



MEMORANDUM

DATE: May 24, 2021

TO: Mayor and City Council

FROM: Eric Holmes

RE: **2021 Vancouver Homelessness Planning**

The purpose of the May 24th workshop with Council is to:

- Provide an overview of the current state of unsheltered homelessness in Vancouver and its impacts
- Present the recommended plan for mitigation of those impacts
- Solicit feedback from Council to ensure plan is in alignment with Council's expectations and values
- Discuss next steps and future Council action needed for implementation

Background

In October of 2020, the County and City Councils approved a memorandum of agreement between the two jurisdictions that established Clark County as the lead agency on regional homeless response, with the City of Vancouver playing a significant supporting role. It also created the Joint Executive Group on Homelessness, which serves as a policy forum to identify possible gaps and opportunities for further coordination and investments to address homelessness and its impacts. The Joint Executive Group on Homelessness charter has been included for reference.

While the Joint Executive Group on Homelessness is, and has been, meeting regularly to discuss and coordinate joint efforts to address homelessness systemically, the City of Vancouver also acknowledges that the community is experiencing significant negative impacts as a result of continued and increasing unsheltered homelessness. As a result, Jamie Spinelli was hired in February 2021 as the Homeless Response Coordinator, and tasked with leading the COV Homeless Assistance and Resource Team (HART) in its encampment outreach, engagement and clean-up efforts, as well as mapping out a plan for mitigating the impacts of unsheltered homelessness.

Recent & Current Efforts

The City of Vancouver has historically focused its efforts on aligning funding strategies and priorities with the rest of the local Homeless Crisis Response System by prioritizing affordable housing development, and homelessness prevention, diversion and supportive housing programs.

This has been done utilizing federal CDBG & HOME funding and local revenue through the Affordable Housing Fund (AHF) and recently adopted Affordable Housing Sales Tax. Below is a very brief overview of some of the recent contributions we have made to addressing homelessness systemically.

System-Wide Contributions

- Increased shelter capacity by 30 beds through AHF (~ \$1.5 million in total for shelter since 2020)
- Built 172 of housing units through the AHF, with 137 of those for people exiting homelessness
- Rental assistance through AHF and HOME (~ \$4.5 million since 2020)
- \$315k for Enhanced Mobile Crisis Response Team (Co-Responder team)
- Contributed \$2.5 million to purchase of Bertha Cain Baugh Place, which is owned by VHA and managed by the County through a contract with Catholic Community Services
- Facilitate increased response from faith-based community (Safe Park, Winter Shelter, etc.)

Despite the resources the City has contributed to addressing homelessness collaboratively and systemically, largely focused on housing, we are seeing growing numbers of individuals living outdoors and in vehicles in the public ROW.

Current Mitigation Efforts

Based on information from law enforcement and community outreach, there are still at least 500-600 people living in tents or vehicles within the City of Vancouver. Below is information about the current efforts used for mitigation, all of which began in the last year, except for Talkin' Trash, which has been operating since 2017. Most of these began as a response to COVID-19 and will need to continue for as long as people are living unsheltered.

Current Strategy	About	Cost
Mail Service	• Mail distribution at Navigation Center	\$200,00/year – temp staff & security
Sanitation Sites	• Portable toilets, handwashing stations, garbage service • 6 locations	\$60,000/year
Talkin' Trash	• 20 tons of solid waste/month • low-barrier employment • Contract w/ Share	\$168,000
HART	• Encampment engagement and clean-up coordination	Homeless Response Coordinator, VPD HART Officer, and Public Works Encampment Response Coordinator (not hired yet)
Camp Clean-Ups	• 7 clean-ups since March 2020 • 48 tons of solid waste removed	\$3000-\$5000/clean-up – cost for Public Works, Rapid, and Dump Fees only
Safe Park Zone	• 44 Vehicles (22 RVs) • 70 adults/10 kids	\$320,000/year – temp staff, security, towing

How We Got Here

Legal Landscape

In 2018, the 9th Circuit ruled, in *Martin v. Boise*, that punishing an individual experiencing homelessness for sleeping on publicly owned land, in the absence of adequate alternatives, is a violation of their 8th amendment rights. In 2019, the U.S. Supreme Court denied a petition by the City of Boise to review the case, leaving in place the previous 9th Circuit ruling.

In anticipation of these rulings, the City of Vancouver amended its camping ordinance, permitting camping on most publicly owned land (excluding city parks and public libraries) from 9:30 pm to 6:30 a.m., provided sidewalks and roadways are not obstructed, when shelter capacity is full.

In 2020, at the beginning of the COVID-19 pandemic, the Governor, public health authorities, and the CDC issued orders and recommendations to help slow the spread of the virus, and they included not forcing encampments to move and, in some cases, providing hygiene and sanitation services to large encampments. The City of Vancouver has responded to those orders/recommendations by placing dumpsters, portable latrines and hand washing stations in a handful of locations around the city to assist with sanitation and hygiene in areas that have larger encampments. Additionally, individuals camping on public ROW (excluding public parks and libraries) have been allowed to remain unless there are clear significant health and/or safety risks present.

In April 2021, both the City and County of Los Angeles were ordered to house or shelter all unhoused residents of Skid Row within 180 days. As part of that order, Los Angeles was required to place \$1 billion in escrow to accomplish that task and report the spending plan to the court within 7 days. Finally, the L.A. City Auditor was mandated to examine all public funds spent in recent years to combat homelessness. The lawsuit had accused the City and County of failing to comprehensively address the desperate living conditions of individuals experiencing homelessness, citing hunger, crime, squalor, and the pandemic as some of those conditions.

In light of recent court rulings, and because our community is experiencing increasing negative impacts due to unsheltered homelessness, including significant health, safety and sanitation concerns, it is imperative that we implement a plan that both addresses the visible impacts of unsheltered homelessness, and provides for safer and healthier living conditions for those living unsheltered as we work toward more permanent solutions.

Recommended Strategies for Mitigation

The following strategies are designed to mitigate the negative impacts of unsheltered homelessness as we continue to support the County in their larger efforts to address homelessness with housing, behavioral health and other supportive services. The strategies below are meant to build upon the current efforts listed in the chart above. This plan is intended to address the immediate health, safety and sanitation needs of the entire community, both housed and unhoused, and is not intended or designed to end homelessness. It provides access to basic needs, safe and supportive places for people to be as they work towards housing, employment, and/or other services, additional low-barrier employment opportunities, and more equitable access to healthcare.

Strategy	About	Est. Start Date	Est. Annual Costs
Mail Service	- Add mail service to AHF contract with Outsiders Inn - Mail to be distributed at St. Paul Lutheran Church and Living Hope church	May-21	\$50,000
Talkin' Trash	- Expand Team - Expand scope to include intentional outreach/engagement in camps	Jun-21	TBD
HART	- Contract w/ Columbia River Mental Health to add Street Treatment Team - Mental Health Professional/Substance Use Disorder Professional, Minor Medical, Peer, Prescriber - Proactive engagement, not crisis response - Some outside funding already committed	Sep-21	TBD
Additional Safe Park	- Locate other properties or partner with other entities for add'l 24/7 Safe Park capacity - Contract with nonprofit for operations	Jul-21	\$320,000
Supported Campsites	- Limit to 20 tents/camps per site - Spread throughout city - Contract with nonprofit(s) to host/support camps - Provide fencing, sanitation, garbage - Community based services can be provided on-site	Jun-21	\$320,000/site
Future Strategies			
Bridge Shelter	150 beds - Contract with nonprofit	TBD	TBD
Community Court	Locate New Venue	TBD	TBD

Greater detail about components of the plan will be provided at Council Workshop on May 24th, and I look forward to the discussion and feedback from Council.

Attachments:

[Joint Executive Group on Homelessness MOACharter.pdf](#)

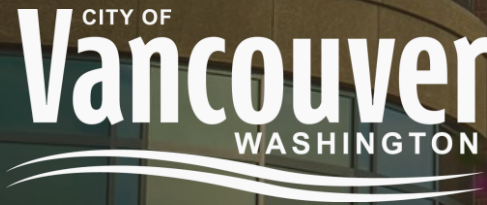
[The High Cost of Clearing Homeless Encampments - Bloomberg](#)

[Chronic Homelessness: A Crossroad](#)

Vancouver Homelessness Plan

Mitigating the Impacts of Unsheltered Homelessness

VANCOUVER
CITY HALL



May 24, 2020

Vancouver City Council Workshop

Jamie Spinelli,

Homeless Response Coordinator

Why We're Here...

Community Comments:

- “... concerned for the safety and health of the residents in the camp ...”
- “... our town is failing miserably with transients and campsite over running our green spaces ...”
- “If sleeping is legal on public property, why does the city not designate which property this can occur on?”
- “If we do nothing, we do not have to wonder what our city will look and feel ...”
- “... we should be taking care of what we have first, before spending on anything else.”

Why We're Here...

Community Comments:

- “... can not enjoy nor express a trusted future for our children looking at trash, needles, campsites etc.”
- “Vancouver is becoming a dumpsite for trash, tagging and unsightly camps, drug abuse ...”
- “What can I do to help?”
- “Where else can I go?”



