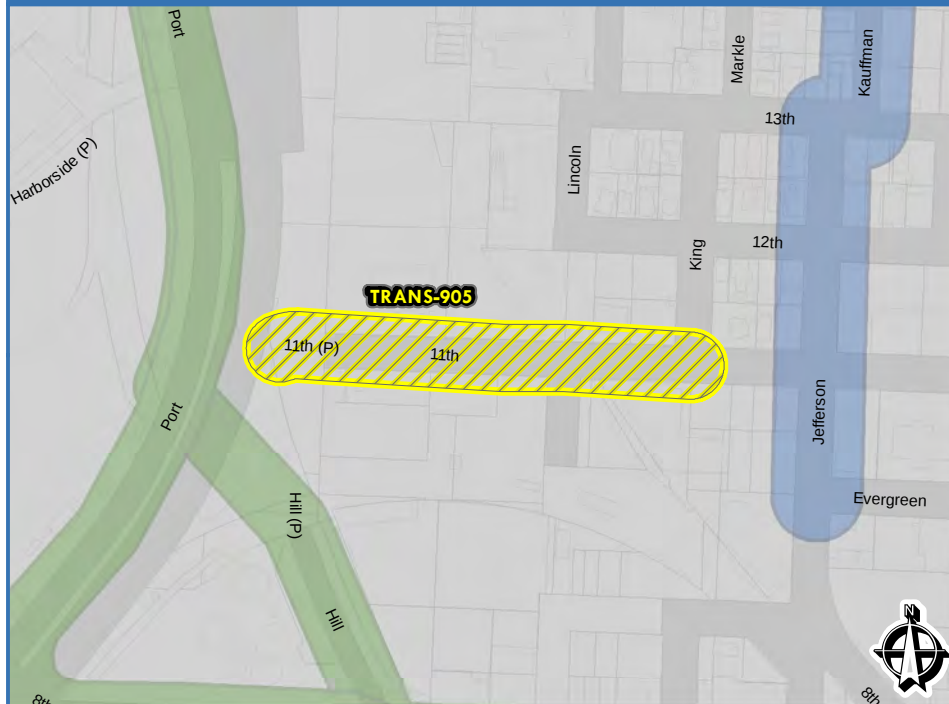
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **AMTRAK MULTIMODAL ACCESS**

PROJECT EXTENT: **W. 11TH ST AND HILL ST.**

TO: **W. 11TH ST AND KING ST.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Multimodal

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

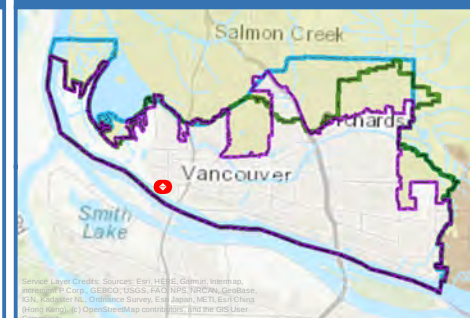
Project Description / Comments

Multimodal bike/ped access on W. 11th St., from King St. to the Amtrak Station.

LEGEND

	Project Area		Water Project Areas		Battle Ground
	Transportation Project Areas		SCIP Project Areas		Camas
	Sanitary Sewer Project Areas		Vancouver City Limits		Washougal
	Surface Water Project Areas		Clark County		

VICINITY MAP



FUNDING & SCHEDULE

Funding Status:	Unfunded
Existing Funds:	No
SFS Funds:	No
Grant Funds:	Potential
Total Proj. Cost:	\$10,000,000.00

***Start of Construction (Year):**



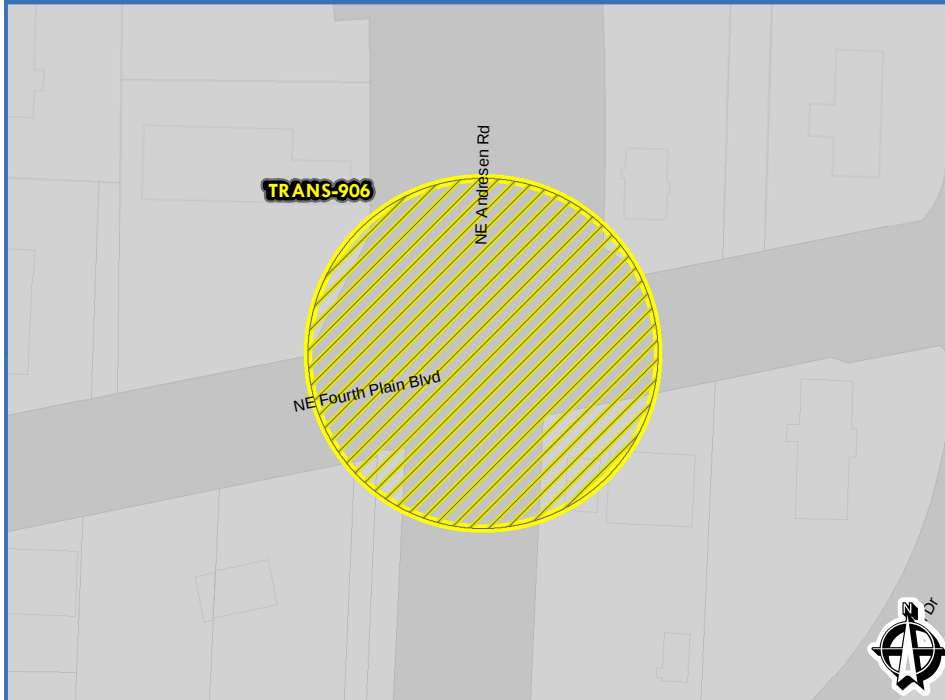
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE ANDRESEN RD./NE FOURTH PLAIN BLVD. INTERSECTION IMPROVEMENTS**

PROJECT EXTENT: **NE ANDRESEN RD.**

TO: **NE FOURTH PLAIN BLVD. INTERSECTION**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Capacity

Project Status:

Future

Funding Status:

Partially Funded

PROJECT DESCRIPTION

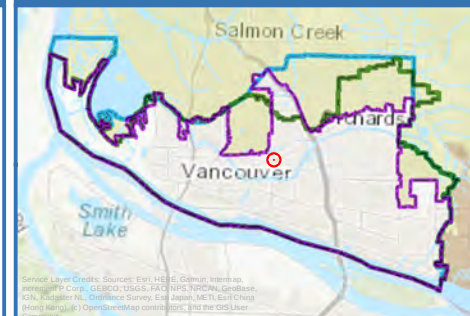
Project Description / Comments

Extend southbound right turn lane pocket on NE Andresen Rd., from NE Andresen Rd. to westbound NE Fourth Plain Blvd. Partially funded through \$60,000 contribution from WSDOT.

LEGEND

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | Project Area | | Water Project Areas | | Battle Ground |
| | Transportation Project Areas | | SCIP Project Areas | | Camas |
| | Sanitary Sewer Project Areas | | Vancouver City Limits | | Washougal |
| | Surface Water Project Areas | | Clark County | | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Partially Funded

Existing Funds: Yes

SFS Funds:

Grant Funds:

Total Proj. Cost: \$100,000.00

***Start of Construction (Year):**



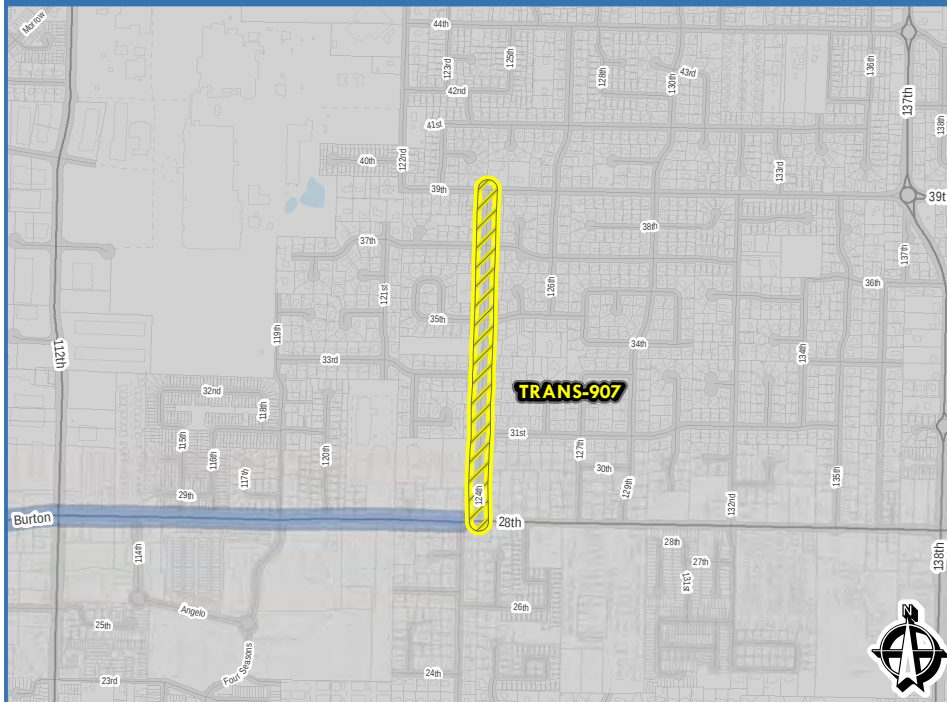
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 124TH AVE. - NE 28TH ST. TO NE 39TH ST.**

PROJECT EXTENT: **NE 28TH ST.**

TO: **NE 39TH ST.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Capacity

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

Project Description / Comments

Reconstruction/Upgrade existing two lane Collector Arterial to current standards, to include sidewalks, ADA ramps, bike facilities and streetlights

LEGEND



VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Unfunded

Existing Funds: No

SFS Funds: No

Grant Funds: No

Total Proj. Cost: \$10,000,000.00

***Start of Construction (Year):**



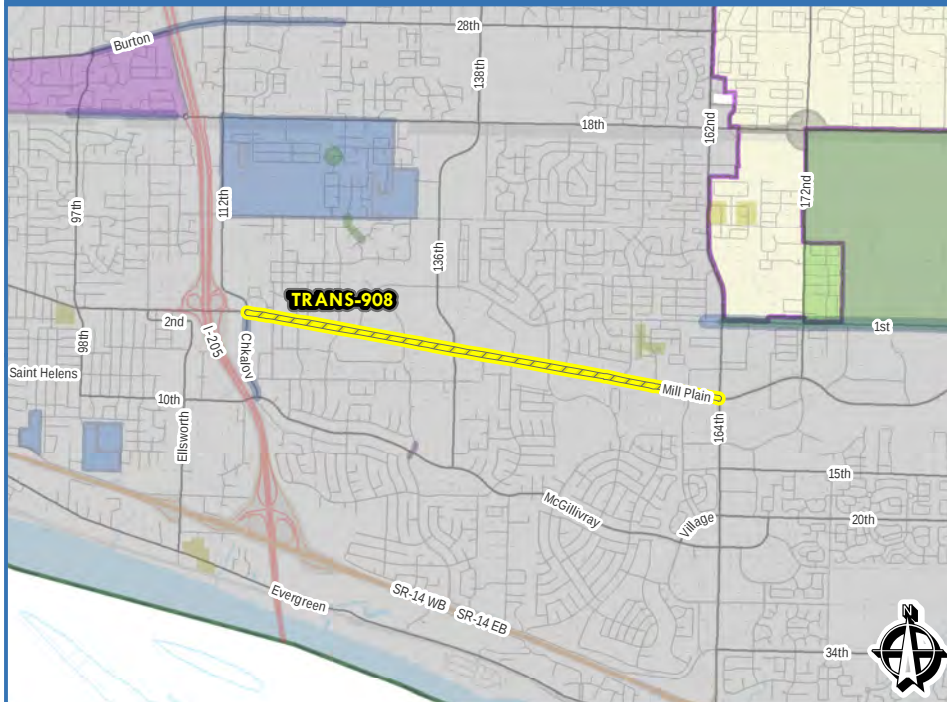
2022 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **SE MILL PLAIN AERIAL FIBER REMOVAL**

PROJECT EXTENT: **NE CHKALOV DR.**

TO: **SE 164TH AVE.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Traffic

Project Status:

Future

Funding Status:

Funded

PROJECT DESCRIPTION

Project Description / Comments

Remove aerial fiber along Mill Plain, for the new C-Tran BRT project, from Chkalov to SE 164th Ave. Approximately 100,000 lineal feet of aerial fiber to be removed and re-located underground.

LEGEND

- | | | |
|------------------------------|-----------------------|---------------|
| Project Area | Water Project Areas | Battle Ground |
| Transportation Project Areas | SCIP Project Areas | Camas |
| Sanitary Sewer Project Areas | Vancouver City Limits | Washougal |
| Surface Water Project Areas | Clark County | |

VICINITY MAP



FUNDING & SCHEDULE

Funding Status: Funded

Existing Funds: Yes

SFS Funds:

Grant Funds:

Total Proj. Cost: \$125,000.00

***Start of Construction (Year):** 2022



STREETS - ARTERIAL CLASSIFICATION CHANGES	
New Designation:	Recommendation
None at this time	
Redesignation:	
West side - Remove proposed future arterial extension of NW 26th Ave., north of La Frambois Rd.	Remove as an arterial since this road segment is now planned to be a local access road.
East side - Remove proposed future arterial extension of SE 25th St and ADD proposed future arterial along SE 29th St. from SE 177th Ave. and SE 192nd Ave.	Revisions accurately reflect what will be built with future development in the area.
East side - Show Burton Rd. between NE 109th Ave. and NE 112th Ave. as a Minor Arterial.	Previous map showed this small section as a principal arterial. Correcting map to match classification to the west and east.
East side - Remove future arterial along NE 63rd St between NE 147th Ave and NE 162nd Ave	Revisions accurately reflect what will be built with future development in the Bircher area.
East side - Remove future arterial NE 13th St between NE 187th Ave and NE 192nd Ave	Revisions accurately reflect what will be built based on redevelopment in the area.
Other:	
East side - Revise map to show NE 59th St. as an existing street - between NE 137th Ave. west to halfway between NE 127th Ave. and NE 131st Ave.	Change road segment from proposed to constructed.
East side - Revise map to show NE 56th St. as an existing street between NE 121st Ave. and NE 127th Ave.	Change road segment from proposed to constructed.
East side - Revise map to show SE 5th St. between SE 121st Ave. to SE 123rd Ave., as an existing street.	Change road segment from proposed to constructed.



GLOSSARY

FREQUENTLY USED TERMS AND ACRONYMS

ACP

Annual Construction Program or Asphalt Concrete Pavement

ADA

Americans with Disabilities Act

ADT

Average Daily Traffic

AIP

Arterial Improvement Program (TIB funding Program)

Access

Access is a means of approach to provide vehicular or pedestrian entrance or exit to a property. This may not necessarily include all movements.