Workshop Outcomes

- Solicit feedback from City Council to ensure plan is in alignment with expectations
- Discuss next steps and future City Council action needed for implementation

Presentation Overview

- Current impacts
- City's role/Joint Executive Group on Homelessness
- Systemic contributions and current mitigation efforts
- Legal landscape
- Plan for mitigation
- Outcomes
- Future City Council action and next steps
- Feedback and questions

Impacts of Unsheltered Homelessness

- Increase in visible homelessness
 - Tents, encampments, RVs and other vehicles
- Increased solid waste, biohazardous material and belongings on both public and private property
 - Since February, the City has cleaned up over 110 tons of solid waste
 - Illegal dumping at encampments
- Negative impacts on mental and physical health of those living unsheltered, including an average of 25 deaths per year
- People showing symptoms of mental/behavioral health conditions

Contributors to Impacts

- Shortage of shelter space
- Chronic health conditions
- Unmet needs (basic and otherwise)
- Untreated mental/behavioral health
- Lack of deeply affordable supportive housing
- Housing/Homeless Response System at capacity/overwhelmed
- Barriers to accessing services/shortage in resources



Joint Executive Group on Homelessness

- Policy forum to identify possible gaps and opportunities for further coordination and investment
 - Establishes Clark County as the lead agency on regional homeless response, while City plays supportive role
 - Collaborate on projects and initiatives that address homelessness and its impacts
- Meeting since November
- Some of the proposed mitigation efforts have been discussed as ideas

What We Have Done (Systemwide)

- Increased shelter capacity through the Affordable Housing Fund (AHF)
- Built housing units through the AHF for people experiencing homelessness
- Provided rental assistance through CARES Act
- Formed Adult Mobile Crisis Intervention and Co-Responder teams
- Contributed to the purchase of Bertha Cain Baugh Place —————▶
- Facilitated increased response from faith-based community



Current Mitigation Efforts

- Mail service
- Sanitation sites
- Talkin' Trash
- HART
- Large-scale camp clean-ups
- Safe Parking Zone



Legal Landscape

- Bell v. Boise
 - 2015: Dept. of Justice Statement of Interest
 - Jones v. City of Los Angeles
- City of Vancouver Ordinance Update
 - Unlawful 6:30am-9:30pm
- Martin v. Boise
 - 2018: 9th Circuit Ruling
 - 2019: U.S. Supreme Court

Legal Landscape

- COVID-19 Considerations
 - Washington State: Stay Home, Stay Healthy
 - Centers for Disease Control and Prevention
 - Balance of Risks
 - If individual housing options are unavailable, allow people who are living unsheltered to remain where they are.
- L.A. Alliance for Human Rights v. City of Los Angeles

Recommended Mitigation Strategies



Mail Service

- Contract with Outsiders Inn to provide mail service five days per week at two locations



Expand Talkin' Trash Program

- Additional crew
- Add outreach/engagement component



HART Street Treatment Team (not a crisis response team)

- Mental/behavioral health provider, minor medical, peer, prescriber
- Contract with CRMH

Recommended Mitigation Strategies



Additional Safe Parking Zones

- City-owned lots
- Partner with churches and/or other entities



Supported Campsites

- Contract with nonprofit to manage
- Approximately 20 camps per site
- Spread out throughout city

Future Recommended Mitigation Strategies



Bridge Shelter (*partnership opportunity*)

- Contract with nonprofit provider
- 150 beds
- Potentially 2-4 years out
- Congregate shelter landscape uncertain due to COVID-19



Community Court

- Unhoused diversion program
- Encourages participation in supportive/stabilizing services

Supported Campsites: Overview

- Approximately 20 individual camps per site, depending on location, for 20-40 people
- Fenced for privacy and safety needs of residents
- Supported by nonprofit management, sanitation/hygiene services, Talkin' Trash, HART, outreach and other service providers
- Trailer on site for meeting and appointment space and storage
- Nonprofit to employ camp resident to assist with daily operations and management
- Total number of camps needed is a moving target

Supported Campsites: Location Selection

- Use City-owned properties and partner with churches and/or other willing private property owners
- As close to where camps already exist as possible
- Within a half-mile from transit access
- No more than one per neighborhood or within certain distance from each other
- Prohibit camping within certain radius of a supported campsite and sensitive areas
- Preference will always be for spaces that will provide the least amount of negative impact on environment, residential areas and businesses
- Commitment to community outreach, input and solution-focused participation in selection process

Outcomes: Cleaner, Safer, Healthier for All

- Cleaner, safer, healthier and more resilient city for everyone
- Better management of current state of unsheltered homelessness
- Decrease garbage, litter, belongings in public right-of-way and common spaces
- Increased livability for community members and businesses
- Unsheltered individuals living in more sanitary and supportive conditions
- Increased meaningful engagement/outreach

Outcomes: Cleaner, Safer, Healthier for All

- Increased low-barrier employment opportunities for unhoused
- More equitable access to healthcare
- Reduced crises experienced by those living unsheltered
- Reduced use of police, emergency services, ER as primary care and associated costs
- Supportive and stabilizing services better equip individuals for housing/employment retention

Mitigation Plan Alignment with Joint Executive Group

Guiding Principle	Alignment
Engage and involve community	Creates employment/volunteer opportunities
Strengthen system capacity and increase leveraging opportunities	• Creates many “doors” for access • Provides opportunities for funding partnerships
Facilitate interactions with organizations not covered by the Homeless Action Plan.	Includes partnerships with mental, behavioral and physical healthcare providers
Recognize lived experience and closest point of contact to those communities as the experts.	Plan created with input from those with current and past lived experience, as well as boots on the ground providers

Mitigation Plan Summary

Impact	Strategy	Details	Est. Start
Garbage , trash, clutter in public	Talkin' Trash crew expansion	- Additional truck - Hire two crew members - Funding partnership(s)	July 2021
People living in tents/vehicles in the ROW	Supported campsites	- Possibly pilot first - Additional outreach for pilot & determining other site locations - Ordinance/Council action	Sept 2021
	Additional Safe Park areas	Community & partner outreach for site location	Dec 2021
	Bridge shelter	TBD	TBD
Barriers to accessing services	Mail service	Add mail service to AHF contract with Outsiders Inn	May 2021
	HART Street Treatment Team	Contract with CRMHS	Sept 2021
	Talkin' Trash scope expansion	Training	July 2021
	Community Court	TBD	TBD

Next Steps/Timeline

By September 2021

- Create mechanisms for community feedback (BeHeard, NA meetings, etc)
- Expansion of Talkin' Trash or other clean up program
- Columbia River Mental Health ready to launch Street Treatment Team
- Pilot campsite(s) open
 - Pending updates to camping ordinance
 - Identification of service provider/camp host

Next Steps/Timeline

By December 2021

- At least 3 campsites operating
- Street Treatment Team operating in Vancouver 5 days/week
- Second Safe Park site identified and operating

Future Action Needed by City Council

Changes to Unlawful Camping Ordinance

- Ordinance changes to allow supported campsites
 - Expansion of 14 Day Permit Authority
 - Site selection following review of zoning, rights-of-way, community resources, and potential impacts
- Prohibit camping around/near supported campsites
- Prohibit camping within sensitive environmental areas

Questions For Council

- What resonates?
- What concerns do you have?
- Is this in alignment with your expectations?
- Any guidance for further alignment?

Questions and Discussion

Jamie Spinelli, Homeless Response Coordinator

Jamie.Spinelli@cityofvancouver.us

360-487-8610



The background of the slide features a photograph of Vancouver City Hall, a modern building with a curved glass facade and brick accents. The words "VANCOUVER CITY HALL" are visible on the building's exterior. In the foreground, there are vibrant pink and purple flowers, possibly petunias, which are slightly out of focus. A semi-transparent dark grey banner is overlaid across the top half of the image, containing the main title and date in white text.

Vancouver City Council Workshop 2022-2027 Transportation Improvement Program May 24, 2021



Chris Malone
Finance and Asset Manager
Department of Public Works

Transportation: Essential to Our Thriving Community



Presentation Overview/Agenda



- Why Create a Transportation Improvement Program (TIP)?
- 2022-2027 TIP Updates
- Outreach and Next Steps

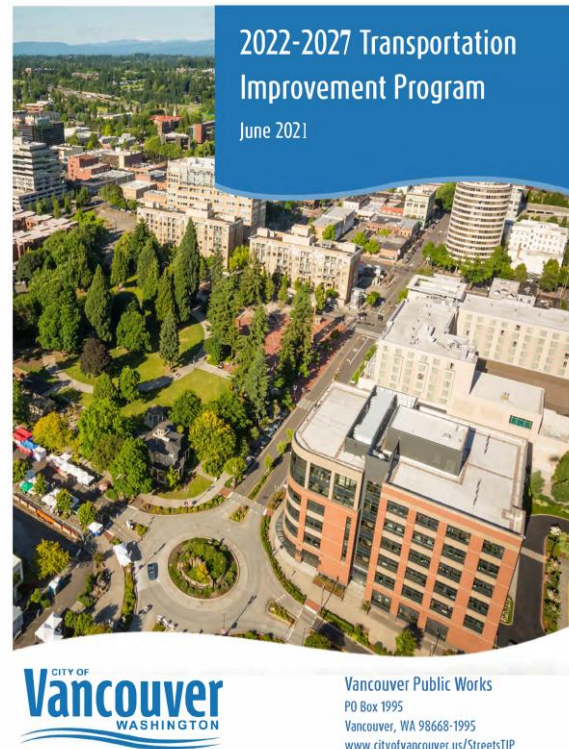
Why Create a TIP?

- 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)

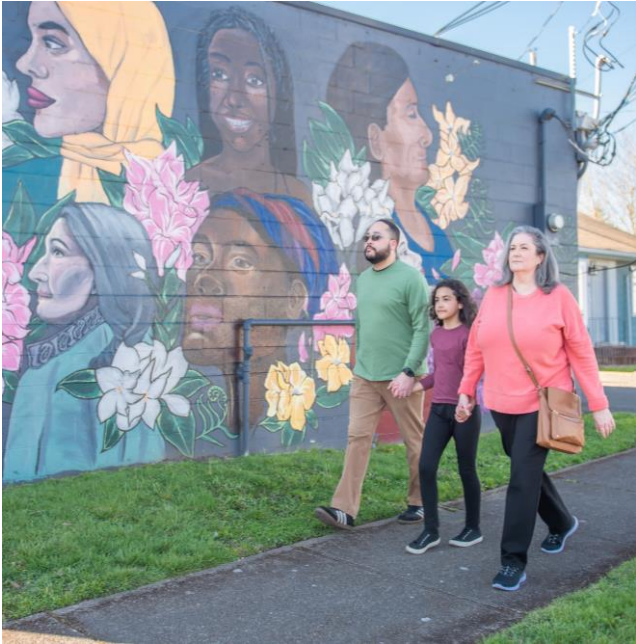


Draft 2022-2027 TIP Update

- Information Updates
- Financial Analysis
- Project Listings
- Detailed Project Information
- Arterial Street Information
- Glossary
- **New:** Interim Project Prioritization



Interim TIP Project Prioritization



- Utilizes City's comprehensive plan policies, financial policies, and strategic plan goals
- Assigns scores of 0-100 to projects based on criteria reflecting Council priorities/policies
- Prioritizes capacity projects against capacity, multimodal against multimodal, and signal against signal

Interim TIP Prioritization – Reflecting Policy Priorities

- Safety
- Equity
- Climate / environment
- Multimodal
- Economic development
- Congestion management
- Project viability
- Taking care of what we have

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



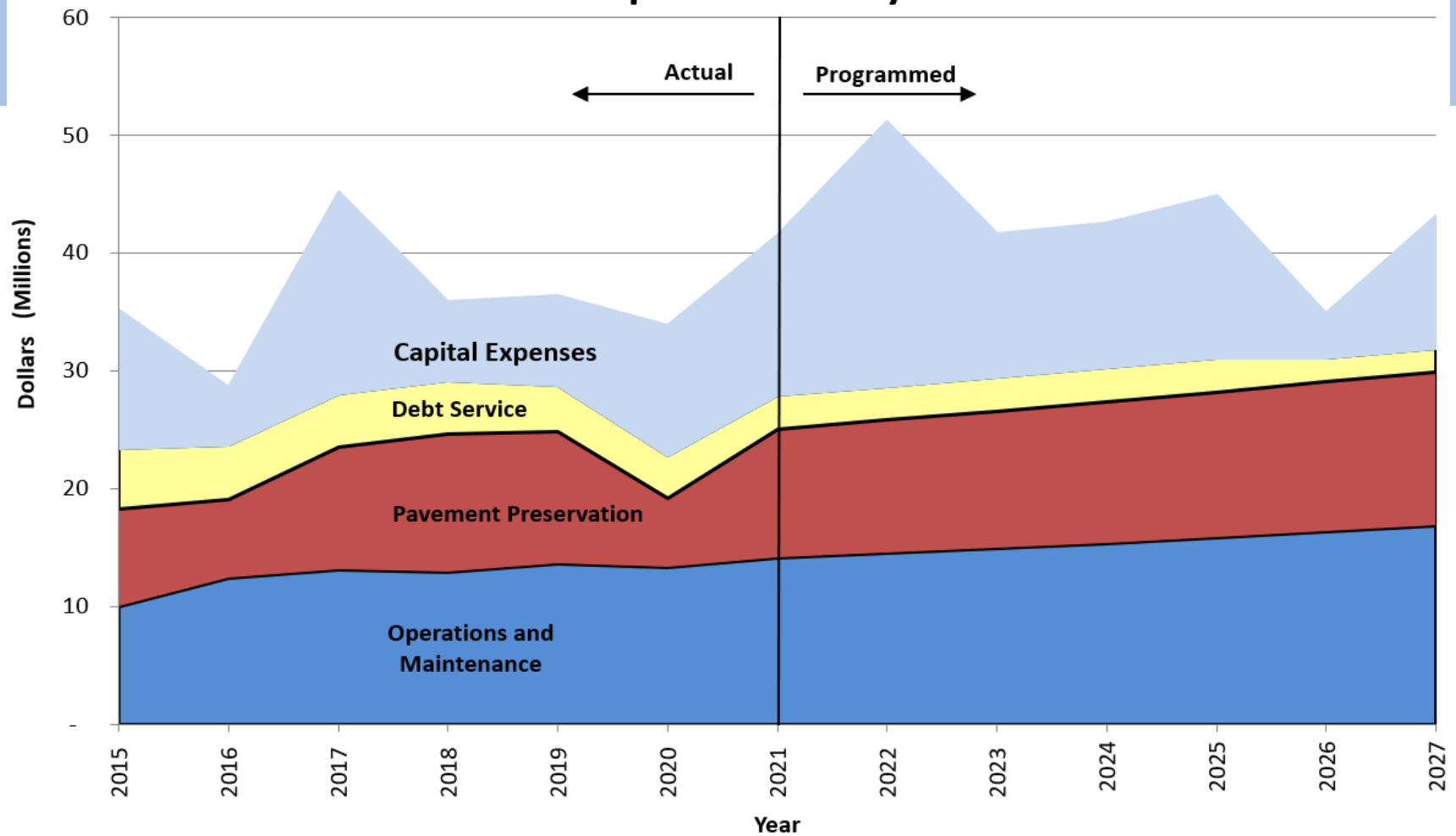
2022-2027 TIP – Key Projects



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)

Total Streets Expenses History and Forecasts



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

Other:

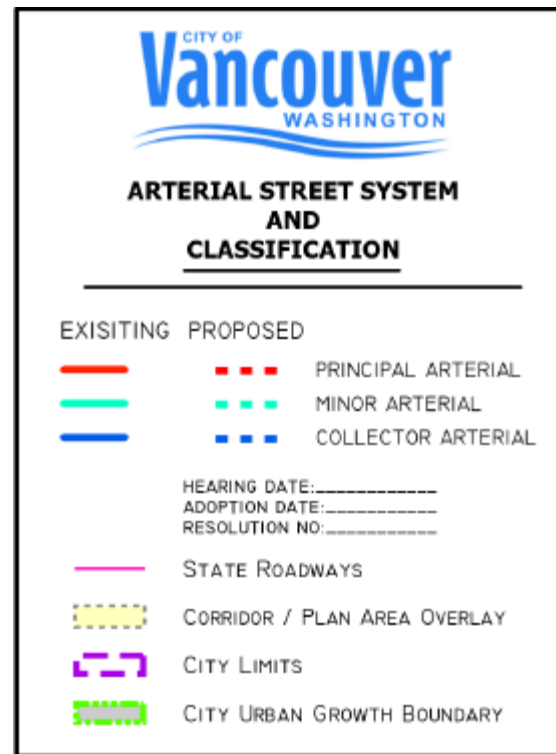
East side: Revise map to show NE 59th Street as existing street – between NE 137th Avenue, west to halfway between NE 127th Avenue and NE 131st Avenue

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

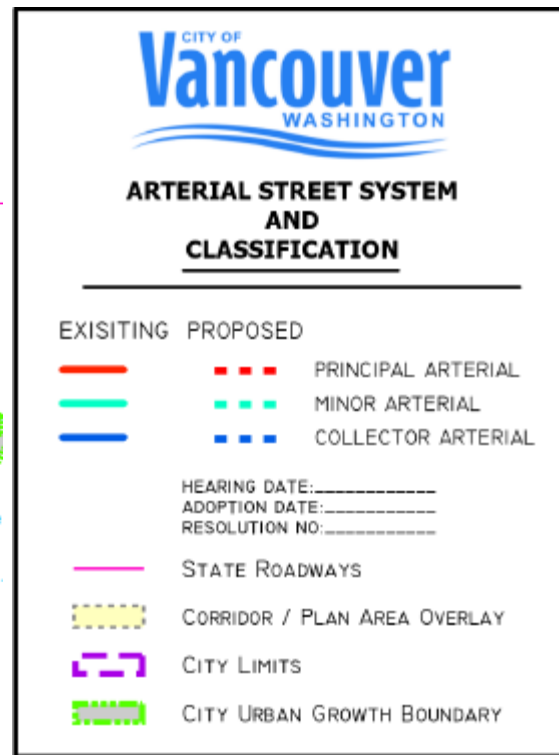
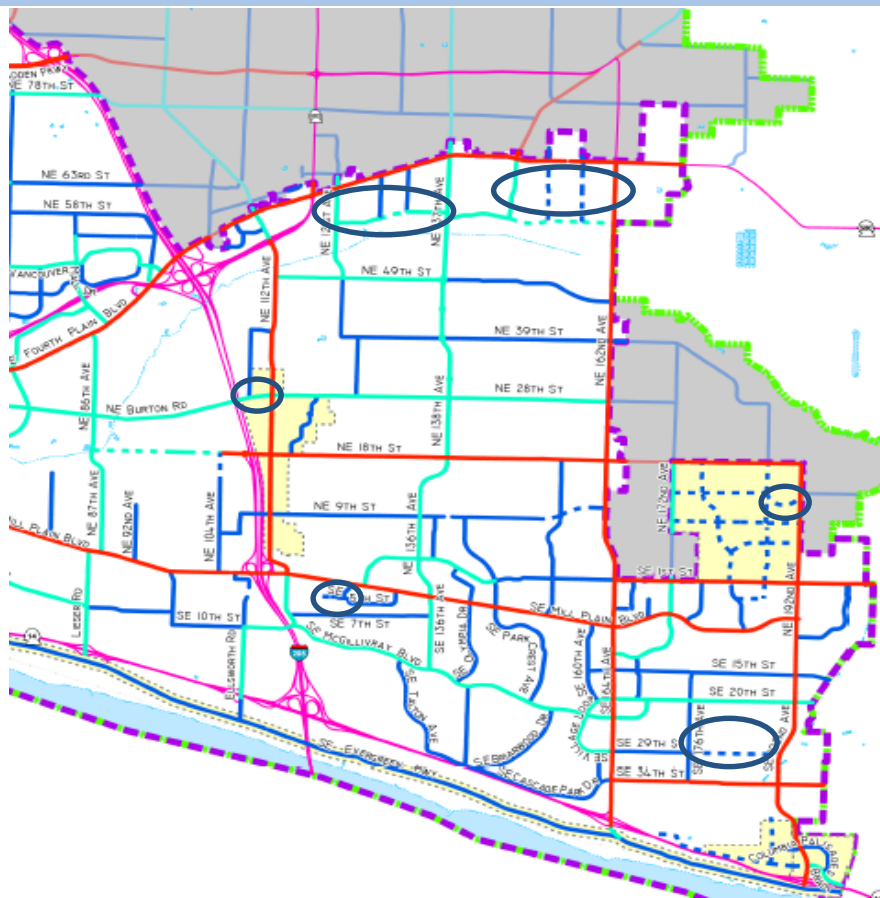
East side: Revise map to show SE 5th Street between SE 121st Avenue to SE 123rd Avenue as an existing street