Access Management

Access management is the process of providing and managing access to land development while preserving the regional flow of traffic in terms of safety, capacity and speed.

A.M. Peak Hour

Identified by a one-hour period in the morning when traffic flow increases. The A.M. peak hour typically occurs between 6:30 a.m. and 9 a.m. Traffic volumes occurring during the A.M. peak hour are used to calculate the overall operation of a roadway or intersection.

ARRA

American Recovery and Reinvestment Act. Also referred to as an economic stimulus package, ARRA was enacted by Congress in February 2009. The act provides \$28.35 billion for improving and maintaining transportation infrastructure throughout the United States.

Arterial

An arterial is a major street carrying the traffic of local and collector streets to and from freeways and other major streets. Arterials generally have traffic signals at intersections and may have limits on driveway spacing and street intersection spacing. Further details can be found in the Vancouver Municipal Code (11.80.040).

Biological Assessment

A biological assessment is an environmental document required for compliance with the Endangered Species Act for projects with federal funding or permits.

CAT

Citizen Advisory Team

CCRP

Corridor Congestion Relief Program (State funding source)

CDBG

Community Development Block Grant. Block grants are targeted for low and moderate-income areas. Improvements typically consist of sidewalk and capital improvement programs.

CMAQ

Congestion Mitigation and Air Quality Improvement (Federal funding source). This funding is for projects that create a direct air quality benefit, leading toward attainment or maintenance of a National Ambient Air Quality Standard (NAAQS).

CN

Construction

CTL

Center-Turn Lane

C-TRAN

Clark County Public Transportation Benefit Area Authority, the transit agency for Clark County, Washington.

CWP

Clean Water Program

Capacity

The maximum rate of flow at which vehicles can be reasonably expected to traverse a point or uniform segment of a lane or roadway during a specified time period under prevailing roadway, traffic, and control conditions; usually expressed as vehicles per hour. In the project list spreadsheets *Capacity* is a term used to describe a subset of projects that upgrade existing substandard streets to urban arterial standards. This subset of projects typically improves more than just vehicle capacity. They also improve the pavement section, street lighting, bicycle, pedestrian and ADA facilities.

Collector Streets – Urban Collector

Collectors – Urban Collector. *Urban collector* provides for land access and traffic circulation within and between residential neighborhoods, and commercial and industrial areas. Direct access to adjacent land uses, however, is still subordinate to traffic movement. Access to abutting properties is controlled through the use of raised channelization, driveway spacing and pavement markings. Typically, collectors are not continuous for any great length, nor do they form a connected network by themselves.

Comprehensive Plan

Long-range plan, typically looking 20 to 50 years into the future, which is intended to guide growth and development of a community. Comprehensive Plans are required by the Washington State Growth Management Act for specific counties and cities in Washington State. The Plans establish goals and policies for managing population growth and land development while ensuring that the growth is adequately served by public facilities.

Concurrency

The Concurrency ordinance (VMC 11.95) was adopted in response to the Washington State Growth Management Act, which required local jurisdictions to adopt level-of-service (LOS) standards for the arterial road system and to ensure maintaining those standards when considering new development. This process is called *Concurrency*. Concurrency applies to any development, land division, site plan and conditional use permit approvals.

EA

Environmental Assessment

Environmental Review

The consideration of environmental factors as required by the Washington State Environmental Policy Act (SEPA). The environmental review process is the procedure used by agencies and others under SEPA for giving appropriate consideration to the environment in agency decision-making. (WAC 197-11-746).

Enhancement

In the project list spreadsheets *Capacity* is a term used to describe a subset of projects that upgrade pedestrian or bicycle facilities, or otherwise enhance the livability of the community through upgrades to the street system.

ESA

The Endangered Species Act was established in 1973 to preserve ecosystems of endangered and threatened species. The Act was recently amended to include various species of fish, wildlife, and plants throughout the United States.

FAST Act

On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) into law—the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The FAST Act maintains our focus on safety, keeps intact the established structure of the various highway-related programs we manage, continues efforts to streamline project delivery and, for the first time, provides a dedicated source of federal dollars for freight projects. With the enactment of the FAST Act, states and local governments are now moving forward with critical transportation projects with the confidence that they will have a federal partner over the long term.

Growth Management

A group of strategies used by a government to direct the timing, location and type of development in a community

Growth Management Act (GMA)

The State of Washington's Growth Management Act was adopted in 1990 to address the negative consequences of unprecedented population growth and suburban sprawl in the State. The GMA requires all cities and counties in the State to plan for future growth, with more extensive requirements for the largest and fastest-growing counties and cities in the State. Its requirements include guaranteeing the consistency of transportation and capital facilities plans with land use plans.

HES

Hazard Elimination System/Safety (Federal Funding Source). The objective of this fund is to improve specific locations which constituted a danger to vehicles or pedestrians as shown by frequency of accidents.

HIS-HRRP

In 2008, a portion of the funding provided through Federal Transportation Act SAFETEA-LU was made available for safety grants. Funds were provided through the Highway Safety Improvement Program (HSIP) and the High Risk Rural Roads Program (HRRRP).

HOV

High-Occupancy Vehicle

Impacts

Impacts are the effects or consequences of actions. Environmental impacts are effects upon the elements of the environment.

Interchange

A system of interconnecting roadways in conjunction with one or more grade separations, providing for the movement of traffic between two or more roadways on different levels

Intersection

The general area where two or more roadways join or cross, within which are included the roadway and roadside facilities for traffic movements in that area.

ITS

Intelligent Transportation System

Land Use

The type of activity associated with a specific geographic area. Land-use categories can be broad (e.g., residential, retail, office, industrial, and recreational), or they can be very specific (e.g., single-family residential, convenience market, or elementary school). In order to estimate trip generation characteristics for a specific geographic area, it is necessary to know both the type and intensity of land use (e.g., single-family residential land use at a development intensity of eight units per acre).

Level of Service (LOS)

The Level of Service is a grading system developed by the transportation profession to quantify the degree of comfort (including such elements as speed, travel time, number of stops, total amount of stopped delay, and impediments caused by other vehicles) afforded to drivers as they travel through an intersection or roadway segment. LOS is expressed as a letter grade that ranges from “A”, indicating that drivers will experience little, if any delay, to “F”, indicating significant traffic congestion and driver delay will occur.

MVFT

Motor Vehicle Fuel Tax

Mitigation

(1) Avoiding impacts altogether by not taking a certain action or parts of an action; (2) minimizing impacts by limiting the degree or magnitude of the action and its implementation by using appropriate technology, or by taking affirmative steps to avoid or reduce impacts; (3) rectifying impacts by repairing, rehabilitating, or restoring the affected environment; (4) reducing or eliminating impacts over time by preservation and maintenance operations during the life of the action; (5) compensating for impacts by replacing, enhancing or providing substitute resources or

environments; and/or, (6) monitoring impacts and taking appropriate corrective measures (WAC 197-11-768).

Mode

The means by which travel is accomplished. Alternative modes of travel include walking, bicycling, auto, bus, light rail, airplane, ferry, etc.

NAAQS

The National Ambient Air Quality Standards were set up by the Environmental Protection Agency (EPA) to help mitigate the health impacts of air pollution. EPA established NAAQS measure for six pollutants that include carbon monoxide, ozone, particulate matter, lead, sulfur dioxide, and nitrous oxide.

Non-attainment Area

Geographic area in which air pollution levels exceed the NAAQS. (See above.)

Peak Hour

A period of 60 consecutive minutes during which an intersection or roadway system experiences the greatest amount of traffic volume

P.M. Peak Hour

A one-hour period in the afternoon or evening when traffic flow increases. The P.M. peak hour typically occurs between 4 and 6 p.m. Traffic volumes occurring during the P.M. peak hour are used to calculate the overall operation of a roadway or intersection.

PE

Preliminary Engineering

PSE

Plans, Specifications and Estimates

PSMP

Pedestrian Safety and Mobility Program

PWB

Public Works Board. The Public Works Board was created by the 1985 State Legislature. The Board is composed of local government officials, special purpose district representatives and private sector members. The mission of the Washington State Public Works Board is “to assist Washington’s local governments and private water systems in meeting their public works needs to sustain livable communities.” The

Board is authorized to loan money to counties, cities, and special purpose districts to repair, replace, or create domestic water systems, sanitary sewer systems, storm water systems, roads, streets, solid waste and recycling facilities and bridges.

PWTF

Public Works Trust Fund. This trust fund is administered by the Public Works Board. The PWTF Construction and Pre-construction Loan Programs provide funds to design, repair, replace or create a facility. These loans have a 5- to 20-year term with an interest rate of one-half percent. Maximum for any agency is \$10 million per biennium.

RCW

Revised Code of Washington. Contains all laws of the state of general and permanent nature.

REET

Real-estate Excise Tax

RTC

Southwest Washington Regional Transportation Council. RTC is the regional transportation planning agency for Clark, Klickitat and Skamania counties.

WW&RP

Washington Wildlife and Recreation Program

Right-of-Way/ROW

Right-of-way is property held by the City for existing or future public roads or other public improvements.

Roadway Conditions

The geometric characteristics of the street or highway, including the type of facility and its development environment, the number of lanes (by direction), lane and shoulder widths, lateral clearances, design speed, and horizontal and vertical alignments.

Roadway

A roadway is the improved portion of an easement or right-of-way, excluding curbs, sidewalks and ditches. Road, roadway and street are used as interchangeable terms.

Roadway Section

A roadway section is a cross-section of a roadway which displays, travel lanes, turning lanes, bike lanes, sidewalks and medians with their respective dimensions. Each classification of roadway has a corresponding roadway section.

SAFETEA-LU

Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU. The Act was signed into law by the President on August 10, 2005.). With guaranteed funding for highways, highway safety and public transportation totaling \$244.1 billion, SAFETEA-LU represents the largest surface transportation investment in our nation's history. The two landmark bills – the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21) – shaped the highway program to meet the nation's changing transportation needs. SAFETEA-LU builds on this firm foundation, supplying the funds and refining the programmatic framework for investments needed to maintain and grow our vital transportation infrastructure.

SEPA

State Environmental Policy Act. SEPA is a state law requiring agencies to consider the environmental consequences of their decisions. (WAC 197-11-790).

SFS

Street Funding Strategy (SFS). Refers to any revenue sources approved in 2015. Including Utility tax increase of 1.5%, Business License Surcharge increase, Transportation Benefit District (TBD) licensing fee revenues, and/or retired debt service being redirected to transportation improvements.

STP

Surface Transportation Program (Federal funding source). The objective of the STP is to fund construction, reconstruction, resurfacing, restoration and rehabilitation of roads functionally classified as arterials.

STP-C

Surface Transportation Program – Competitive Grant

STP-E

Surface Transportation Program – Enhancement Grant

STP-TMA

Surface Transportation Program – Transportation Management Area Grant

Signal Warrant

A criterion that must be met before the installation of a traffic signal can be considered.

Significant/Significance

- 1) *Significant* as used in SEPA means a reasonable likelihood of more than a moderate adverse impact on environment quality.
- 2) *Significance* involves context and intensity and does not lend itself to a formula or quantifiable test. Context may vary with the physical setting. Intensity depends on magnitude and duration of an impact. Severity of an impact should be weighed along with the likelihood of its occurrence. An impact may be *significant* if its chance of occurrence is not great, but the resulting environmental impact would be severe if it occurred. (WAC 197-11-794).

SWCAA

Southwest Washington Clean Air Agency. A government agency responsible for air pollution control and planning in Clark, Cowlitz, Lewis, Skamania and Wahkiakum Counties.

SYS

Traffic Signal System Improvement

TBD

Transportation Benefit District (TBD). In the state of Washington, a Transportation Benefit District is a quasi-municipal corporation and independent taxing district that can raise revenue for specific transportation projects, usually through vehicle license fees or sales taxes. RCW 36.73 authorizes cities (see also RCW 35.21.225) and counties to form TBDs. In other uses, TBD is a common term meaning “to be determined.”

TDM

Transportation Demand Management. A demand-based technique for reducing traffic congestion, such as ride-sharing programs and flexible work schedules enabling employees to commute to and from work outside of peak hours.

TEA-21

The Transportation Equity Act for the 21st Century was signed on June 9, 1998, superseding the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. This bill provides Federal transportation dollars for Federal, State and Local agencies. The majority of benefits associated with ISTEA are continued or expanded upon through TEA-21. Also, see SAFETEA-LU.

TIB

Transportation Improvement Board. A state funding agency that administers several state funding programs. The mission of the TIB is to assist local agencies to preserve and improve transportation systems by providing financial assistance, supporting economic development, promoting multi-jurisdictional and multi-modal coordination and to promote public/private cooperation.

TIF

Transportation Impact Fee. TIF is the traffic impact component of a development impact fee. An impact fee is a fee levied on a developer by the county as compensation for expected effects of the development.

TIMACS

Transportation Information Management and Control System

TIP

Six-Year Transportation Improvement Program

TPP

Transportation Partnership Program (TIB Funding Program)

TS

Traffic Signal Project

TSNS

Traffic Safety Near Schools

TSO

Traffic Signal Optimization

UAP

Urban Arterial Program (State funding source), formally known as the Arterial Improvement Program. This program was established by the State in 1967 as the Urban Arterial Trust Account (UATA) and designated as the AIP in July 1999. The purpose of this program is to fund city and urban county arterial road and street projects to reduce congestion and improve safety, geometrics and structural concerns.

UCP

Urban Corridor Program (State funding source), formally known as the Transportation Partnership Program. This program was established by the State in 1988 as the Transportation Improvement Account (TIA) and designated as the TPP in July 1999.

The purpose of the program is to fund projects on the regional transportation plan that are necessitated by existing or future congestion due to economic growth.

UR-SP

Urban Sidewalk Program (State funding source), formally known as the Pedestrian Safety and Mobility Program. This program was established by the TIB in 1994 as the Pedestrian Facilities Program (TIA-PFP) and designated as the PSMP in July 1999. The program goal is to enhance and promote pedestrian mobility by providing funding for pedestrian projects that provide access and connectivity of pedestrian facilities.

V/C Ratio

Ratio of volume to capacity for a traffic facility

Volume

Number of vehicles passing a point on a lane or roadway during some time interval, often taken to be one hour, but may also be expressed in terms such as sub-hourly, daily or annually.

WAC

Washington Administrative Code. The WAC is laws adopted by state agencies to implement state legislation.

WSDOT

Washington State Department of Transportation. WSDOT is a department of the State of Washington responsible for transportation-related planning, management and coordination.