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

CITY OF
Vancouver
WASHINGTON



2022-2027 TIP – Arterial Map Updates (East)



Public Outreach and Next Steps

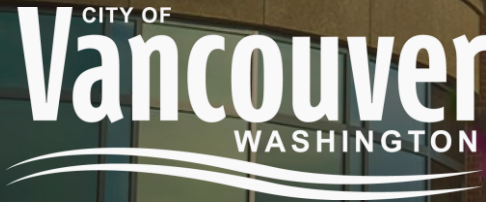
- Transportation Mobility Commission – May 4, 2021
- Neighborhood Traffic Safety Alliance – May 18, 2021
- Joint Workshop of City Council / Transportation Benefit District – June 24, 2021
- City Council Public Hearing – June 21, 2021
- TIP & Searchable TIP map on City's website: www.cityofvancouver.us/TIP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

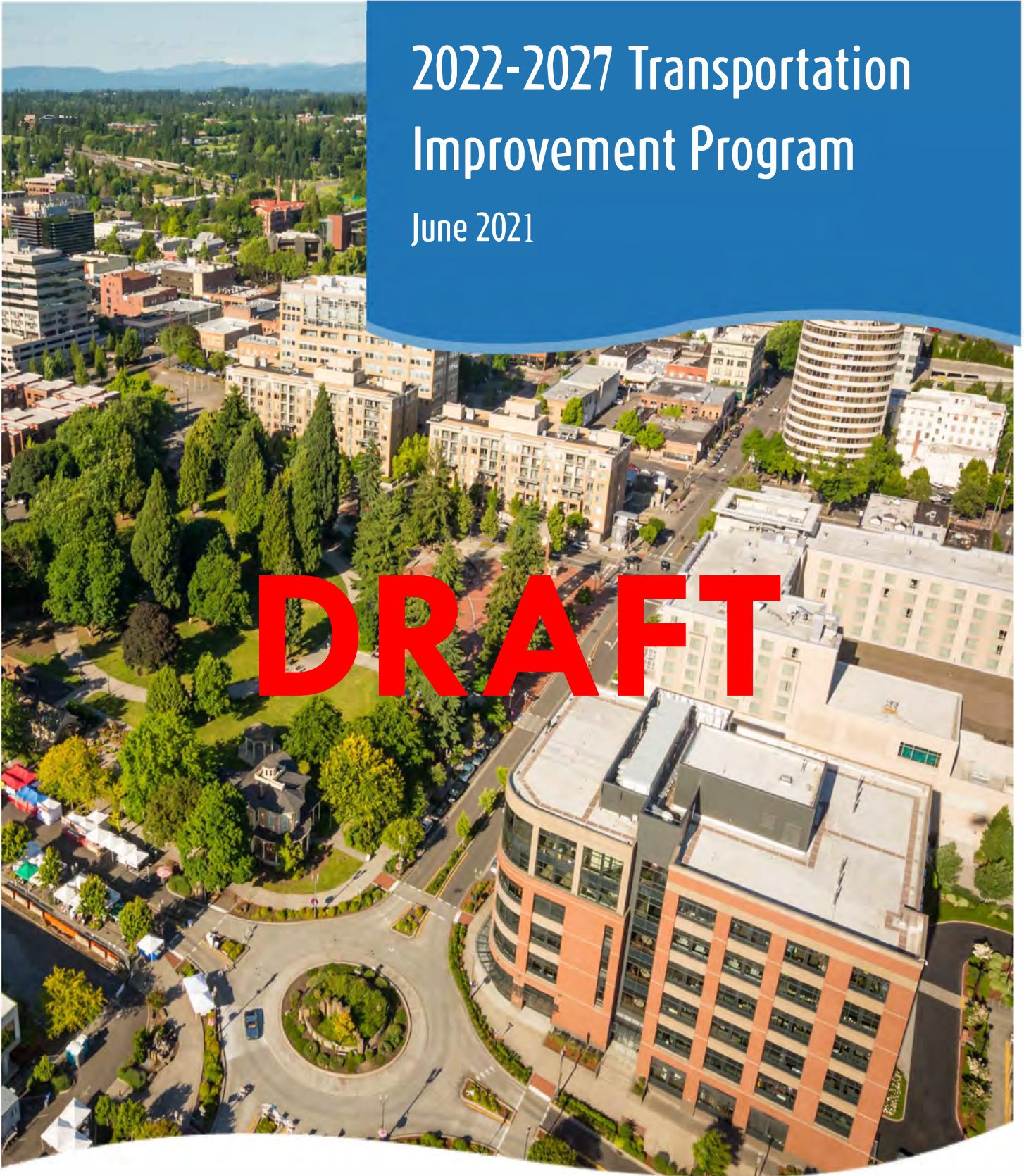
Questions?



Questions and Discussion

- Chris Malone -- Public Works Finance and Asset Manager
- Webpage: www.cityofvancouver.us/tip
- Webpage: www.cityofvancouver.us/betterstreets





2022-2027 Transportation Improvement Program

June 2021

DRAFT

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Resolution Page 1 here

Resolution page 2 here.

Resolution page 3 here.

TRANSPORTATION IMPROVEMENT PROGRAM OVERVIEW

The City of Vancouver 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. 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 2020 on the plan, which helps guide all aspects of the transportation system. The update will include an in-depth review of multiple sub plans, such as bicycle, pedestrian, arterial streets, neighborhood streets, freight, signals, and transit plans. 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 communities underrepresented in previous 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: The City's focus for 2020 was on ADA ramps. For 2021, the focus is on sidewalk infill projects.

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

Street Lights: (Are there any updates we would like to include for Street Lights?)

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:

BUILD: Better Utilizing Investments to Leverage Development—competitive, discretionary grant awarded by U.S. Department of Transportation to local agencies; focus is on large scale transportation projects that catalyze economic development

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).

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						
Street Maintenance (funds 102 & 103)						
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						
Street Maintenance						
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						
Debt Service Revenues						
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						
Transportation Engineering						
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						
Transportation Engineering						
General Fund	766,255	928,363	821,325	864,175	***	***

TRANSPORTATION CAPITAL						
Expenses (funds 330 & 331)						
Transportation Capital Expenses						
Capital Expenses	11,746,438	4,918,878	17,019,355	6,636,538	7,556,686	11,039,560
Revenues						
Transportation Capital Revenues						
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

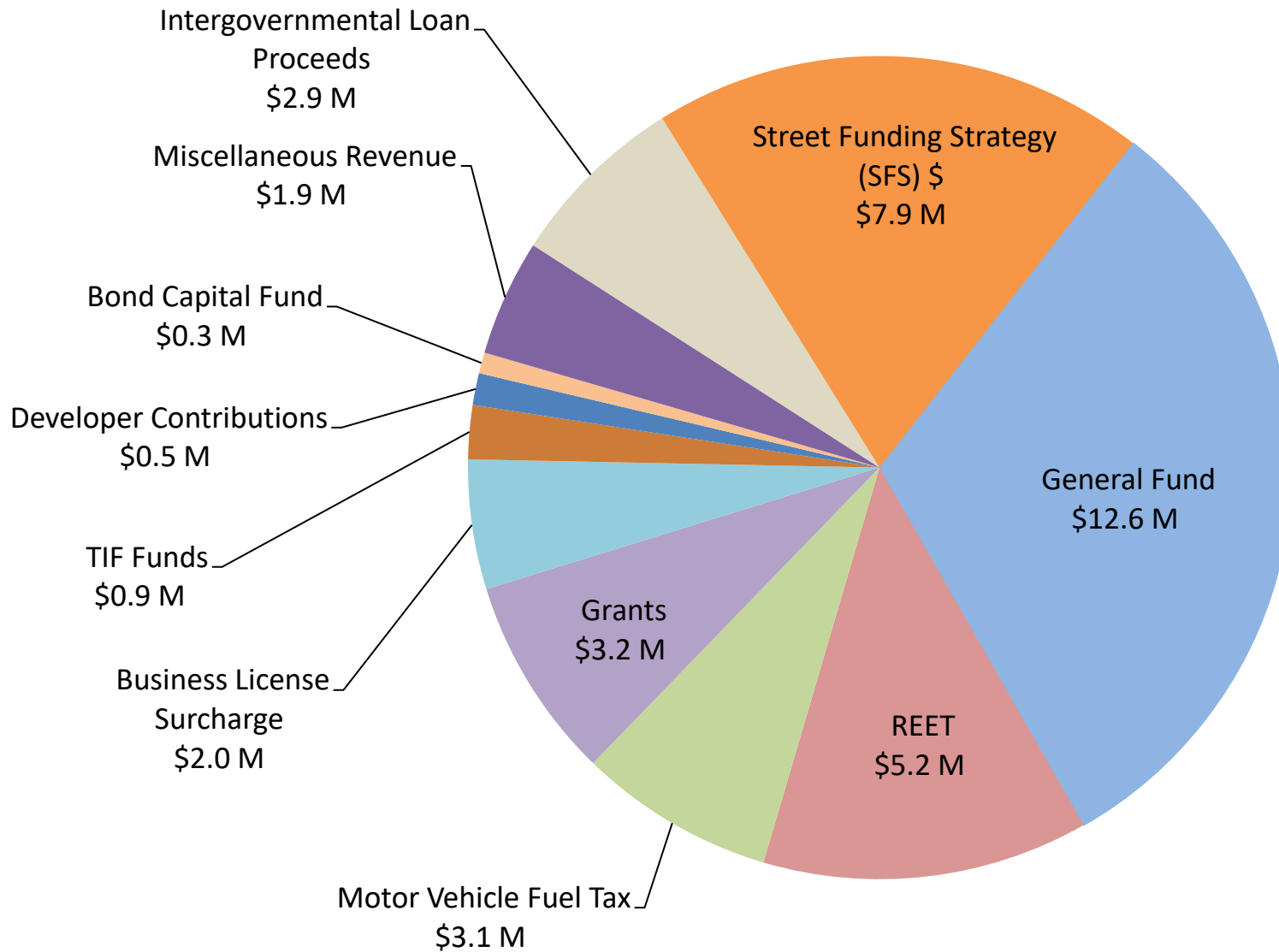
* See SFS tabular sheet for further breakdown of SFS expenses and revenues.

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

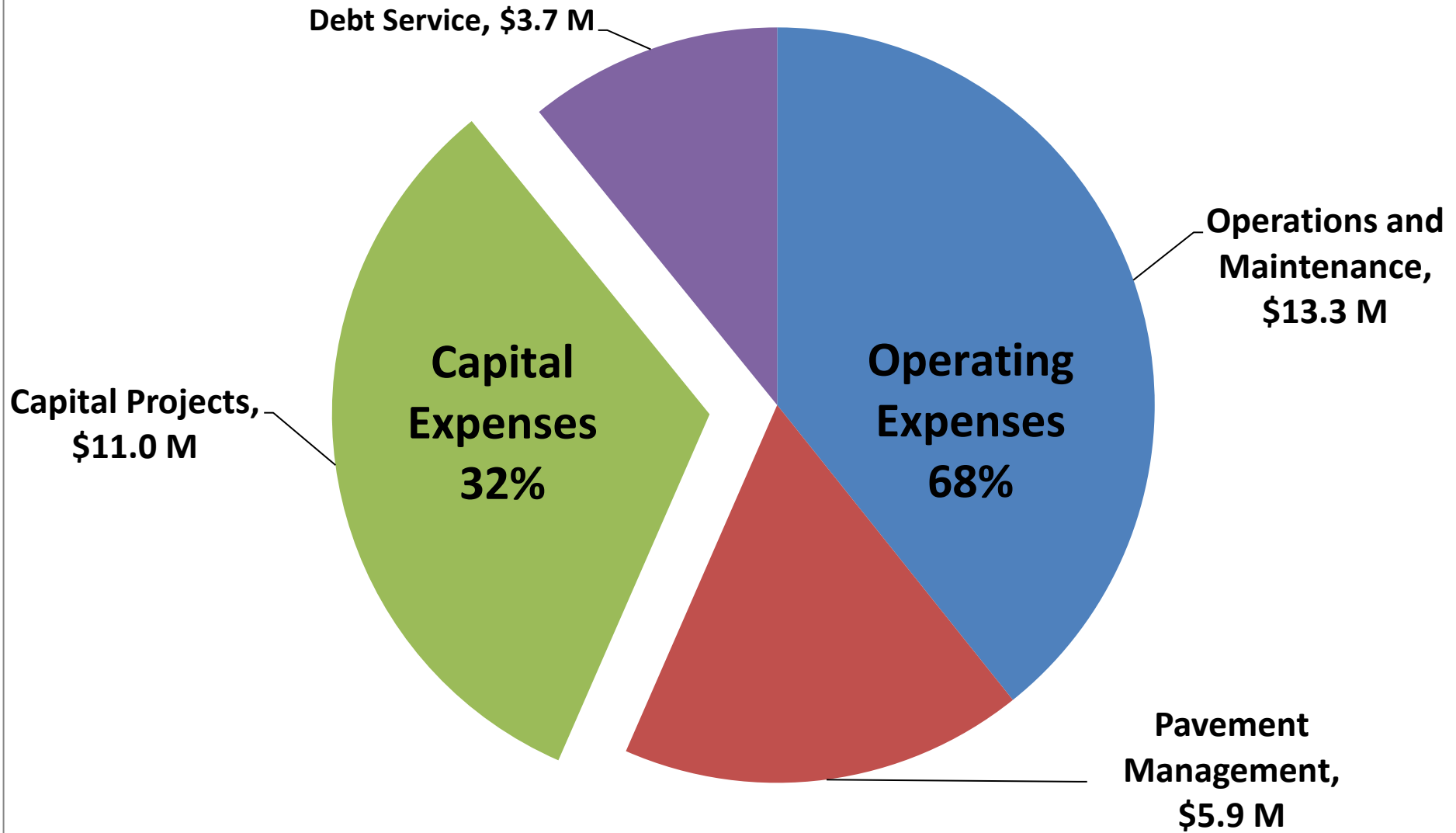
***Starting in 2019 these costs are included in administration category of street maintenance above.

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

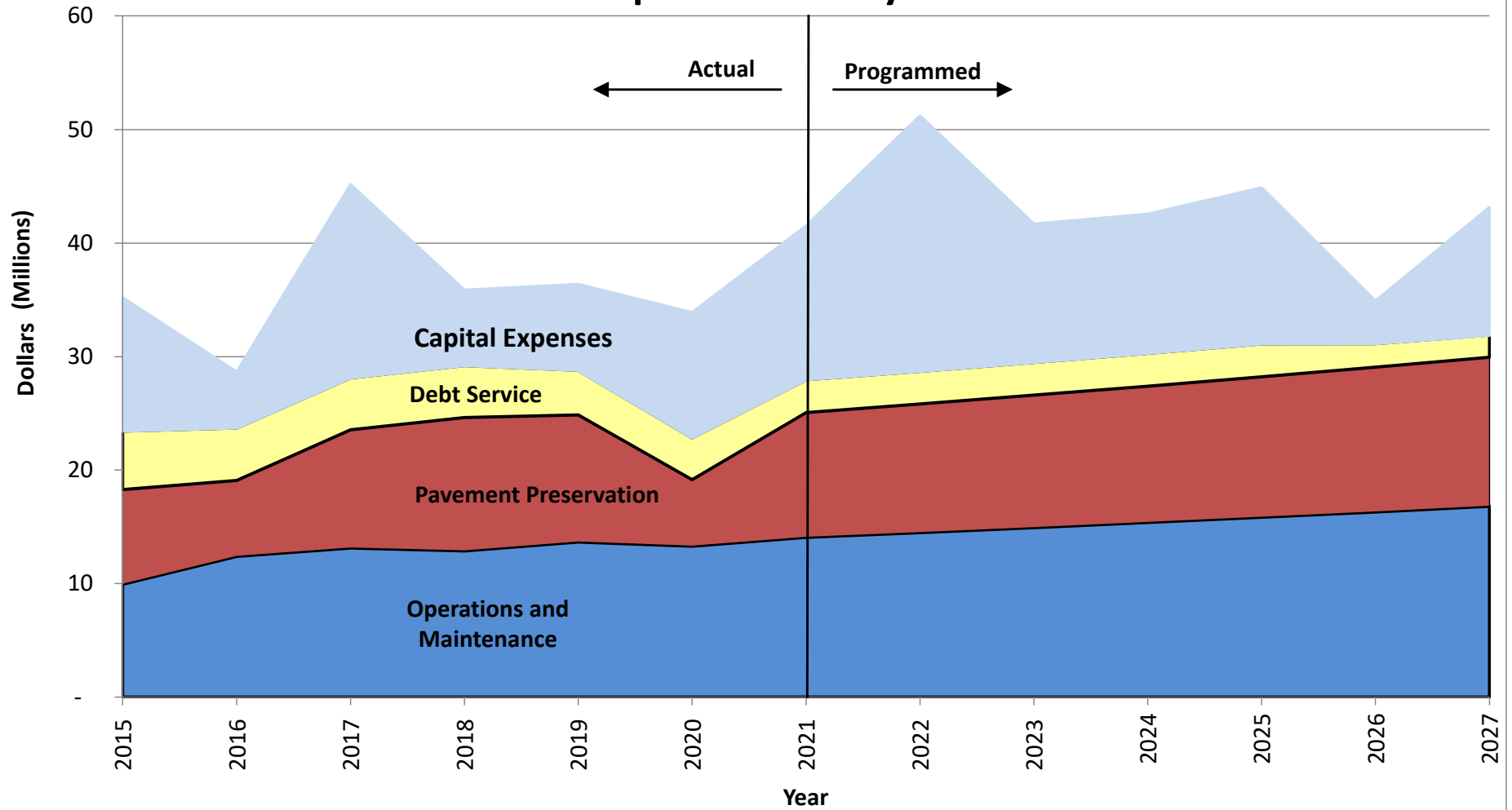
2020 Streets Revenue Operating and Capital \$40.5 Million