Zoning

A map and ordinance text which divides a city or county into land use “zones” and specifies the types of land uses, setbacks, lot size, and size restrictions for buildings within each zone.



For additional information, please visit:

www.cityofvancouver.us/streetstip

www.cityofvancouver.us/betterstreets



Este informe contiene información importante. Pídale a alguien que se lo traduzca o llame Ciudad de Vancouver, 360-487-7130.

В данном отчете содержится важная информация. Попросите кого-нибудь перевести ее для вас или звоните City of Vancouver, 360-487-7130.

Báo cáo này có thông tin bổ sung về dự án. Hãy nhờ người khác giải thích cho quý vị hoặc gọi cho City of Vancouver, 360-487-7130.



To request other formats, please contact:
Vancouver Public Works
360-487-7130 | TTY: 360-487-8602
betterstreets@cityofvancouver.us

TRANSPORTATION MOBILITY COMMISSION

MEETING MINUTES

Vancouver City Hall – Council Chambers – 415 W. Sixth Street
PO Box 1995 – Vancouver, Washington 98668-1995
www.cityofvancouver.us

Charles Frayer • Teresa Hardy • Matt Herman • Leah Jackson • Michelle Thana • Mike Paine •
Mario Raia • Eduardo Ramos • Derya Ruggles • Carson Valenta • Ken Williams

June 1, 2021

DRAFT Meeting Summary/Meeting Minutes

Date of meeting (June 1, 2021)

Time of meeting (4-6:45 p.m.)

Location of meeting (Convened telephonically, no in person attendance)

CALL TO ORDER AND ROLL CALL

The June 1, 2021 meeting of the Transportation Mobility Commission was called to order at 4:03 p.m. by Chair, Mike Paine.

Present: Charles Frayer, Mario Raia, Matt Hermen, Teresa Hardy, Leah Jackson, Mike Paine, Eduardo Ramos, Derya Ruggles, Ken Williams

Late:

Absent: Carson Valenta, Michelle Thana

READING OF THE PREAMBLE

ACTION ITEMS

ADOPTION OF MINUTES

Commissioner Hardy requested the May minutes include more details on the discussions at the meeting. Chair Paine deferred action on the May minutes to the next meeting, to provide staff time to update the minutes to include more discussion details.

COLLABORATION COMPACT

The Commission was provided more time to review the Collaboration compact after the May meeting. Staff has added the changes from Commissioner Ruggles in the meeting materials. Commissioner Jackson requested the Collaboration Compact language be more consistent, as items that are actionable. Many of the other Commissioners agreed. Commissioner Williams requested the Compact be more time specific, to reference specific things, so that readers in the future understand what is being referenced. Chair Paine asked staff if the Commission could review this document at the retreat. Staff indicated it will likely be this fall. Chair Paine tabled

the item to allow the Commission more time to revise the document. Staff suggested a subcommittee to revise the document. Chair Paine appointed Commissioners Jackson, Ruggles, Valenta, and Raia to the subcommittee. Chair Paine indicated the document should be ready for review by the full Commission by July 1. Commissioner Raia suggested meeting within 2 weeks to review the document.

Motion by Jackson, seconded by Valenta, and carried unanimously to form a subcommittee to revise the Collaboration Compact, to be sent to the Commission for further consideration by July 1, 2021.

ROLL CALL VOTE:

Charles Freyer	Yes
Eduardo Ramos	Yes
Mario Reia	Yes
Mike Paine	Yes
Matt Herman	Yes
Derya Ruggles	Yes
Teresa Hardy	Yes
Leah Jackson	Yes
Carson Valenta	Yes
Ken Williams	Yes

INFORMATIONAL ITEM

Transportation Improvement Program (Rebecca Kennedy, Deputy Director, Community & Economic Development; Chris Malone, Finance & Asset Manager, Public Works)

Staff explained the Comprehensive Planning process, from the Strategic Plan through Phased Implementation, and how the Transportation System Plan fits into the Comprehensive Plan. Staff explained the interim TIP project prioritization process, the policy priorities, the scoring of projects, and a proposed TIP schedule for 2021 and 2022.

Commissioner Raia asked about the weighting of policy priorities. Staff clarified how the priorities are weighted. Commissioner Raia asked how the weights were determined. Staff explained the process of surveying staff from engineering, planning, and managers, who identified the priorities and rated each. Commissioner Raia brought up the topic of deferred maintenance and noted he didn't see any focus on transportation maintenance. Staff explained the TIP is focused on Capital projects, many of which are investing in infrastructure and long-term maintenance.

Commissioner Ruggles asked about the awarding of points, what organizations weighed in as stakeholders, and data gathering. Staff explained the development of a prioritized list of projects for City Council to consider. Chair Paine suggested having further conversations offline on the process.

Commissioner Herman asked for clarification on multi-modal projects. Staff indicated they would clarify active transportation and multi-modal projects.

Commissioner Hardy asked for Commissioner Ruggles questions to be distributed to the group.

(Audio Recording Time Stamp: 36:30 – 1:26:55)

Transportation System Plan – Equity Analysis, Crash Dashboard, and Public Outreach Process to Date (Tom Brennan, Nelson Nygaard; Corinna Kimble Brown, Nelson Nygaard)

The presentation covered the project schedule and equity focus areas and analysis. The Commission and staff discussed the draft results of the Equity Focus Areas map.

Commissioner Raia and Williams brought up the topic of houselessness in Vancouver, safety, and transportation. Commissioner Williams asked for more data related to the map. Commissioner Williams asked about using 2020 Census data. Staff clarified they would use census tract data rather than blocks.

Commissioner Ruggles asked about best practices in developing this map. Staff explained other cities and counties have formed equity cabinets, and other practices to facilitate outreach and inform transportation policy. Staff noted the lack of affordable housing has had a dramatic impact on transportation accessibility and sprawl.

Commissioner Hardy asked about collaboration with the DEI Director and the Homeless Response Director. Staff indicated they have been working with the new staff on this project and will continue to collaborate with them.

Commissioner Ramos asked for recordings of the community roundtable discussions. Staff indicated those discussions were not recorded but could provide the notes from staff. Commissioner Ramos asked about in person opportunities for participation in roundtables. Staff indicated they are looking into having safe, in person meetings.

Commissioner Jackson asked about including school district data in this process. Staff indicated there are many data sets they are looking at, including school district data.

(Audio Recording Time Stamp: 1:31:50 – 2:09:00)

PUBLIC TESTIMONY

Don Steinke was present to comment on climate change. He urged people to transition to public transportation and electric vehicles. He asked the Commission to consider climate implications on the decisions made by the Commission.

Commissioner Valenta asked about incremental and feasible options. Mr. Steinke urged the Commission to focus funding on public transportation, and away from street widening and sprawl.

David Benedicktus was present to comment on transportation impacts on public health, and limited access to healthcare due to lack of transportation. He noted other public health impacts tied closely to transportation issues.

COMMISSION COMMUNICATION

Commissioner Williams asked about the schedule of the TSP, and the goals and objectives of the TSP. The next phase starting in July is identifying solutions, at which point there is community involvement. Will there be any feedback from the Community or Commission on objectives and goals of the TSP? Jennifer Campos (staff) indicated they'll ask people to identify values and to develop goals for the TSP. The July meeting will cover the TSP components.

Commissioner Ramos asked for an update on the Climate Strategy Plan. Staff will follow up with the Commission since the last workshop for City Council and send out the current documents.

Commissioner Ruggles provided a statement on participation in the Transportation and Mobility Commission.

STAFF COMMUNICATIONS:

Jennifer Campos (Staff) noted she will be updating the advance agenda. In July, the Commission will cover the TSP, collision dashboard, public outreach, and a discussion on values. Staff will send out the revised advanced agenda. Staff noted Commissioners can be reappointed if interested in continuing participation. Commissioner Ruggles asked about the Envisioning Health and Safety webinar and asked if there was a summary that could be provided to the Commission. Staff will look into disturbing a summary or recording.

Commissioner Jackson asked about using City email addresses. Staff noted they are sending materials and information to both City email and personal email. City Attorney Galazin indicated it's easier for the City to fulfil public information requests by searching the public email, rather than personal email, and asked the Commission to use their City email. Staff indicated they would look at the distribution lists to make sure important information is sent to the city email and will follow up with the Help Desk to assist Commissioners in using their City email.

ADJOURNMENT 6:50 PM

Michael Paine, Chair

Meetings of the Transportation Mobility Commission are electronically recorded on audio. The audio tapes are kept on file in the office of the City Clerk for a period of six years.



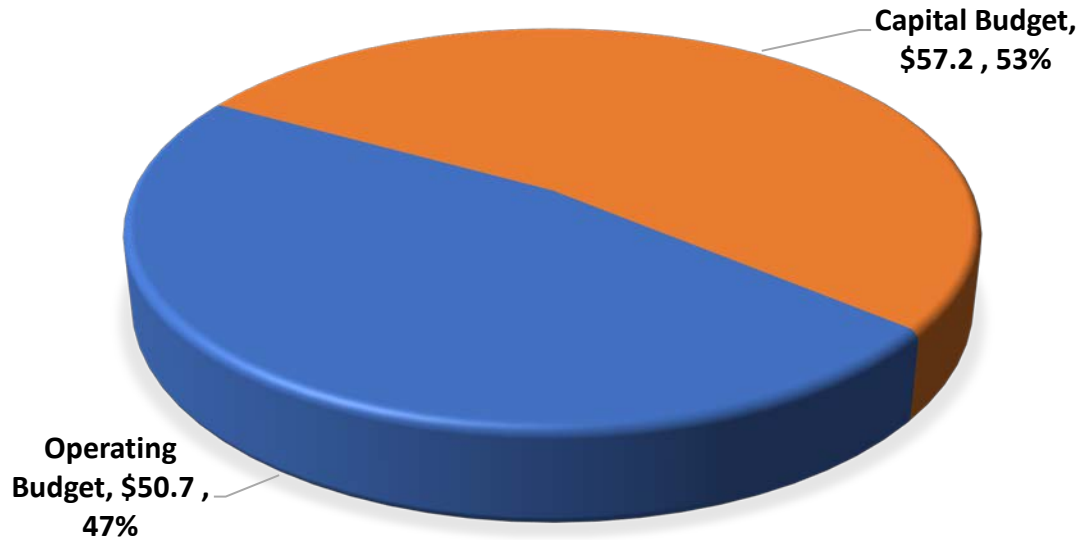
City of Vancouver 2021 First Supplemental Budget

CITY OF
Vancouver
WASHINGTON

Vancouver City Council
Public Hearing, June 21, 2021
Lisa Brandl, Deputy Finance Director

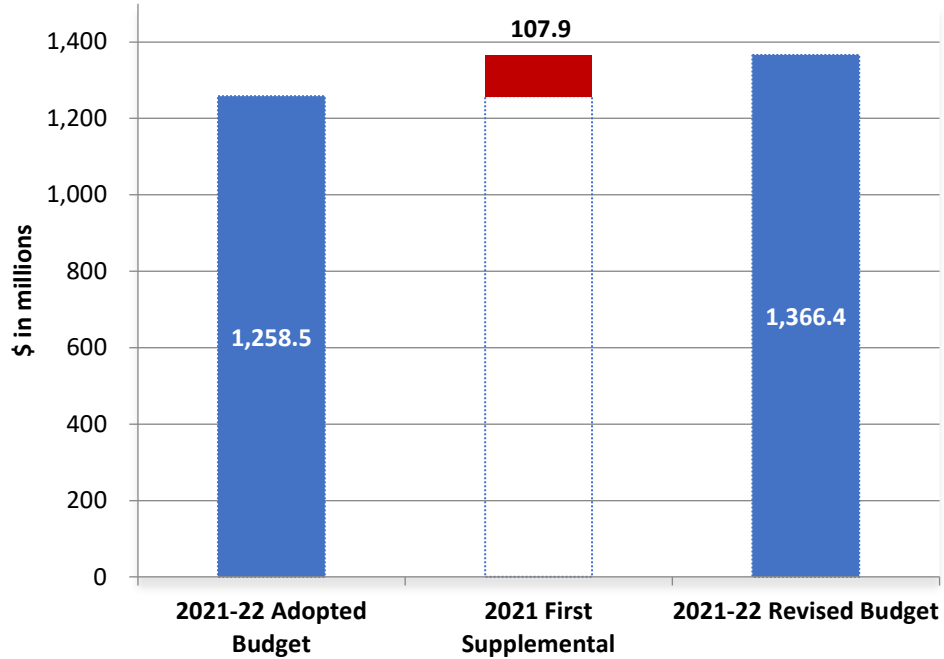
2021 First Supplemental Operating and Capital Budget

\$107.9 M Total



8.6% increase to the current biennium budget bringing the revised budget to \$1.4 B overall

2021-22 City of Vancouver Biennial Budget



2021 First Supplemental Budget Appropriation

Total 2021 First
Supplemental: \$107.9M

Operating
Budget
\$50.7M

Capital
Budget
\$57.2M

- Total net impact:
\$41.6 M city-wide
- Net Impact on the
General Fund:
utilization of
undesignated cash
balance of \$3.5 M

2021 First Supplemental Budget Appropriation

Total 2021 First Supplemental: \$107.9M

Operating Budget
\$50.7M

Capital Budget
\$57.2M

General, Street, Fire
Funds
\$19.8M

Other Funds
\$30.8M

Capital Projects
\$35.7M

Funding Transfers
\$21.5M

Major Highlights

- Update GF revenue forecast \$8.9 M
- Reinstate 20 FTEs across the organization
- Add 2.5 FTEs to increase administrative support capacity
- One-time investments:
 - Chkalov 521 Remodel funding true-up \$8.5 M
 - The Heights infrastructure to construction drawings \$1.8 M
 - CED: Critical Areas Code Update \$0.3 M
 - CED: Complete Streets evaluation \$0.1 M
 - Streets: Set aside for Section 30 infrastructure \$3.5 M

Major items in Other Operating Funds:

• Bond Fund: Bond refinancing (2020 with forward delivery and 2021)	\$17.4M
• Federal HOME and CDBG – Stimulus grants increase	\$ 3.5M
• Affordable Housing Sales Tax Fund – contribution to VHA towards hotel purchase to house population experiencing homelessness	\$ 2.5M
• Vehicle purchases	\$ 2.1M
• Risk Fund – Action on-site city-wide program to reduce injuries	\$ 0.2M
• Human Resources – Market Study, Training Program	\$ 0.4M

2021 First Supplemental: FTE Summary: Net New 11.5 FTEs

Community & Economic Development (5.5 Net FTE)

- 1.5 FTEs for Administrative Support and Analysis
- 2.0 FTEs LT Revenue-Funded Limited-Term FTE to support Interstate Bridge project
- Add 1.0 FTE LT to support HOME ARP grant
- 1.0 FTE Extend LT CTR Program Coordinator

Internal Services (1.75 Net FTE)

- 1.0 FTE in HR to support Employee Engagement, Recognition and Wellness
- Reinstate 0.5 FTE Legal Secretary for HART Diversion
- 0.25 FTE Increase of a Legal Program Coordinator to 1.0 FTE

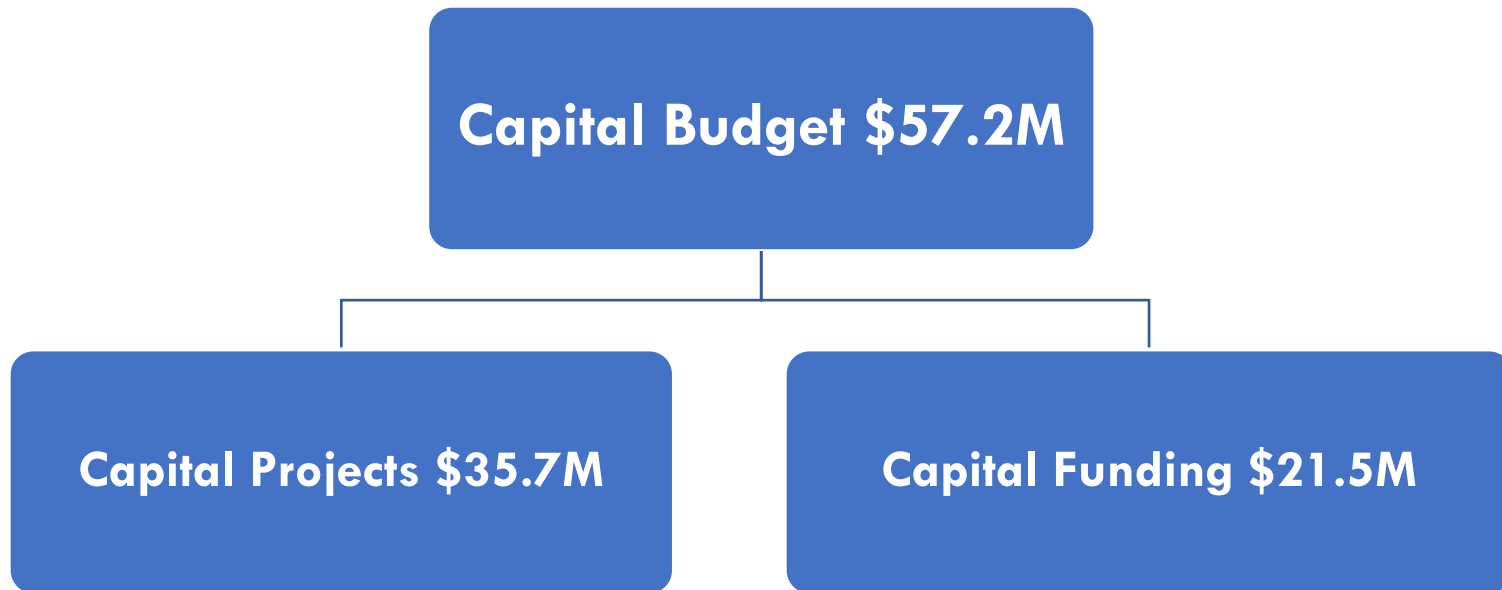
Parks & Recreation (2.25 Net FTE)

- 1.0 FTE Capital Projects Manager
- 1.0 FTE Administrative Assistant
- 0.25 FTE increase for an existing Program Coordinator to 1.0 FTE

Public Works (2.0 Net FTE)

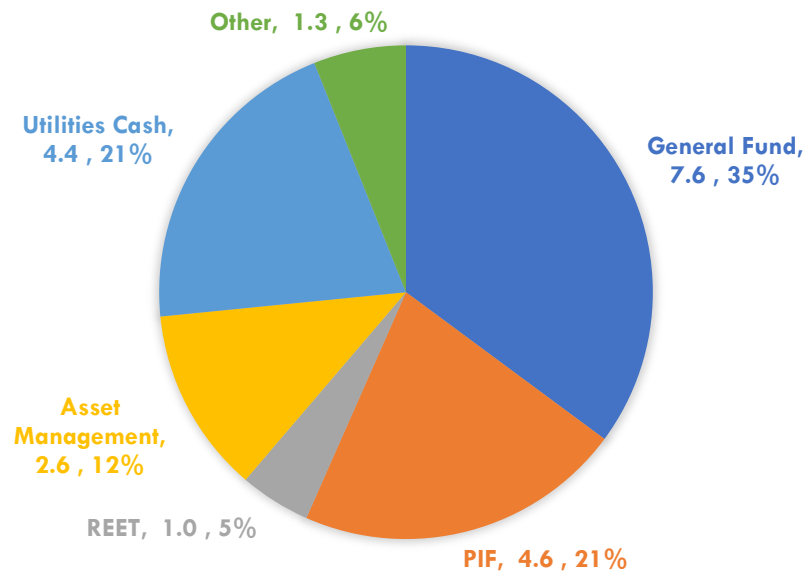
- 1.0 FTE Program Coordinator at the Pearson Airport
- 1.0 FTE Revenue-Funded Limited-Term Senior Traffic Engineer to support the IBR project

2021 First Supplemental: Capital Budget



2021 First Supplemental: Capital Funding

CAPITAL FUNDING: \$21.5M
(DOLLARS IN MILLIONS)



Questions and Discussion

Natasha Ramras, CFO

(360) 487-8484, Natasha.Ramras@cityofvancouver.us

Lisa Brandl, Deputy Finance Director

(360) 487-8445, Lisa.Brandl@cityofvancouver.us





Staff Report 086-21

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 6/21/2021

SUBJECT 2021 First Supplemental Budget

Key Points

- Budget adjustments are made each year to reflect changes in revenues and expenditures that occur after the biennial budget is adopted.
- This supplemental budget is mostly administrative in nature. It includes a total increase in the City's 2021-22 appropriation of \$107.9 million.

Strategic Plan Alignment

The supplemental budget aligns with a supports multiple goals and objectives in the Strategic Plan.

Present Situation

The first supplemental of 2021 includes mostly administrative items, such as bond refinancing, carryforwards of projects from 2020, grants related to stimulus support and one-time support from an increase in revenues that was unexpected due to the coronavirus pandemic.

The recommended expenditure appropriation increases for the City's Operating and Capital funds included in the 2021 First Supplemental Budget totals \$107.9 million. An increase of \$50.7 million relates to recommended changes in the Operating budget, with the remaining appropriation increase of \$57.2 million representing changes in capital projects and supporting funding transfers. The Supplemental will result in utilizing \$41.6 million in City resources; of that amount, the General Fund's share is \$3.5 million.

Appropriation increases to the General, Street and Fire funds total \$19.8 million over the biennium. Major items are summarized below:

- Reinstatement of budget appropriation for 20 full-time equivalent positions (FTEs) across the organization that were frozen during the Adopted budget;

- A set-aside for future funding of public infrastructure in Section 30;
- Professional Services in Community Planning to support the Critical Areas Code Update and Complete Streets Evaluation;
- Carry-forward items that were appropriated in 2020, but not fully expended due to timing delays, including Mark-43 system implementation that will replace the VPD RegJIN records system, remaining appropriation in the Pavement Management program, vehicle purchases delayed due to the pandemic and a number of other smaller items;
- Miscellaneous grants including Interstate Bridge Replacement memorandum of understanding (MOU) funding two FTEs, a grant for a mobile forensic vehicle, and multiple federal grants to fund equipment and personnel (training/overtime).

The remaining appropriation increase relates to changes in other operating City funds. Major changes are summarized below:

- Bond refinancing of two debt issues represents the single largest supplemental item in other funds. One of these was approved in 2020 with forward delivery in 2021 and one was approved in June of 2021. The total appropriation increase needed to complete the transaction is \$17.4 million. Refinancing will result in significant savings over the remaining life of the bonds;
- Federal HOME Investment Partnerships Program (HOME) and Community Development Block Grant (CDBG) stimulus grants of \$3.5 million;
- Contribution to Vancouver Housing Authority (VHA) from the Affordable Housing Sales Tax Fund to support purchase of a facility to house the population experiencing homelessness;
- Human Resources and Risk Management support of professional services to support a market study, a citywide program to reduce injuries and a citywide training program.

The total net Capital Budget appropriation of \$57.2 million (including internal transfers) is included in the First Supplemental of 2021. Expenditures by project are outlined in Attachment C to the ordinance. Following are some of the changes to projects included in the Supplemental:

- Parks capital projects totaling \$7.3 million for:
 - Heights infrastructure design, including parks, streets and utilities infrastructure design and construction drawings;
 - Park Impact Fee (PIF)-funded contingency to fund acquisition of new land parcels in District C.
- General Capital/Asset Management projects totaling \$17.2 million for:
 - Vancouver Fire Station 3 relocation/replacement, including land acquisition and station design;
 - Old library building major maintenance, including roof replacement and other items;
 - An increase in cost of the Tower Mall demolition project due to the timing delay and current bidding environment;
 - Vancouver Police Training Facility and Headquarters (Chkalov 521) building remodel;
 - Marshall Community Center pool resurfacing.
- Water, Wastewater and Streets/Transportation totaling \$11.1 million for:
 - Water Station 5 to Water Station 9 Transmission Piping to improve transmission capacity;
 - Water Station 1 Reservoirs replacement;
 - 4th Plain Blvd. (36th to Lincoln Ave) Water Main replacement;

- 63rd Street Pump Station re-build/relocation;
 - Westside electrical design upgrade;
 - True-up of the SE 1st Street (177th Ave to 192nd Ave) transportation project due to an updated engineering estimate, and the related funding from the Transportation Benefit District.
- Capital Funding Transfers Supporting the City's Capital projects Budget total \$21.5M

Attachment B of the ordinance outlines changes to FTEs, with an overall new increase of 11.5 FTEs recommended in the 2021 First Supplemental. Of those, 4.0 new, unfunded FTEs were added in the General, Street and Fire funds. Major changes from Attachment B are listed below:

- Administrative capacity due to reorganization by the following:
 - Add 1.5 FTEs, (Management Analyst & Support Specialist), in the newly created Economic Health & Housing Department;
 - Add 1.0 FTE (Administrative Assistant) in Parks, Recreation & Culture;
 - Align a Support Specialist from Affordable Housing Fund (-1.0 FTE) to City Manager's Office (+1.0 FTE) to support new Deputy City Manager.
- Positions to support grant and revenue-funded work:
 - Add 2.0 Limited-Term FTEs supported through the Interstate Bridge Replacement MOU, which includes 1.0 FTE (Associate Planner) in Economic Development and 1.0 FTE (Senior Traffic Engineer) in Public Works
 - Add 1.0 Limited-Term FTE (Associate Planner) in Economic Development working on Complete Street priorities and funded through the City's Street Funding Strategy
 - Extended 1.0 Limited-Term FTE (Associate Planner) working on the Commute Trip Reduction Program through the end of the biennium majority supported by the Commute Trip Reduction Grant and supplemented by General Fund for additional transportation planning efforts
 - Add 1.0 Limited-Term (Principal Planner) to support increased work from the American Rescue Plan HOME grant
- Other FTE changes to support the organization:
 - Reinstate 1.0 FTE (Program Coordinator) at Pearson Airport
 - Reinstate 0.5 FTE (Legal Secretary) for HART Diversion
 - Add 1.0 FTE (Capital Projects Manager) to support Citywide projects such as the Heights and Section 30
 - Add 1.0 FTE in Human Resources to support employee engagement, wellness, and recognition
 - Increase 0.75 FTE (Program Coordinator) in Parks and Recreation to 1.0 FTE
 - Increase 0.75 FTE (Program Coordinator - Law) in Legal to 1.0 FTE

Advantage(s)

1. The proposed budget adjustments will ensure that the City remains in compliance with state statutes that require all City expenditures to have an appropriation approved by ordinance.
2. Appropriations are provided for important City programs, services, and capital projects that are consistent with City Council priorities.

Disadvantage(s)

Proposed supplemental recommends spending a net amount of \$41.6 million of existing city resources across all funds. However, resources for this appropriation are available based on better than anticipated economic and resulting revenue performance, and all operating and emergency reserves remain fully funded following the appropriation.

Budget Impact

Budget impact is as documented in the staff report and budget ordinances.

Prior Council Review

Workshop - June 7, 2021

Action Requested

On Monday, June 21, 2021, subject to second reading and public hearing, approve the ordinance.

Natasha Ramras, Chief Financial Officer, 360-487-8484

ATTACHMENTS:

- ▢ Ordinance
- ▢ Attachment A - Changes in appropriation by fund
- ▢ Attachment B - Changes in FTEs
- ▢ Attachment C - Changes in Capital projects
- ▢ Attachment D - Non-union salary schedules

06/14/21
06/21/21

ORDINANCE M-_____

AN ORDINANCE relating to the 2021-22 Biennial Budget; making various appropriations in various funds which were not and could not reasonably have been foreseen at the time of budget adoption; declaring an emergency; and setting an immediate effective date.

WHEREAS, state law Chapter 35.34 Revised Code of Washington, allows for cities to amend their adopted biennial budgets to provide for expenditures of money which were not, and could not reasonably have been foreseen at the time of budget adoption; and

WHEREAS, supplemental appropriations are needed to meet certain necessary expenditures to be incurred in 2021-2022 which were not and could not reasonably have been foreseen at the time of adoption of the 2021-2022 Budget; and

WHEREAS, as required by Chapter 35.34 Revised Code of Washington, there is hereby set forth in summary form the total adjustments of expenditure appropriations for each separate fund adjusted and the aggregate totals for all such funds combined, as set forth in Attachment "A" of this ordinance. Attachment "C" outlines specific capital projects included in the 2021-2022 City of Vancouver Capital Budget.

NOW THEREFORE,

BE IT ORDAINED BY THE CITY OF VANCOUVER:

Section 1. Findings. The factual records supplied within Staff Report No. _____ is hereby incorporated by this reference as findings of the Vancouver City Council in support of

ORDINANCE - 1

this Ordinance. Attachments A, B, C, and D are hereby incorporated by this reference as if set forth fully herein.

Section 2. The adjustments of expenditure appropriations for each separate fund, and the aggregate totals for all such funds combined, are hereby amended as set forth in Attachment "A" of this ordinance. A total of 11.5 full-time equivalent positions is hereby added as identified in Attachment "B" to this ordinance supported through grant funding. The position adjustments shall be made consistent with applicable civil service rules and personnel regulations. Specific capital projects included in the 2021-2022 City of Vancouver Capital Budget are amended consistent with Attachment "C". The salary schedules for positions not covered by labor agreements are hereby amended consistent with Attachment "D" of this ordinance.