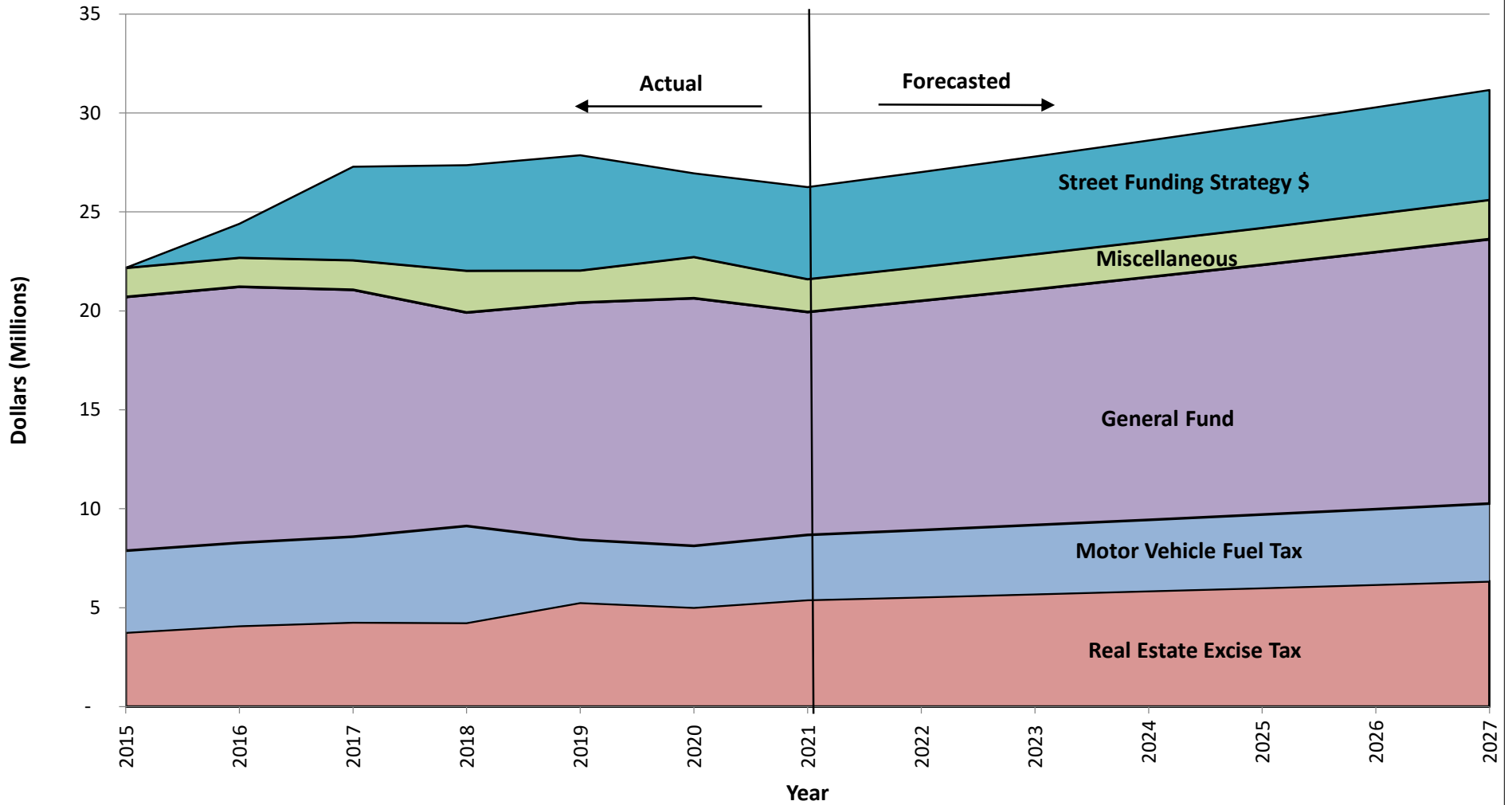
**2020 Streets Expenses Operating and Capital
\$33.9 Million**



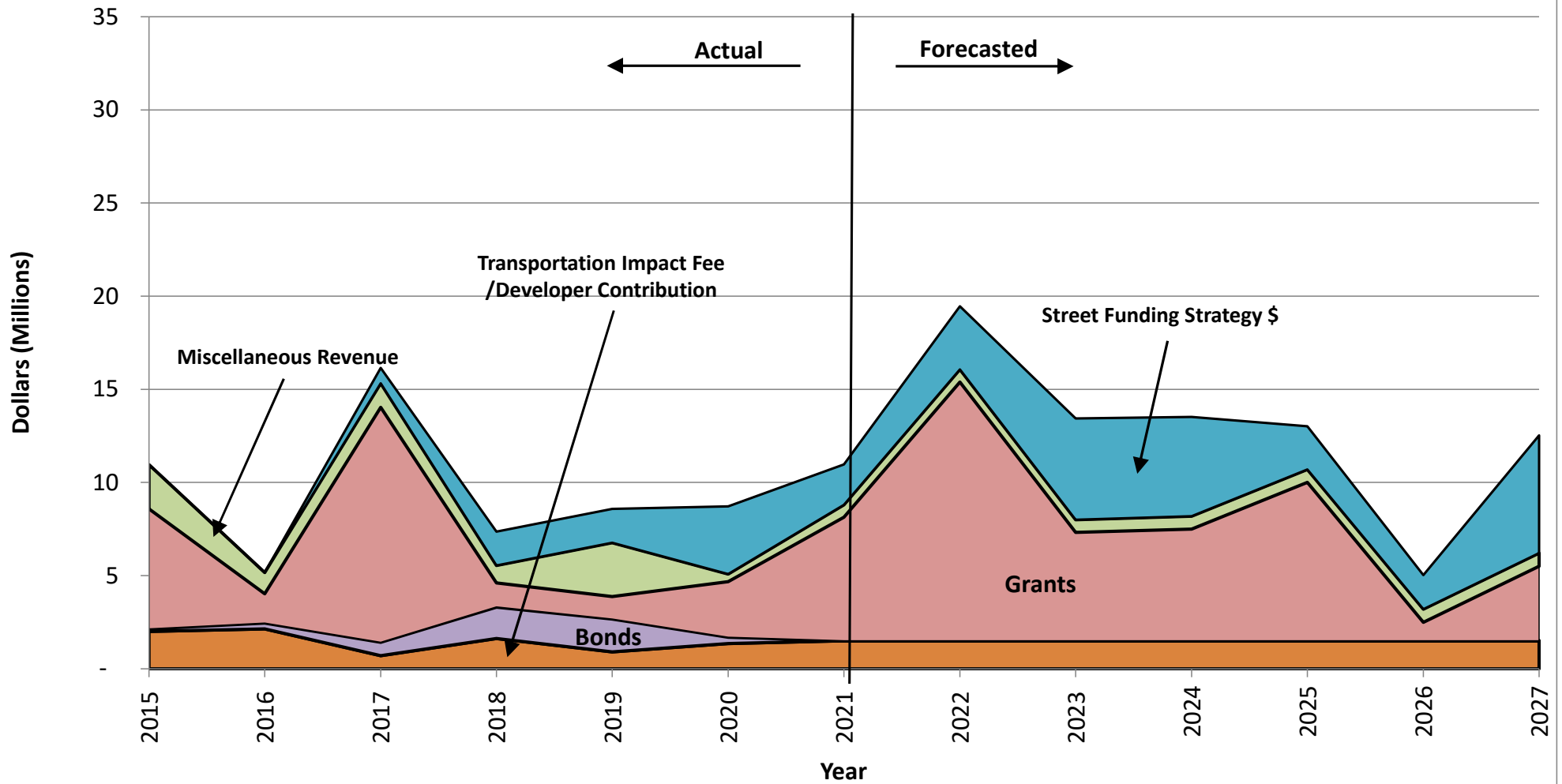
Total Streets Expenses History and Forecasts