Section 3. Equipment Services Operations Fund (fund number 504), created via ordinance M-3900, and recommended in staff report No. 180A-08, will be renamed to Fleet Services Operation Fund. Equipment Services Capital Fund (fund number 505), created via ordinance M-695, will be renamed to Fleet Services Capital Fund.

Section 4. As reported in SR No. _____ the City Council finds that the appropriations made in this ordinance are necessary to meet certain necessary expenditures that will be incurred in 2021-2022 which were not and could not reasonably have been foreseen at the time of adoption of the 2021-2022 Budget; an emergency is hereby declared, and this ordinance shall go into effect immediately upon final passage.

ORDINANCE - 2

Read first time:

PASSED BY THE FOLLOWING VOTE

Ayes: Councilmembers

Nay: Councilmembers

Absent : Councilmembers

Read second time:

PASSED BY THE FOLLOWING VOTE:

Ayes: Councilmembers

Nays: Councilmembers

Absent: Councilmembers

SIGNED this _____ day of _____, 2021.

Anne McEnery-Ogle, Mayor

Attest:

Natasha Ramras, City Clerk

Approved as to form:

Jonathan Young, City Attorney

ORDINANCE - 3

SUMMARY

ORDINANCE NO. _____

AN ORDINANCE relating to the 2021-2022 Biennial Budget; making supplemental appropriations to meet certain necessary expenditures to be incurred in 2021-2022 which were not and could not reasonably have been foreseen at the time of adoption of the 2021-2022 Budget; making various appropriations in various funds; declaring an emergency; and setting an immediate effective date.

The full text of this ordinance will be mailed upon request. Contact Raelyn McJilton, Records Officer at 487-8711, or via www.cityofvancouver.us (Go to City Government and Public Records).

ORDINANCE - 4

City of Vancouver

2021 First Supplemental Budget Appropriation by Fund

Attachment A

2021 First Supplemental
(2021-22)

Operating Budget

General, Street, and Fire Funds

General Fund	7,482,136
Street Fund	4,658,151
Fire Fund	2,070,879
Street Funding Initiative - Operating Fund	5,598,994
Total General, Street, and Fire Funds	19,810,160

Special Revenue Funds

Investigative Fund	(50,000)
Drug Enforcement Fund	7,000
CED Grants	3,654,346
Tourism Fund	4,600
Affordable Housing	(151,804)
Parkhill Cemetery Improvement Fund	78,625
Criminal Justice Fund	98,196
Affordable Housing Local Sales Tax Fund	2,500,000
REET 1 (2002 Special Revenue Fund)	(146,223)
Downtown Initiatives Fund	101,242
Senior Messenger Fund	108,411
Fire Equipment Fund	549,292
Emergency Ambulance Services Contract Admin Fund	32,448

Debt Service Funds

G O Debt Service Fund	17,378,777
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Enterprise Funds

Surface Water Management Fund	342,629
Water Utility Fund	94,560
Utility Customer Assistance	200,000
Sewer Utility Fund	143,727
Airport Fund	194,805
Building Inspection Fund	(7,221)
Solid Waste Fund	54,436
Parking Services Fund	342,138

Internal Service Funds

Equipment Services Operations Fund	111,165
Equipment Services Capital Fund	1,475,081
Computer Repair & Replacement	39,957
Grounds and Facilities Services Fund	750,503
Self-Insured Worker's Comp & Liability Fund	313,897
Internal Administrative Services Fund	1,628,010
Self-Insured Health Insurance Fund	70,000

**2021 First Supplemental
(2021-22)**

Fiduciary Funds

SW Washington Regional SWAT Team Fund	77,638
Police Pension Trust Fund	553,200
City/County Cable TV Fund	122,770
PEG Capital Support Fund	176,288

Total Other Funds Expense Budget	30,848,493
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Total Operating Expense Budget	50,658,652
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Capital Budget

Capital Project Funds

Parkhill Cemetery Improvement Fund	63,700
Transportation Capital Fund	524,528
Street Funding Initiative - Capital Fund	(1,527,000)
Fire Acquisition Fund	3,091,354
Capital Improvement Fund	12,521,813
VNHR Property Capital	680,429
Parks Construction Fund (Capital Projects only)	7,317,666
Drainage Construction Fund	836,705
Water Construction Fund	8,415,808
Sewer Construction Fund	2,854,005
Airport	921,686

Total Capital Project Funds	35,700,694
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Capital Funding Transfers Supporting COV Capital Projects Budget

General Fund	7,778,573
Street Fund	(208,430)
Transportation Special Revenue Fund	100,000
REET 1 (2002 Special Revenue Fund)	1,000,000
Cascade TIF District	200,000
PIF - Acq & Dev District 2	59,500
PIF - Acq & Dev District 4	15,000
PIF - Acq & Dev District 5	(17,675)
PIF - Acq & Dev District 7	(0)
PIF - District C	4,571,167
G O Debt Service Fund	527,569
Transportation Capital Fund	474,101
Street Funding Initiative - Capital Fund	3,229
Water Utility Fund	210,000
Sewer Utility Fund	4,210,000
Facilities Asset Mgmt and Replacement Reserve Fund	2,621,813

Total Transfers for Capital	21,544,847
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Total Capital Expense Budget	57,245,541
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Total Operating and Capital Expense Budget	107,904,193
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City of Vancouver
2021 First Supplemental Summary of FTE Changes

ATTACHMENT B

	2021 First Supplemental (2021 Adj)	2021 First Supplemental (2022 Adj)	2021 First Supplemental (Adj Total)	Notes
001 General Fund				
City Manager's Office				
Assistant City Manager	(1.00)	-	(1.00)	Reclassify Assistant City Manager to Deputy City Manager
Deputy City Manager	1.00	-	1.00	Reclassify Deputy City Manager from Assistant City Manager
Homeless Resource Manager	(1.00)	-	(1.00)	Reclassify Homeless Resource Manager to Homeless Response Coordinator
Homeless Response Coordinator	1.00	-	1.00	Reclassify Homeless Response Coordinator from Homeless Resource Manager
Administrative Assistant	1.00	-	1.00	Net Impact of 1.0 FTE moved from CED and Reclassified
City Manager's Office Total	1.00	-	1.00	
CED				
Associate Planner	1.00	1.00	2.00	Add 4-Year Limited Term (1.0 FTE) Associate Planner supported by City's Street Funding Strategy; Extend CTR Coordinator (1.0 FTE) Supported by CTR Grant & General Fund
Code Enforcement Officer	(1.00)	-	(1.00)	Reclassify and Reorganize to Public Works (HART) as a Program Coordinator
Community and Economic Development Director	(1.00)	-	(1.00)	Reclassify CED Director to Community Development Director due to reorganization
Community Development Director *New*	1.00	-	1.00	Reclassify Community Development Director from CED Director due to reorganization
Economic Development Division Manager	(1.00)	-	(1.00)	Reclassify Economic Development Division Manager to Economic Development Director due to reorganization
Economic Development Director *New*	1.00	-	1.00	Reclassify Economic Development Director from Economic Development Division Manager due to reorganization
Long Range Planning Program Manager	(1.00)	-	(1.00)	Reclassify Long Range Planning Program Manager to Deputy Community Development Director due to reorganization
Deputy Community Development Director *New*	1.00	-	1.00	Reclassify from Deputy Community Development Director to Long Range Planning Program Manager due to reorganization
Management Analyst B	-	1.00	1.00	Add Management Analyst B in 2022 to support new Economic Health & Housing Department
Senior Planner	1.00	-	1.00	Add 2-YR Limited Term Senior Planner funded by Interstate Bridge Replacement MOU
Support Specialist II	(1.00)	-	(1.00)	Reinstate Frozen SSII (0.5 FTE); Reclassify SSII to SSIII (1.0 FTE)
Support Specialist III	1.50	-	1.50	Add SS III to support new Economic Health & Housing Department (0.5 FTE); Reclassify SSIII from SS II (1.0 FTE)
CED Total	1.50	2.00	3.50	
Legal				
Program Coordinator (Law)	0.25	-	0.25	Increase Program Coordinator from 0.75 to 1.0 FTE
Legal Total	0.25	-	0.25	
Parks & Recreation				
Volunteer Program Assistant	0.25	-	0.25	Reinstate Frozen Regular FTE of 0.75 and increase to 1.0 FTE
Administrative Assistant	1.00	-	1.00	Add Regular Administrative Assistant
Parks & Recreation Total	1.25	-	1.25	
001 General Fund Total	4.00	2.00	6.00	
102 Street Fund				
Streets & Transportation				
Construction Inspection Specialist	1.00	-	1.00	Reclassify Construction Inspection Specialist from Senior Construction Inspector
Senior Construction Inspector	(1.00)	-	(1.00)	Reclassify Senior Construction Inspector to Construction Inspection Specialist
Senior Traffic Engineer	1.00	-	1.00	Add 2-YR Limited Term Senior Traffic Engineer funded by the Interstate Bridge Replacement MOU
Streets & Transportation Total	1.00	-	1.00	
102 Street Fund Total	1.00	-	1.00	
103 Street Funding Initiative - Operating Fund				
Streets & Transportation				
Construction Inspection Specialist	1.00	-	1.00	Reclassify Construction Inspection Specialist from Senior Construction Inspector
Senior Construction Inspector	(1.00)	-	(1.00)	Reclassify Senior Construction Inspector to Construction Inspection Specialist
Streets & Transportation Total	-	-	-	
103 Street Funding Initiative - Operating Fund Total	-	-	-	
108 CED Grants Fund				
CED				
Principal Planner	1.00	-	1.00	Add 2-YR Limited Term Principal Planner to support HOME ARP Grant Program
CED Total	1.00	-	1.00	
108 CED Grants Fund Total	1.00	-	1.00	

	2021 First Supplemental (2021 Adj)	2021 First Supplemental (2022 Adj)	2021 First Supplemental (Adj Total)	Notes
111 Affordable Housing Fund				
CED				
Support Specialist II	(1.00)	-	(1.00)	Reorganization of SS II to CMO in General Fund
CED Total	(1.00)	-	(1.00)	
111 Affordable Housing Fund Total	(1.00)	-	(1.00)	
481 Airport Fund				
City Manager's Office				
Program Coordinator	1.00	-	1.00	Extend and Convert Program Coordinator to Regular
City Manager's Office Total	1.00	-	1.00	
481 Airport Fund Total	1.00	-	1.00	
483 Building Inspection Fund				
CED				
Management Analyst A	(1.00)	-	(1.00)	Reclassify & Move Management Analyst A to Management Analyst B
Management Analyst B	1.00	-	1.00	Reclassify & Move Management Analyst A to Management Analyst B
CED Total	-	-	-	
483 Building Inspection Fund Total	-	-	-	
508 Grounds and Facilities Services Fund				
Engineering & Construction Services				
Capital Projects Manager	1.00	-	1.00	Add Regular Capital Projects Manager to support large capital projects
Engineering & Construction Services Total	1.00	-	1.00	
Operations & Maintenance				
Program Coordinator	1.00	-	1.00	Reclassify and Reorganize to Public Works (HART) as a Program Coordinator
Operations & Maintenance Total	1.00	-	1.00	
508 Grounds and Facilities Services Fund Total	2.00	-	2.00	
509 Self-Insured Worker's Comp & Liability Fund				
Risk				
Management Analyst B	1.00	-	1.00	Reclassify from Risk Analyst A to Management Analyst B
Risk Analyst A	(1.00)	-	(1.00)	Reclassify to Management Analyst B from Risk Analyst A
Risk Total	-	-	-	
509 Self-Insured Worker's Comp & Liability Fund Total	-	-	-	
510 Internal Administrative Services Fund				
Finance				
Accountant A	(1.00)	-	(1.00)	Reclassify Accountant A to Accountant B in Treasury
Financial Analyst	1.00	-	1.00	Add Regular Financial Analyst in Treasury
Senior Accounting Clerk	(0.50)	-	(0.50)	Move SSIII to Senior Accounting Clerk in Accounts Receivable (0.5 FTE); Reclassify Senior Accounting Clerk to Lead Accounting Clerk in Accounts Payable (-1.0 FTE)
Lead Accounting Clerk *New*	1.00	-	1.00	Reclassify Senior Accounting Clerk to Lead Accounting Clerk in Accounts Payable
Support Specialist III	(0.50)	-	(0.50)	Move SSIII to Senior Accounting Clerk in Accounts Receivable
Finance Total	-	-	-	
Human Resources				
Management Analyst B	1.00	-	1.00	Add Regular Management Analyst B to support Employee Engagement, Employee Recognition, and Wellness
Training and Development Specialist	(1.00)	-	(1.00)	Reclassify Training & Development Specialist to Professional Development Training Coordinator
Professional Development Training Coordinator	1.00	-	1.00	Reclassify Professional Development Training Coordinator to Training & Development Specialist
Human Resources Total	1.00	-	1.00	
Information Technology				
IT Systems Analyst D	(1.00)	-	(1.00)	Reclassify IT Systems Analyst D to GIS Manager
GIS Manager	1.00	-	1.00	Reclassify GIS Manager from IT System Analyst D
Information Technology Total	-	-	-	
Legal				
Legal Secretary	0.50	-	0.50	Extend and Convert Legal Secretary to Regular to Support HART
Legal Total	0.50	-	0.50	
510 Internal Administrative Services Fund Total	1.50	-	1.50	
Grand Total	9.50	2.00	11.50	