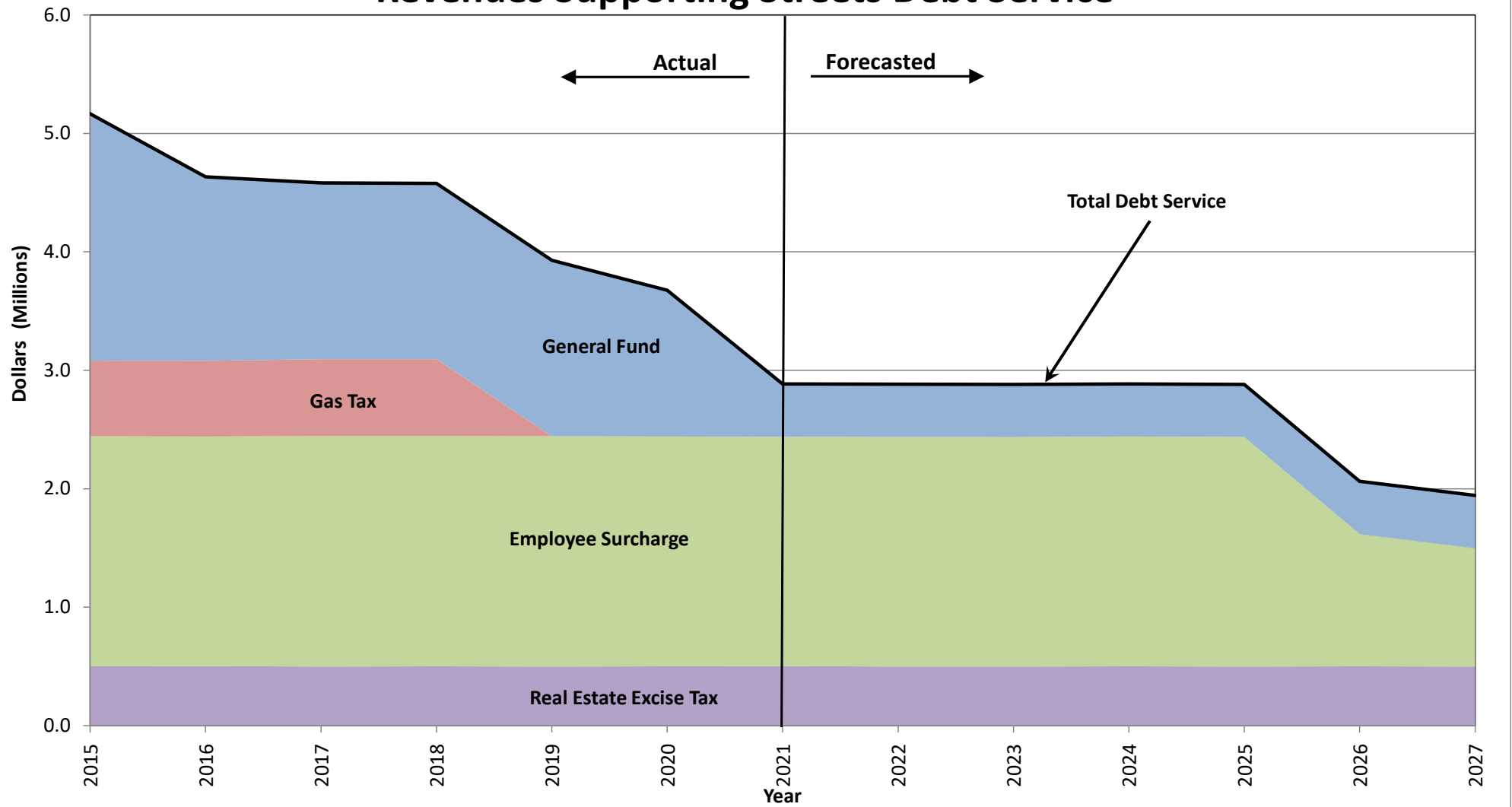
Revenue Supporting Street Operations, Pavement Preservation, and Debt Service



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>
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 completed in 2020
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 St. - Columbia Way to N. 45th St.	TRANS-904	Multimodal	Bike/ped safety improvements for Columbia St.
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 164th 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
Westside Bike Mobility – Phase 1	TRANS-861	Multimodal	Project moves from Partially Funded to Unfunded list
5 th Street Pedestrian Improvements – Fort Vancouver to Reserve	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 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 18 th 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)

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FUNDED PROJECTS/PROGRAMS

S C O R E							2021	2022	2023	2024	2025	2026	2027		
	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
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 \$			\$1,000,000	\$2,000,000						\$2,000,000	East City/Cascade
				SFS \$			\$0							\$0	
				GRANT \$			\$4,050,000	\$2,000,000						\$2,000,000	
				TOTAL \$	\$3,469,135		\$5,050,000	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$4,000,000	
			Traffic												
40	TRANS-865	Columbia Street and W. 13th Street Intersection Improvement - Funded by TRANS-237 Design Phase - Funded - Started Right-of-Way Phase - Not applicable Construction Phase - Funded - Not started	Traffic	EXST \$			\$275,000	\$25,000						\$25,000	Vancouver/Columbia
				SFS \$										\$0	
				GRANT \$										\$0	
				TOTAL \$	\$54,230		\$275,000							\$0	
50	TRANS-877	Mill Plain Arrival on Green - I-205 to 164th Ave Design Phase - Funded - Not started Right-of-Way Phase - Not applicable Construction Phase - Funded - Not started	Traffic	EXST \$			\$10,000							\$0	Vancouver/Columbia
				SFS \$										\$0	
				GRANT \$			\$40,000	\$20,000						\$20,000	
				TOTAL \$	\$22,594		\$50,000	\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000	
37 new	TRANS-908	SE Mill Plain Aerial Fiber Removal -partially funded by TRANS-237 Design Phase - Funded - Started Right-of-Way Phase - Funded - Not started Construction Phase - Funded - Not started	Traffic	EXST \$			\$0	\$100,000						\$100,000	Vancouver/Columbia
				SFS \$										\$0	
				GRANT \$										\$0	
				TOTAL \$	\$0		\$0	\$100,000	\$0	\$0	\$0	\$0	\$0	\$100,000	
			Multimodal												
54	TRANS-451	Destination Downtown TDM - need update from Jen Design Phase - Funded - Started Right-of-Way Phase - Not applicable Construction Phase - Funded - Not started	Multimodal	EXST \$			\$8,000							\$0	Vancouver/Columbia
				SFS \$										\$0	
				GRANT \$			\$30,000	\$10,000						\$10,000	
				TOTAL \$			\$48,000	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	
66	TRANS-854	Transportation System Plan (TSP) Update Design Phase - Funded - Started Right-of-Way Phase - Not applicable Construction Phase - Not applicable	Multimodal	EXST \$			\$750,000	\$750,000						\$750,000	City-Wide
				SFS \$										\$0	
				GRANT \$										\$0	
				TOTAL \$			\$750,000	\$750,000	\$0	\$0	\$0	\$0	\$0	\$750,000	
62	TRANS-871	N. Devine Sidewalk Improvements – N. Idaho to NE 18th St. Design Phase - Funded - Started Right-of-Way Phase - Not applicable Construction Phase - Funded	Multimodal	EXST \$			\$50,000	\$50,000						\$50,000	Vancouver/Columbia
				SFS \$										\$0	
				GRANT \$			\$814,000	\$100,000						\$100,000	
				TOTAL \$	\$245,968		\$864,000	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	
61	Trans-874	E. 5th Street Improvements - Fort Vancouver to Reserve Design Phase - Funded - Pavement Program \$100K Matching Funds Right-of-Way Phase - Not applicable Construction Phase - Unfunded - Not started	Multimodal	PAVING \$			\$100,000	\$25,000						\$25,000	Vancouver/Columbia
				SFS \$										\$0	
				GRANT \$										\$0	
				TOTAL \$	\$1,324		\$100,000	\$25,000	\$0	\$0	\$0	\$0	\$0	\$25,000	
49 new	TRANS-889	NE 18th St. and N. Devine Rd. ADA Improvements Design Phase - Funded Right-of-Way Phase - Unfunded - Not started Construction Phase - Unfunded - Not started	Multimodal	EXST \$										\$0	Vancouver/Columbia
				SFS \$			\$100,000	\$250,000						\$250,000	
				GRANT \$										\$0	
				TOTAL \$	\$0		\$100,000	\$250,000	\$0	\$0	\$0	\$0	\$0	\$250,000	
61 new	TRANS-899	NE Fourth Plain Blvd. - Enhanced Pedestrian Crossings Design Phase - Funded - Started Right-of-Way Phase - Unfunded - Not started Construction Phase - Unfunded - Not started	Multimodal	EXST \$										\$0	Vancouver/Columbia
				SFS \$				\$350,000	\$350,000					\$700,000	
				GRANT \$										\$0	
				TOTAL \$	\$0		\$0	\$350,000	\$350,000	\$0	\$0	\$0	\$0	\$700,000	
57 new	TRANS-900	NE Fourth Plain Blvd. and Stapleton Rd. Intersection Improvements Design Phase - Funded - Started Right-of-Way Phase - Unfunded - Not started Construction Phase - Unfunded - Not started	Multimodal	EXST \$										\$0	Vancouver/Columbia
				SFS \$			\$1,000	\$2,000						\$2,000	
				GRANT \$			\$65,000	\$65,000						\$65,000	
				TOTAL \$	\$0		\$66,000	\$67,000	\$0	\$0	\$0	\$0	\$0	\$67,000	
65 new	TRANS-904	Columbia St. - Columbia Way to N. 45th St. Design Phase - Funded - Started Right-of-Way Phase - Unfunded - Not started Construction Phase - Unfunded - Not started	Multimodal	EXST \$										\$0	Vancouver/Columbia
				SFS \$			\$50,000	\$50,000						\$50,000	
				GRANT \$			\$250,000	\$750,000						\$750,000	
				TOTAL \$	\$141,315		\$300,000	\$800,000	\$0	\$0	\$0	\$0	\$0	\$800,000	



SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM
(2022-2027)