City of Vancouver

2021 First Supplemental Capital Projects by Group

Attachment C

Capital Group	Project Name	Total 2021-22 Budget	2021 First Supplemental	Revised 2021-2022 Budget
General	Landbridge Irrigation	112,800	-	112,800
	Landbridge Upgrades and repair	-	134,676	134,676
	Officer Row Grant House Roof Replacement	235,000	-	235,000
	Officer Row Howard House Roof Replacement	250,000	-	250,000
	Officer Row Sidewalk Repair	55,000	-	55,000
	Operations Center Redevelopment	2,000,000	-	2,000,000
	2018 Pearson Field FAA Grant		70,793	70,793
	2021 Pearson Runway and Taxiway rehab project phase 2		700,000	700,000
	Pearson Field Taxiway and Apron Rehabilitation Project		150,893	150,893
	Police HQ Chkalov	12,060,500	8,500,000	20,560,500
	Tower Mall Demo	2,100,000	950,000	3,050,000
	Evergreen Trail Repair on the Historic Reserve	-	116,049	116,049
	Officer's Row Roofs Bldg 1 & Bldg 2 (WA State Historical Society grant)	-	429,704	429,704
	Cultural Arts Building		2,000,000	2,000,000
	Interfund	28,308	-	28,308
General Total		16,841,608	13,052,115	29,893,723
General - Asset Management	City Hall - Replace/Upgrade Fire Panel	50,000	-	50,000
	City Hall DDC Replacement	175,000	72,346	247,346
	City Hall Replace VAVs	30,000	-	30,000
	City Hall S2 Access Control Upgrade and Server Install	115,000	-	115,000
	City Hall South Side Window Replacements	300,000	-	300,000
	City Hall Update Server Room Inergen System	80,000	-	80,000
	City Hall Upgrade Video Surveillance	50,000	-	50,000
	Clark County Historic Museum Replace Roof	115,000	-	115,000
	City Hall Elevator #2 Controls		175,000	175,000
	Esther Short Park - Repair and Paint Exterior of Slocum House		49,025	49,025
	Firstenburg - Powder Coat Duct Socks		30,000	30,000
	Firstenburg - Remodel Restrooms		25,000	25,000
	Firstenburg - Replace Plumbing Fixtures		60,000	60,000
	Firstenburg - Replace Windows		30,000	30,000
	Firstenburg - Seal Membrane Roof		133,942	133,942
	Firstenburg - Shower Room Floors		30,000	30,000
	Marshall Center Pool Resurfacing		450,000	450,000
	VPD Evidence - Replace Roof and Repair Leaks at NE Corner		15,000	15,000
	VPD West Evidence Lockers		1,500	1,500
	Contingency	273,500	-	273,500
	Esther Short Reconfiguration of Storage and Pump house location	50,000	-	50,000
	Esther Short Seal and Paint Bell Tower Brick	100,000	-	100,000
	Firstenburg - Upgrade Fire Panel	50,000	-	50,000
	Firstenburg Add Gym Ventilation	150,000	-	150,000
	Firstenburg Gym Floor Repairs	150,000	-	150,000
	Firstenburg Pool Pumps Motor Replacements	15,000	-	15,000
	Firstenburg Replace Cooling Tower	100,000	-	100,000
	Historic Museum - Upgrade/Replace Electrical Panel and Breaker Switch	12,000	-	12,000
	Marine Park - Paint Picnic Shelter	10,000	-	10,000
	Marine Park - Replace Roof on Restrooms/Picnic Shelter/Boat Landing	15,000	-	15,000
	Marine Park - Upgrade Electrical at Picnic Shelter	5,000	-	5,000
	Marine Park - Upgrade Lighting at Picnic Shelter	5,000	-	5,000
	Marine Park - Upgrade Plumbing Fixtures at Picnic Shelter	10,000	-	10,000
	Marshall Center - Pool Bathroom Plumbing Upgrades	50,000	-	50,000
	Marshall Center - Pool Shower Room Remodel	300,000	-	300,000
	Marshall Center Cooling Tower Replacement	100,000	-	100,000
	Marshall Center Rebuild Elevator	125,000	-	125,000
	Marshall Center Upgrade Heat Recovery System	150,000	-	150,000
	MCC - Replace Boiler	100,000	-	100,000
	Slocum House New Roof	115,000	-	115,000
	VPD East - Replace HVAC Units	250,000	-	250,000
	VPD East - Replace Roof	350,000	-	350,000
	VPD East Precinct Glass Replacements	120,000	-	120,000
	VPD Evidence Upgrade FDC Sprinkler System	50,000	-	50,000
	VPD Evidence Upgrade Generator Fuel Tank	25,000	-	25,000
	VPD Evidence Upgrade Parking Lot for Seized Vehicles	20,000	-	20,000
	VPD Evidence Upgrade Video Surveillance	15,000	-	15,000
	VPD West - Carpet in Office Areas	25,000	-	25,000
	VPD West - East Lot Pavement	495,000	-	495,000
	VPD West - Hard Surface Flooring	25,000	-	25,000

City of Vancouver
2021 First Supplemental Capital Projects by Group

Attachment C

Capital Group	Project Name	Total 2021-22 Budget	2021 First Supplemental	Revised 2021-2022 Budget
	VPD West - Heat Pump Units	250,000	-	250,000
	VPD West - North Roof Replacement	350,000	-	350,000
	Interfund	22,715	-	22,715
General - Asset Management Total		4,798,215	1,071,813	5,870,028
General - Fire Construction				
	Contingency	21,000	-	21,000
	Fire Boathouse Fire Panel Replacement	20,000	-	20,000
	Fire Boathouse Rodent Control	50,000	-	50,000
	Fire Station 1 (New) Increase Grease Trap	65,000	-	65,000
	Fire Station 1 (old) Decommissioning	120,000	-	120,000
	Fire Station 10 - Paint Exterior, Seal/Re-Paint Masonry	50,000	-	50,000
	Fire Station 10 - Replace Building Gutters	40,000	-	40,000
	Fire Station 11 Development	9,631,407	-	9,631,407
	Fire Station 2 (New) Increase Grease Trap	65,000	-	65,000
	Fire Station 3 Relocation		2,525,000	2,525,000
	Fire Station 4 - Replace Roof	100,000	50,000	150,000
	Fire Station 5 Blue Star Range	16,000	-	16,000
	Fire Station 5 - Replace Roof 2		284,000	284,000
	Fire Station 6 Fire Panel Replacement	10,000	-	10,000
	Fire Station 6 Repaint Exterior	50,000	-	50,000
	Fire Station 7 - Upgrade/Replace Fire Panel	10,000	-	10,000
	Fire Station 8 - Paint Exterior, Seal/Re-Paint Masonry	45,000	-	45,000
	Fire Station 9 - Add ADA Restroom	350,000	100,000	450,000
	Fire Station 9 - Replace Roof		132,354	132,354
	Fire Station 9 - Paint Exterior, Seal/Re-Paint Masonry	40,000	-	40,000
	Fire Station 9 - Replace Fire Panel	10,000	-	10,000
	Interfund	14,043	-	14,043
General - Fire Construction Total		10,707,450	3,091,354	13,798,804
Parks				
	Acquisition - District 2	700,000	-	700,000
	District 4 Park Acquisition	4,000,000	4,000,000	8,000,000
	Dubois Park Development	30,000	55,000	85,000
	Esther Short Playground	163,000	-	163,000
	Edgewood Park ADA Improvements - 2018 Grant Award		10,000	10,000
	General Anderson Park ADA Improvements - 2018 Grant Award		10,000	10,000
	George & Hazel Stein NH Park (Tanglewood)		4,500	4,500
	Hearthwood Park ADA Improvements - 2018 Grant Award		10,000	10,000
	Officer's Row Roofs (WA State Historical Society grant)		-	-
	Raymond E Shaffer Park Development		-	-
	Jaggy Road Park	110,000	-	110,000
	North Image NH Park Development	250,000	513,166	763,166
	Oakbrook Park Development	414,000	-	414,000
	Peter. S. Ogden Park Development	710,000	-	710,000
	Raymond E Shaffer Acquisition	1,320,000	-	1,320,000
	Rose Village Park Development	532,000	-	532,000
	Summers Walk Park Development	20,000	15,000	35,000
	Wy'East Land Exchange	50,000	-	50,000
	Lieser School Park	-	20,000	20,000
	Heights Park	-	2,680,000	2,680,000
	Interfund	113,019	-	113,019
Parks Total		8,412,019	7,317,666	15,729,685
Cemetery				
	Old City Cemetery Fence Replacement	-	36,700	36,700
	Park Hill Cemetery Data Line Install	-	27,000	27,000
Cemetery Total		-	63,700	63,700
Transportation/Streets - Street Initiatives				
	2019 Neighborhood Traffic Management Program	170,000	-	170,000
	2020 Neighborhood Traffic Management Program	170,000	-	170,000
	2021 Neighborhood Traffic Management Program	300,000	-	300,000
	2022 Neighborhood Traffic Management Program	300,000	-	300,000
	Bicycle & Pedestrian Counter Installation	50,000	-	50,000
	Columbia and 13th Signal	431,681	-	431,681
	Devine Pedestrian Improvements - Mill Plain to 18th Main Street	864,000	-	864,000
		10,000	-	10,000
	McLoughlin Boulevard Complete Streets Improvements	15,000	-	15,000
	Multi Modal Safety and Accessibility Program	2,100,000	-	2,100,000
	NE 115th Avenue extension - 16th St. to 18th St.	200,000	-	200,000
	NE 68th Street Sidewalk - City limits to St Johns	500,000	-	500,000

City of Vancouver

2021 First Supplemental Capital Projects by Group

Attachment C

Capital Group	Project Name	Total 2021-22 Budget	2021 First Supplemental	Revised 2021-2022 Budget
	NE 192nd Ave and 13th St Signal Improvement		130,000	130,000
	Columbia House Blvd and Grove St Signal Improvements		43,000	43,000
	Non-Programmed Safety (Fund 331)	200,000	100,000	300,000
	NTSA REET Administration - Fund 331	50,000	-	50,000
	NW Neighborhood Connectivity (Lincoln Sidewalks)	1,000,000	-	1,000,000
	SE 1st Street - 177th Ave to 192nd Ave	10,000,000	(1,800,000)	8,200,000
	SE Tech Center Dr Bike Detection and Traffic Calming on SE 168th Ave	62,000	-	62,000
	Traffic Signal Sustainability2	730,000	-	730,000
	Westside Bike Mobility	2,198,000	-	2,198,000
	Interfund	12,895	-	12,895
Transportation/Streets - Street Initiatives Total		19,363,576	(1,527,000)	17,836,576
Transportation/Streets -				
Transportation				
	137th Ave Corridor - 49th to Fourth Plain	2,876,604	-	2,876,604
	Evergreen Highway Trail Phase II	100,000	-	100,000
	Evergreen Trail - Chelsea to Image	185,090	-	185,090
	Jefferson St - Evergreen to Mill Plain	582,424	-	582,424
	LED Street Light Retrofit	1,615,000	-	1,615,000
	Mill Plain Blvd - 104th to NE Chkalov Dr.	150,501	-	150,501
	Mill Plain Blvd Arrival on Green Improvement Project	92,000	-	92,000
	NE St Johns Rd & 68th Ave		17,630	17,630
	Norris and 4th Plain Signal Improvement		100,000	100,000
	NE 18th St - 97th Ave to 107th Ave	800,000	200,000	1,000,000
	SE 1st St - 164th to 177th	8,988,783	-	8,988,783
	SE 20th Street Median	24,000	6,898	30,898
	SE Hearthwood & SE 1st St	91,766	200,000	291,766
	Debt	1,290,970	-	1,290,970
	Interfund	355,968	-	355,968
Transportation/Streets - Transportation Total		17,153,106	524,528	17,677,634
Surfacewater				
	Blandford Drive Subbasins LID Retrofits - Grant	81,405	118,658	200,063
	Burnt Bridge Creek Stormwater Outfall Impact Survey	169,000	-	169,000
	Capacity Grant 2020	25,000	25,000	50,000
	Central Fourth Plain	105,000	10,000	115,000
	Columbia Slope Culvert - Chelsea		5,000	5,000
	Primrose Court Swale Retrofit		5,000	5,000
	Stormwater Pollution Enhanced Source Control Implementation		200,000	200,000
	Columbia Slope Culvert - Mill Creek	117,590	-	117,590
	Columbia Slope Stormwater Retrofit Evaluation Study	350,000	100,000	450,000
	Columbia Slope Water Quality Monitoring	185,000	-	185,000
	Columbia Way to Columbia River Retrofits	42,000	-	42,000
	Design Grant - Burton Channel Retrofits	27,684	92,047	119,731
	East Mill Plain UIC Treatment	70,000	-	70,000
	East Orchards Fourth Plain Water Quality Retrofits - Grant	924,900	-	924,900
	Expanded Private Stormwater Facility Inspection Program Grant	110,983	-	110,983
	Fruit Valley Rd (Design)	30,000	-	30,000
	Hearthwood Infiltration Expansion	300,000	-	300,000
	Image Infiltration Expansion	75,000	-	75,000
	Land Donation at Arnold Park	10,000	-	10,000
	Local Source Control Partnership	90,000	-	90,000
	Lower Grand Industrial Area LID Retrofits	1,043,465	160,000	1,203,465
	NE Fourth Plain(123rd-131st South) Water Quality Retrofits - Grant	893,800	-	893,800
	NE Ross Street LID Retrofit	954,000	-	954,000
	NPDES TMDL Watershed Health & Water Quality Monitoring	220,000	80,000	300,000
	Re-evaluation and Assessment	250,000	-	250,000
	SE 17th Street Outfall	300,000	-	300,000
	SE 18th Cir & SE 113th Ave Storm Sewer Upgrade	50,000	-	50,000
	Talton Storm Sewer Extension	9,290	41,000	50,290
	W 22nd St & Thompson	73,708	-	73,708
	WDOT Fee I-205 & Burton Study	155,423	-	155,423
	WSDOT Fees 2020	726,000	-	726,000
	Interfund	145,851	-	145,851
Surfacewater Total		7,535,099	836,705	8,371,804
Wastewater				
	63rd St Pump Station Re-build / Relocate	600,000	1,200,000	1,800,000
	Air Gap/City Water Protection		25,000	25,000
	Andresen Pump Station Pump No. 4		20,000	20,000
	Central Vancouver North PhI (SCIP)		2,000	2,000
	Marine Park Blower		102,939	102,939

City of Vancouver
2021 First Supplemental Capital Projects by Group

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Capital Group	Project Name	Total 2021-22 Budget	2021 First Supplemental	Revised 2021-2022 Budget
Wastewater (cont.)	Mill Plain - SE 102nd Ave to Chkalov		60,000	60,000
	Mill Plain One Pump Station Upgrades	200,000	68,449	268,449
	Broadway - 6th to McLoughlin	420,000	-	420,000
	Broadway PH 2	148,290	-	148,290
	Burnt Bridge Creek Pump Station Upgrade	963,397	-	963,397
	Capital Preservation - Collection System	2,500,000	-	2,500,000
	Capital Preservation and Compliance	1,727,000	-	1,727,000
	Central Vancouver North PH 2	600,000	-	600,000
	Demand Response - Evergreen Highlands SCIP	520,000	-	520,000
	E Vancouver Central (SCIP)	3,000,000	-	3,000,000
	East Vancouver Ph 1 SCIP		5,000	5,000
	East Vancouver Ph2 (SCIP)		268,112	268,112
	East Interceptor Rehab Ph 1	3,200,000	-	3,200,000
	East Interceptor Rehab Ph 2	200,000	-	200,000
	East Van PH3	1,250,000	-	1,250,000
	East Vancouver - North(392 Parcels)	1,400,000	-	1,400,000
	G1 Trunk Interceptor Rehab	800,000	-	800,000
	IR - Interceptor Rehabilitation	1,000,000	-	1,000,000
	Lagoon Aeration Upgrade	5,960,000	-	5,960,000
	Lagoon Upgrade Engineering Design	505,136	-	505,136
	Main Industrial Pump Station Upgrade	500,000	-	500,000
	Marine Park Solids Conveyance Feasibility Study	400,000	-	400,000
	Ne 58th and Andresen Sewer Improvements (SCIP)	720,000	-	720,000
	NE 60th St Sewer Improvements (SCIP)	1,470,000	-	1,470,000
	Oswego Dr Sewer Improvements - Ops	25,000	-	25,000
	Pinebrook Force Main Reroute	265,000	-	265,000
	Port Pump Station Force main Bypass	1,100,000	-	1,100,000
	Process Controls Electronics	2,977,822	-	2,977,822
	SE 1st St. 164th to 192nd Ave Design	60,000	-	60,000
	Secondary Clarifier Center Well Upgrade 3, 4, 5	200,000	-	200,000
	Section 30 Arterial Expansion	500,000	-	500,000
	Southside Interceptor Rehab PH 1	700,000	-	700,000
	Southside Interceptor Rehab Ph 2	1,500,000	-	1,500,000
	Southside Interceptor Rehab Ph 3	2,100,000	-	2,100,000
	Southside Interceptor Rehab Ph 4	2,100,000	-	2,100,000
	Southside Interceptor Rehab Ph 5	250,000	-	250,000
	Standby Power	200,000	-	200,000
	Vista Robles Sewer Improvements (SCIP)	320,000	-	320,000
	Wastewater Collection SCADA	300,000	190,000	490,000
	West Vancouver SCIP (216 homes)	600,000	-	600,000
	Westside Blower	400,000	-	400,000
	Westside Centrifuge Replacement	1,000,000	-	1,000,000
	Westside Electrical Upgrade Design	1,250,000	909,005	2,159,005
	Westside Schwing Pump Replacement	300,000	-	300,000
	Wet Well Rehab		500	500
	Wyeast Sewer Improvements		3,000	3,000
	Wye Rehabilitation Phase 2	200,000	-	200,000
	Debt	938,000	-	938,000
	Interfund	147,033	-	147,033
Wastewater Total		45,516,678	2,854,005	48,370,683
Water	17th St to McLoughlin Blvd, F St to I-5 (D-3)	150,000	-	150,000
	4th Plain Blvd and 25th St, Lincoln Ave to Grant St (T-4)	475,000	-	475,000
	4th Plain Blvd., 36th Ave to Lincoln Ave.(T-3)	2,282,060	1,527,538	3,809,598
	41st St and 43rd St. Lincoln Ave. To Daniels St		286,000	286,000
	52nd St - Daniels to Columbia (D-06)	45,000	-	45,000
	99th St Extension, 94th Ave to 104th Ave County	600,000	-	600,000
	Broadway - 9th St to 17th St	750,000	-	750,000
	Daniels St - 27th to 33rd (#9)	130,000	302,000	432,000
	Daniels St. to Main St, 19th St to 4th Plain Blvd	900,000	-	900,000
	E St, 16th St to 22nd St (T-7)	475,000	-	475,000
	E 30th St - V St. to St Johns (#28)		72,808	72,808
	Ellsworth Valve Replacement		17,641	17,641
	Ellsworth Hypo Gen	900,000	-	900,000
	Ellsworth New Roof	700,000	-	700,000
	Haagen Park, North of 9th St (T-37)	265,000	-	265,000
	Leak Abatement	1,020,000	-	1,020,000

City of Vancouver
2021 First Supplemental Capital Projects by Group

Attachment C

Capital Group	Project Name	Total 2021-22 Budget	2021 First Supplemental	Revised 2021-2022 Budget
Water (cont.)	Lower Grand Industrial Area	50,000	6,000	56,000
	NE 133rd Ave (72nd St - 78th St) Water Main Replacement		127,000	127,000
	NE 46th St at NE 28th Ave (#20)		40,000	40,000
	NE 56th Ave - 54th to 58th St (#27)		187,556	187,556
	NW Lavina St and 42nd St (PR #7)	660,000	-	660,000
	O & M Program Electronic Manual	300,000	-	300,000
	Operations Center Redevelopment	3,000,000	-	3,000,000
	PRV Flowmeters/SCADA System Connections	112,676	-	112,676
	Rezone Study for Vancouver Low and Vancouver High	50,000	-	50,000
	SCADA Firewall/Security/Data Concent/PLC So	290,000	-	290,000
	SCADA PLC Hardware Upgrade	30,000	-	30,000
	SCADA Software	76,000	53,000	129,000
	SCIP Coordination Projects	200,000	-	200,000
	SE 1st St - Transportation Coordination	355,000	-	355,000
	SE 78th Ave Water Main Replacement		20,000	20,000
	Sodium Hypo Gen System WS 9	300,000	119,100	419,100
	VL Rezone South of Water Station 1	310,000	-	310,000
	Water Demand Response	600,000	-	600,000
	Water Main NE 49th St-NE 15th Ave to St Johns	1,125,000	28,625	1,153,625
	Water Rights Utilization Study WS 6,8,15		7,410	7,410
	Water Station 1 Replace Wells 3, 4, 5	1,000,000	-	1,000,000
	Water Station 1 Twin 4.0 MG Reservoirs and Standpip	6,500,000	2,200,000	8,700,000
	Water Station 15 Hypo Gen System	650,000	-	650,000
	Water Station 3 Master Plan	130,000	-	130,000
	Water Station 3 Reservoir/Tower/Booster Replace/Hypo	500,000	-	500,000
	Water Station 4 Well 4 Building Replacement	360,000	150,000	510,000
	Water Station 7 Tower Internal Coating	700,000	-	700,000
	WS 5 Reservoir, Pump, E-Power	18,369,000	-	18,369,000
	WS 5 to WS 9 Transmission Main	1,170,000	2,266,000	3,436,000
	WS 5 Tower Internal Coating	630,000	-	630,000
	WS 6 Tower Internal/External Coating	760,000	792,830	1,552,830
	WS 7 Hypo Gen System	750,000	100,000	850,000
	WS 8 Hypo Gen System	700,000	100,000	800,000
	Y Street 32nd to 35th	263,524	12,300	275,824
	Interfund	205,694	-	205,694
Water Total		48,838,954	8,415,808	57,254,762
Grand Total		179,166,705	35,700,694	214,867,399

CAPITAL PROJECTS SUMMARY			
General	27,549,058	16,207,169	43,756,227
Asset Management	4,798,215	1,071,813	5,870,028
Parks	8,412,019	7,317,666	15,729,685
Water	48,838,954	8,415,808	57,254,762
Waste & Surface Water	53,051,777	3,690,710	56,742,487
Transportation & Streets	36,516,682	(1,002,472)	35,514,210
Total Capital Projects	179,166,705	35,700,694	214,867,399

City of Vancouver 2021 First Supplemental Capital Projects by Group		Attachment C		
Capital Group	Project Name	Total 2021-22 Budget	2021 First Supplemental	Revised 2021-2022 Budget

2021 Non-Union Salary Range Schedules

Positions by Non-Exempt Range

2021 Annual Salary Ranges

	Range Start	Range Mid-Point	Top of Range
13	79,908	89,892	99,876
Senior Digital Forensics Investigator Computer Technician Supervisor			
12	75,936	85,416	94,896
11	72,132	81,132	90,132
Senior Computer Support Specialist			
10	68,700	77,280	85,860
Neighborhood Coordinator Solid Waste Analyst Digital Forensics Investigator			
9	65,292	73,434	81,576
Accountant B Citizen Liason Communications Specialist Computer Support Specialist Educator Help Desk Specialist Web Content Manager Homeless Response Coordinator Procurement Specialist			
8	62,004	69,756	77,508
Assistant to the City Council Material Control Coordinator Video Producer Procurement Specialist			
7	58,884	66,252	73,620
Administrative Assistant Assistant Planner Assistant Financial Analyst Human Resources Assistant Program Coordinator Risk Analyst A Video Services Coordinator Management Analyst A			

2021 Non-Union Salary Range Schedules

Positions by Non-Exempt Range

2021 Annual Salary Ranges

	Range Start	Range Mid-Point	Top of Range
6	55,956	62,952	69,948
Accountant A Communications Coordinator			
5	53,148	59,790	66,432
Resources Service Technician			
4	50,496	56,808	63,120
Support Specialist III Volunteer Program Assistant			
3	47,868	53,844	59,820
2	45,552	51,264	56,976
Support Specialist II			
1	43,284	48,702	54,120
Departmental Aide	\$ 28,128	\$ 31,374	\$ 34,620

2021 Non-Union Salary Range Schedules

Positions by Exempt Range

1-1-2021 Annual Salary Ranges

	Range Start	Range Mid-Point	Top of Range
24	184,656	212,232	239,808
Deputy City Manager			
23	169,632	195,114	220,596
City Attorney Fire Chief Police Chief			
22	161,556	185,826	210,096
Public Works Director Assistant City Manager			
21	153,852	176,976	200,100
Chief Financial Officer Community and Economic Development Director Human Resources Director Information Technology Director Parks and Recreation Director Economic Development Division Director			
20	146,532	168,546	190,560
Assistant Police Chief Deputy Fire Chief			
19	139,584	160,536	181,488
Chief Assistant City Attorney			
18	132,684	152,580	172,476
17	126,036	144,954	163,872
HR Deputy Director Deputy Finance Director Construction and Engineering Manager Operations Manager Streets and Transportation Manager Deputy Community Development Director			

2021 Non-Union Salary Range Schedules

Positions by Exempt Range

1-1-2021 Annual Salary Ranges

	Range Start	Range Mid-Point	Top of Range
16	119,760	137,706	155,652
Assistant City Attorney III City Prosecutor Communications Director Fire Marshal IT Application Services Manager IT Technical Services Manager General Services Manager Program and Policy Development Manager Director of Diversity, Equity and Inclusion			
15	113,748	130,812	147,876
Development Review Division Manager Economic Development Division Manager Recreation Services Manager Construction Services Manager			
14	108,072	124,284	140,496
Assistant City Attorney II Treasurer			
13	102,672	118,080	133,488
Accounting Manager Building Official Engineering Program Manager Engineering Manager Finance and Asset Manager Procurement Manager Utility Engineering Program Manager			
12	97,536	112,170	126,804
Airport Manager Emergency Preparedness Manager Risk and Safety Manager Senior Civil Engineer Senior Traffic Engineer Homeless Resource Manager IT System Administration Supervisor			
11	92,652	106,554	120,456
Assistant Building Official City Surveyor Community Development Manager Environmental Services Manager Equipment Superintendent IT Systems Analyst D Long Range Planning Program Manager Operations Superintendent Utilities Administration Manager Assistant Fire Marshal GIS Manager			

2021 Non-Union Salary Range Schedules

Positions by Exempt Range

1-1-2021 Annual Salary Ranges

	Range Start	Range Mid-Point	Top of Range
10	88,020	101,232	114,444
Capital Projects Manager Land Use Program Manager Performance Analyst D Principal Planner Senior Policy Analyst Senior Transportation Policy Advisor			
9	83,628	96,174	108,720
Business Intelligence Analyst Civil Engineer IT Systems Analyst C Parking Manager Payroll Manager Professional Land Surveyor Recreation Facility Manager Senior Budget Analyst Traffic Engineer Video Services Manager Strategic Communications Manager GIS Supervisor Public Engagement Manager			
8	79,428	91,344	103,260
Assistant City Attorney I Benefits Analyst Environmental Scientist Employee and Labor Relations Analyst Senior Financial Analyst IT Systems Analyst B Police Records Manager Property Management Specialist Senior Planner Training and Development Specialist Internal Auditor			
7	75,468	86,790	98,112
Associate Civil Engineer Budget Analyst Senior Communications Specialist Emergency Equipment Supervisor Equipment Mechanic Supervisor Finance and Logistics Supervisor Senior Park Developer Permit Center Supervisor Safety Officer Technical Engineering Supervisor Workers' Compensation Analyst			

2021 Non-Union Salary Range Schedules

Positions by Exempt Range

1-1-2021 Annual Salary Ranges

	Range Start	Range Mid-Point	Top of Range
6	71,688	82,440	93,192
Accountant C Classification and Compensation Analyst Finance Supervisor II Financial Analyst HRIS/Leave Analyst Management Analyst B Professional Development Training Coordinator Recreation Services Supervisor Safety Coordinator Solid Waste Supervisor Special Events Manager Urban Forester Volunteer Coordinator Senior Procurement Specialist			
5	68,112	78,330	88,548
Associate Planner Park Developer Utility Service Supervisor CTR Coordinator Senior Procurement Specialist			
4	64,728	74,418	84,108
Administrative Assistant to the City Manager Evidence Supervisor IT Systems Analyst A Records Supervisor Senior Legal Assistant Police Records Supervisor			
3	61,464	70,686	79,908
2	58,392	67,152	75,912
Construction Project Coordinator			
1	53,832	61,914	69,996
Parking Supervisor			

Outreach to Businesses for Pollution Prevention

Amendments to VMC 14.26, Water Resources Protection ordinance

VANCOUVER
CITY HALL

CITY OF
Vancouver
WASHINGTON

June 21, 2021

City Manager Communications

Jennifer Belknap Williamson, PE
Public Works Director

6/21/21

Protecting water quality

- Stormwater Utility protects drinking water, groundwater, and surface water
- Existing business inspection program identifies and reduces potential sources of contamination
- Current program focuses on high-risk uses (e.g, chrome plating, bulk petroleum fuel operations, hazardous materials)
- WA Dept. of Ecology requiring updates to Code and business inspection program to expand to more businesses with risk to water quality



Business Inspection Program & Code Changes



- City in progress of identify businesses to include in program, code changes
- Outreach to new businesses potentially affected by program expansion begins in **2021**
- City compliance inspections of 20% of program businesses per year are required by Ecology, begin in **2023**
- Compliance will focus on source control best management practices (BMPs) to prevent stormwater pollution from occurring

Source control best management practices (BMPs)



Example: Chemical drums exposed to rain
→ Move under cover, label



Example: Disposal into storm drain
→ cleanup, treatment & disposal of waste liquid, employee training



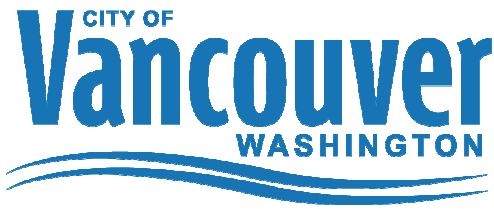
Example: Cleaning of fryer hood & basket into storm drain → disposal with solid waste, employee training

Outreach Planned

- Mailings and handouts to potentially impacted businesses
- Interviewing business and community stakeholders
- Using BeHeard Vancouver site
- Conducting virtual listening sessions
- Posting information and updates to City website and social media

Next Steps/Timeline

- **Summer - Fall 2021:** Draft revised ordinance, public outreach, develop inventory database
- **Spring 2022:** Council Workshop and Public Hearing
- **Summer - Fall 2022:** Develop procedures, templates, purchase equipment, train staff
- **January 2023:** Begin site inspections



MEMORANDUM

DATE: June 21, 2021

TO: Eric Holmes, City Manager

CC: Chad Eiken, CED Director

FROM: Jason Nortz, Development Review Manager, CED

RE: **July 19, City Council review of the Impact Fee Amendments**

This memo is to serve as an overview to the City Council for the proposed amendments to the Vancouver Municipal Code (VMC) 20.915 Impact Fees. The public hearing for this item is scheduled for July 19, 2021.

In the context of the budget adoption last fall and more recently related to multiple requests from developers to adjust school impact fees (SIF), City Council has expressed interest in considering an ordinance that would eliminate the vesting of all impact fees in order to collect the most current fees at the time a building permit is issued.

On November 16, 2020 the City Council approved an Ordinance relating specifically to park impact fee adjustments, amending Vancouver Municipal Code Sections 20.915.050 and 20.915.100, and changing the method and timing of fee adjustments. In addition to the approved amendments City staff proposed amending other sections of VMC 20.915 including:

- VMC 20.915.020: the timing of when impact fees are calculated and due and payable; and
- VMC 20.915.070: the removal of the impact fee determination provision that currently vests project impact fees for 1 year upon applicant request.

The above noted code sections were not included as part of the overall park impact fee adjustments considered by Council in the recent biennial budget process, in order to provide for additional stakeholder outreach.

Additionally, within the last year the City has received three separate requests from multi-family developments to adjust the Evergreen School District school impact fee (SIF) rate. The primary reason for the requests was the SIF for multi-family development decreased by approximately 50% per multi-family unit as part of the update to the 2019-2015 Evergreen Public School Capital Facilities Plan (CAP).

City Council approved all three requests but directed staff to review the City's municipal code regarding the timing of calculating and collecting impact fees. The City also received feedback from Evergreen School District and the proponents of the SIF reduction requests that they would support a code change to bring the timing of the impact fee assessment and collection closer together for development projects.

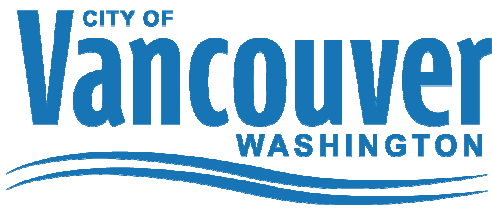
This item went before the Planning Commission as a workshop item on February 23, 2021 and as public hearing item on May 11, 2021. At the workshop on February 23 there was consensus among the Planning Commission that calculating impact fees at preliminary plat or site plan approval and allowing the impact fees to vest for three years is not conducive to accurately collecting the true cost of facility improvements at the time the building permit is issued. Several Planning Commissioners encouraged staff to explore calculating impact fees at the time of building permit *application* instead of building permit *issuance*.

Based on the feedback received from the Planning Commission, the Building Industry Association, the Southwest Washington Contractor's Association, school districts and City Parks, Transportation and Development Review staff the timing of calculating the impact fees has been adjusted from building permit issuance to building permit application. Based on staff's review of permit activity from 2020 approximately 90% of all building permit applicants subject to payment of impact fees were issued their building permit within the same calendar year. Given the high percentage of building permits issued within one year of application staff is supportive of calculating impact fees at building permit application. Calculating fees at this point in the process would be a fair representation of the true cost of facility improvements. It also provides the applicant with a high level of certainty as to what the actual permit costs will be by the time the building permit is ready for issuance.

The proposed amendments to VMC 20.915 would direct impact fees be calculated at building permit application based on the rates in effect at that time. The impact fees would be due and payable at building permit issuance. All impact fees would be required to be recalculated for building permit applications that have not been issued within one year of application.

This policy is consistent with multiple jurisdictions surveyed, including Camas and Washougal and others throughout the state – none of which have shown any decline in growth as a result.

On May 11, 2021 the Planning Commission unanimously approved staff's recommendation to approve the proposed text changes to VMC 20.915.



Memorandum

DATE: June 9, 2021
TO: Mayor and City Council
FROM: Chad Eiken, CED Director
RE: Columbia Bank Garage – Request to Exercise Option to Purchase
CC: Eric J. Holmes, City Manager

This memo provides background regarding a request from Broadway Investors LLC to exercise their exclusive Option to Purchase the City's Columbia Bank Building Parking Garage, located at 500 Broadway Street, which has been scheduled for Council action on June 28, 2021.

Key Considerations

- The city owns and operates the 233-space Columbia Bank Park and Go Garage, which it purchased from the developer as a key public investment to implement the economic development strategy for the Esther Short Redevelopment Area within the lower downtown. As is clear from the public record, it was always envisioned that the garage would be purchased back by the developer after a period of time.
- A Development Agreement for the West Coast (now Columbia) Bank Building and Parking Garage between the City and Broadway Investors LLC, approved December 29, 1999 under Ord. M-3466, contains an exclusive right of Broadway Investors to purchase the garage from the city subject to certain timing and price conditions.
- On May 19, 2021, Broadway Investors LLC (Purchaser) submitted a formal request to exercise their option to purchase the garage for \$3,441,095 and have requested that the sale transaction be completed no later than July 7, 2021 in order to facilitate a related property transaction.
- Because the developer has an exclusive Option to Purchase the garage from the City and all applicable requirements regarding timing and price are met, the city is legally obligated to sell the garage back to the developer per the terms of the 1999 agreement.
- By any measure, the city's strategy to catalyze private investment in the downtown through purchase of this garage has proved successful. The garage was not purchased as a district garage to serve the broader downtown, and has for many years served as a source of paid parking mostly for the tenants of the two adjacent buildings associated with the construction of the garage.
-

History of Garage

In 1997, City Council adopted the Esther Short Redevelopment Subarea Plan, predecessor to the Vancouver City Center Vision Plan, which marked the beginning point in the successful revitalization of the downtown

core, with Esther Short Park as the definitive center.

One of the first redevelopment projects in the redevelopment area was the West Coast (now Columbia) Bank Building, built in 2001, which was a six-story, 70,353 square foot mixed use building at the southern entrance to the downtown from I-5. The initial development reserved space to the west of the garage for future development, which in 2016 was developed for The Hudson, a three-story, 45,000 square foot office and retail building.

The West Coast Bank Building and adjacent 233-stall parking garage were the subject of a 1999 development agreement between Broadway Investors and the city, approved as Ord. M-3466 on December 29, 1999. The cover sheet of the Staff Report (SR274-99) to the development agreement expressly stated that the purpose of the city's purchase of the garage was to "stimulate the redevelopment of downtown Vancouver and to provide adequate parking in support of that redevelopment." The garage was not purchased to serve as a district parking asset for the surrounding area, nor has it functioned in that capacity.

In 2001 the city purchased the garage as a condominium unit (without the underlying land) from Broadway Investors for \$3,441,095. This was one of several major investments the city made to stimulate development in the Esther Short Redevelopment Area, including the purchase of the Vancouvercenter Parking Garage and construction of improvements to Esther Short Park and nearby streets, utilities, lighting and sidewalks.

The 1999 D.A. outlined the city's commitment to purchase the garage for \$3,441,095 and included an exclusive Option to Purchase, whereby the Developer has the express ability to purchase the garage back from the City between December 31, 2016 and December 31, 2021 for the greater of Fair Market Value (FMV) or an established minimum price of \$3,441,095.

On May 19, 2021, Broadway Investors LLC (Purchaser) submitted a formal request to exercise their option to purchase the garage for \$3,441,095.

The request from Purchaser meets the requirements regarding timing for activating the option as well as minimum price.

Garage Revenue and Expenses

In 2000 the city issued \$3,476,000 in bonds for this garage. In 2012 the city issued taxable bonds for the portion related to the parking garages. The city makes annual payments of \$246,000 on the debt from the Parking Fund, and approximately \$1,135,200 remains outstanding. The remaining debt would be paid off in late 2025 if no sale occurs.

The city expends about \$45,110 annually on maintenance, security and enforcement in the garage, therefore when combined with payments on the bonds, total expenditures are approximately \$291,110 per year.

The city collects revenue on monthly licenses and hourly parking. In 2020, the city received approximately \$258,000. While revenues from parking license fees have increased in recent years, the garage currently operates at a loss of about \$33,110 per year.

Revenue (2020)	Expenses (2020)	
\$258,000 license fees, meters	(\$246,000) annual debt service	
	(\$45,110) maintenance, security, enforcement	
\$258,000	(\$291,110)	Subtotal
	(\$33,110)	Net Revenue

Economic Impact of Garage

It is estimated that the city's purchase of the garage directly resulted in \$30 million in private capital investment through the construction of the Columbia Bank and Hudson buildings.

The early investment in the subject property also created momentum that led to other blocks being redeveloped in the Esther Short Redevelopment Area. Additionally, the project has led to significant direct and indirect economic impacts to the downtown through increased employment, retail sales, owner-occupied residences, and overall increased vitality.

According to the County Assessor's Office, the two buildings that were built because of the garage have generated approximately \$6,155,530 in total property taxes since 2006 (earliest available data) of which \$1,384,995 was city property tax. The garage, once sold, will be added to the tax rolls which will generate additional taxes for all taxing districts. The residences in the Columbia Bank Building did not utilize the Multi-Family Tax Exemption Program.

Upon selling the garage, the City Parking Fund will receive \$2,305,895 in one time revenue (following payment of remaining debt, fees and interest) that can be redirected to enhancing the parking system in areas where demand is higher.

Use of the Garage

For a number of years, 186 spaces (80%) of the parking spaces have been licensed to tenants of Broadway Investors LLC, which owns both buildings, for monthly permit parking. 47 of the spaces have been retained by the city for hourly parking but are seldom used, according to parking staff and the owner of the two buildings. In fact, a review of the revenue from the 47 metered spaces in 2019 (pre-pandemic) indicates that they generated just \$1.99 on average per day versus \$12.50 per day if fully utilized.

City staff have requested that the Purchaser maintain 25 parking stalls for short term customer parking until such time as the city determines they are no longer needed. The Purchaser has agreed to make such spaces available for short term parking and the city will not have any ongoing maintenance or enforcement responsibilities for these spaces, which is a condition of the Purchase and Sale Agreement (PSA). The original D.A. also requires that the garage be made available to the public on weekends and on weeknights after business hours.

Functionally, the sale of the garage will result in a loss to the parking system of 22 public short term spaces, although it is clear that such spaces have not been utilized to any significant extent.

City Obligated to Sell Garage

The Staff Report (SR 274-99) for the 1999 Development Agreement with Broadway Investors LLC explicitly called out the Option to Purchase, as follows:

"The Developer will be responsible for construction of all improvements, construction financing and construction risk on all project improvements, including the public

structure. The Developer will sell the public parking structure to the City for less than the Developer's total development cost. The City will purchase and operate the completed parking facilities. The Developer will have the option to repurchase the parking facility between January 1, 2016 and December 31, 2021 at the higher of the fair market value of the garage less \$209,000 or the City's original purchase price of \$3,441,195.00."

The City Attorney has opined that the decision to sell the garage was made as part of the 1999 agreement, and that if the two conditions (timing and price) are met, then the City is obligated to sell the garage to Broadway Investors LLC.

Further, VMC Chapter 3.30 regarding Surplus and Disposition of Real Property has been determined to not be applicable to this sale as Section 3.30.020 provides that . "[t]his Chapter does not apply to real property that is subject to disposition under other specific **ordinances** and statutes..." (emphasis added) Because the decision to sell the property was already made after public hearing and adoption of Ordinance M-3466, no additional resolution or ordinance is needed, therefore staff will ask Council to authorize the City Manager to sign the PSA.

City Review of Request

As noted above, a request to exercise the Option to Purchase was submitted on May 19, 2021 by Lance Killian, the owner's representative, along with an appraisal by BBG, a reputable appraiser, which estimated the Fair Market Value of the garage at \$2.6 million.

The city ordered a second appraisal by Colliers which estimated the Fair Market Value of the garage at \$3.25 million. Both appraisals are substantially less than the agreed-to minimum price in the development agreement, therefore the minimum price in the agreement is deemed sufficient.

The request has been reviewed by the city's internal Property Committee, which has determined that it is consistent with the terms and conditions of the previously-agreed to Option to Purchase, including timing and purchase price. The Parking Advisory Committee and City Center Redevelopment Authority will be briefed by staff prior to final action by City Council on June 28, 2021.

Questions

Please contact: Chad Eiken, Director
Community and Economic Development Department
chad.eiken@cityofvancouver.us

Columbia Bank Garage Disposition

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Vancouver
WASHINGTON

June 21, 2021

City Manager Communications

Chad Eiken, Director
Community and Economic Development

Columbia Bank Garage - Disposition

Overview:

- The City owns and operates a 233-space Park-n-Go garage attached to the Columbia Bank Building at 600 Broadway
- The garage was purchased by the City to catalyze redevelopment in lower downtown
- A Development Agreement between developer of the Columbia Bank (formerly West Coast) Bank building contains an exclusive right to purchase the garage
- On May 19, 2021, Broadway Investors LLC submitted a formal request to purchase the garage for \$3,441,095

Location: 600 Broadway



Brief History of Garage

- 1997 Esther Short Redevelopment Plan
- West Coast Bank Building built in 2001 one of the first redevelopment projects; adjacent parcel later developed for The Hudson Building
- Purchase of garage was one of several major investments by City to stimulate development downtown
- Garage was not purchased to serve as a district parking asset for surrounding area; was always envisioned to be sold back to developer

Garage Use and Net Impact

- Most spaces have been licensed by the tenants of the two adjacent buildings for years; sale results in a net loss of 27 short term public spaces
- Sale of the garage will result in net annual savings to the Parking Fund as well as one-time revenue that can be used toward parking enhancements elsewhere in the downtown
- Purchase of the garage achieved economic development goals as originally intended – catalyzed projects on two blocks early in downtown redevelopment efforts, added office workers, residents, retail sales, property taxes

Next Steps

- Per the terms of the 1999 Agreement, the proposal meets the minimum price and timing requirements and therefore the City is obligated to sell the garage to the developer
- The City's Parking Advisory Committee and City Center Redevelopment Authority each received a briefing by staff last week
- Final approval of the PSA is scheduled for City Council action next Monday, June 28

Questions



EXIT

DO NOT ENTER

Chad Eiken, CED Director
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chad.eiken@cityofvancouver.us