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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	\$1,000,000		
				GRANT \$							\$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
				SFS \$		\$130,000	\$130,000	\$130,000	\$130,000	\$130,000	\$130,000	\$130,000	\$650,000	
				GRANT \$								\$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 \$		\$7,386,736	\$7,534,470	\$7,685,159	\$7,838,862	\$7,838,862	\$7,838,862	\$7,838,862	\$38,736,215	City-wide
				SFS \$		\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$3,000,000	
				GRANT \$								\$0		
				TOTAL \$	ongoing	\$7,986,736	\$8,134,470	\$8,285,159	\$8,438,862	\$8,438,862	\$8,438,862	\$8,438,862	\$41,736,215	
	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		
				GRANT \$								\$0		
				TOTAL \$	ongoing	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000	
														6-year Totals
				EXST \$	Annually =	\$9,914,736	\$10,894,470	\$8,120,159	\$8,273,862	\$8,273,862	\$8,273,862	\$8,273,862	EXST \$	\$43,836,215
				SFS \$	Annually =	\$1,081,000	\$1,582,000	\$1,280,000	\$930,000	\$930,000	\$930,000	\$930,000	SFS \$	\$5,652,000
				GRANT \$	Annually =	\$5,249,000	\$2,945,000	\$0	\$0	\$0	\$0	\$0	GRANT \$	\$2,945,000
				TOTAL \$	Annually =	\$16,354,736	\$15,421,470	\$9,400,159	\$9,203,862	\$9,203,862	\$9,203,862	\$9,203,862	TOTAL \$	\$52,433,215
			Non-City											
		I-5 Interstate Bridge Replacement (unfunded)	Multi-agency	NEW NEW										
		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 (2018-2020)	WSDOT											
		NE 166th Ave and Fourth Plain Blvd. HAWK Signal	WSDOT											
		Mill Plain Fiber Network - Downtown to SE 192nd Ave.	C-Tran											
		Mill Plain BRT (funded)	C-Tran											
		Lower River Road Trail Improvement (unfunded)	Port of Vancouver											



SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM
(2022-2027)

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PARTIALLY FUNDED PROJECTS/PROGRAMS

S C O R E						2021	2022	2023	2024	2025	2026	2027	6-Year Total	TIF Area old/new
	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		
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	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
				SFS \$			\$250,000	\$750,000			\$500,000	\$5,000,000	\$6,500,000	
				GRANT \$						\$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 Avenue 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 \$			\$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 \$			\$250,000		\$1,000,000	\$1,000,000			\$2,250,000	
				GRANT \$					\$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 \$			\$1,000,000						\$1,000,000	East City/Cascade
				SFS \$		\$100,000							\$0	
				GRANT \$			\$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	
				GRANT \$									\$0	
				TOTAL \$	\$11,037	\$200,000	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000	
48 new	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	
				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						\$0	\$35,000
				SFS \$									\$0	
				GRANT \$									\$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 \$			\$25,000						\$0	\$25,000
				SFS \$									\$0	
				GRANT \$									\$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 \$			\$25,000						\$0	\$25,000
				SFS \$									\$0	
				GRANT \$									\$0	
				TOTAL \$	\$0	\$0	\$25,000	\$0	\$0	\$0	\$0	\$0	\$25,000	



SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM
(2022-2027)

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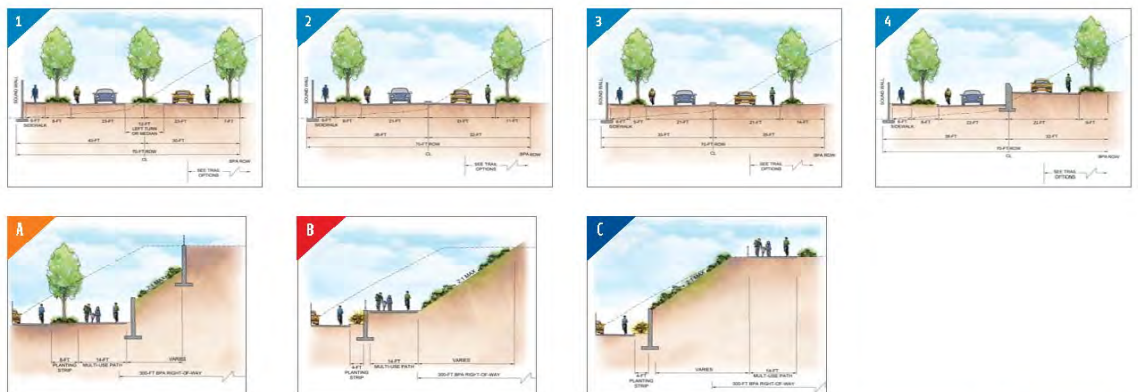
PARTIALLY FUNDED PROJECTS/PROGRAMS

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		
PARTIALLY FUNDED PROJECTS/PROGRAMS														
			Multimodal										\$0	
51	Trans-740	Evergreen Hwy. Pathway - Chelsea to Image Design Phase - Partially funded by citizen group - Started Right-of-Way Phase - Unfunded - Not started Construction Phase - Unfunded - Not started	Multimodal	EXST \$		\$100,000	\$150,000						\$0	\$150,000
				SFS \$									\$0	
				GRANT \$									\$0	
				TOTAL \$	\$417,736	\$100,000	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	
51	TRANS-843	Evergreen Hwy Pathway - Weber Arboretum to 100th Court Design Phase - Funded - Started Right-of-Way Phase - Funded -Started Construction Phase - Unfunded - Not started	Multimodal	EXST \$		\$75,000	\$25,000						\$0	\$25,000
				SFS \$									\$0	
				GRANT \$									\$0	
				TOTAL \$	\$1,415,753	\$75,000	\$25,000	\$0	\$0	\$0	\$0	\$0	\$25,000	
59	Trans-878	NE 68th St. Sidewalk Design Phase - Funded - Started Right-of-Way Phase - Not Applicable Construction Phase - Partially Funded	Multimodal	EXST \$									\$0	
				SFS \$		\$400,000	\$150,000						\$150,000	
				GRANT \$			\$700,000						\$700,000	
				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
				SFS \$	updated SFS for 2021>>	\$1,000,000	\$1,000,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$6,500,000	City-wide
				GRANT \$									\$0	
				TOTAL \$	ongoing	\$1,000,000	\$1,000,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,100,000	\$6,500,000	
	TRANS-844	Multimodal Safety and Accessibility Sub projects will focus on targeted safety improvements, see project sheet for details.	Ongoing	EXST \$									\$0	\$0
				SFS \$	updated SFS for 2021>>	\$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	
				TOTAL \$	ongoing	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$6,000,000	
	TRANS-859	Sidewalk Management Program	Ongoing	EXST \$		\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$3,000,000	
				SFS \$	No SFS \$\$								\$0	City-wide
				GRANT \$									\$0	
				TOTAL \$	ongoing	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$3,000,000	
				EXST \$	Annually =	\$1,960,000	\$1,810,000	\$500,000	\$500,000	\$2,500,000	\$500,000	\$500,000	EXST \$	6-year Totals
				SFS \$	Annually =	\$2,680,000	\$3,410,000	\$5,850,000	\$6,100,000	\$3,100,000	\$2,600,000	\$7,100,000	SFS \$	\$6,050,000
				GRANT \$	Annually =	\$1,385,000	\$10,950,000	\$5,820,000	\$6,000,000	\$8,500,000	\$1,000,000	\$4,000,000	GRANT \$	\$28,160,000
				TOTAL \$	Annually =	\$6,025,000	\$16,170,000	\$12,170,000	\$12,600,000	\$14,100,000	\$4,100,000	\$11,600,000	TOTAL \$	\$36,270,000
														\$70,740,000

						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										
			Capacity							
	TRANS-274	NE 28th St. - NE 142nd Ave. to NE 162nd Ave.	Capacity						\$10-12 mill	Evergreen/Pacific
			Total		\$0	←	No Funding	→		
	TRANS-279	NE 49th St. - NE 122nd Ave. to NE 137th Ave.	Capacity						\$9-11 mill	Evergreen/Pacific
			Total		\$0	←	No Funding	→		
	TRANS-281	NE 18th St. - NE 87th Ave. to NE 97th Ave.	Capacity						\$14-16 mill	Evergreen & East City/ Pacific & Cascade
			Total		\$0	←	No Funding	→		
	TRANS-349	NE 18th St. - NE 164th Ave. to NE 192nd Ave.	Capacity						\$18-20 mill	Evergreen & East City/ Pacific & Cascade
			Total		\$0	←	No Funding	→		
	TRANS-583	NE 87th Ave./ Lieser Rd. Realignment	Capacity						\$5-6 mill	Vancouver/Cascade
			Total		\$0	←	No Funding	→		
	TRANS-607	NE 192nd Ave. - SE 1st St. to NE 18th St.	Capacity						\$20 mill	East City/Cascade
			Total		\$0	←	No Funding	→		
	TRANS-680	Columbia Shores Blvd. at Columbia Way - BNSF Undercrossing Widening	Capacity						\$25-30 mill	Vancouver/Columbia
			Total		\$0	←	No Funding	→		
	TRANS-712	NE 59th St. - NE 147th Ave. to NE 162nd Ave.	Capacity						\$7-9 mill	Evergreen/Pacific
			Total		\$0	←	No Funding	→		
	TRANS-716	NE 9th St. - NE 172nd Ave. to NE 192nd Ave.	Capacity						\$10-12 mill	East City/Cascade
			Total		\$0	←	No Funding	→		
	TRANS-717	NE 182nd Ave. - SE 1st St. to NE 18th St.	Capacity						\$12-14 mill	East City/Cascade
			Total		\$0	←	No Funding	→		
	TRANS-718	NE 162nd Ave. - SE 1st St. to NE 9th St.	Capacity						\$11-13 mill	East City/Cascade
			Total		\$0	←	No Funding	→		
	TRANS-719	NE 112th Ave. - E. Mill Plain Blvd. to NE 28th St.	Capacity						\$2-3 mill	East City/Cascade
			Total		\$0	←	No Funding	→		
	TRANS-825	NE 54th Street - NE 15th Ave. to NE Saint James Rd.	Capacity						\$14 mill	Vancouver/Columbia
			Total		\$0	←	No Funding	→		
	TRANS-826	NE 104th Avenue - Mill Plain Blvd. to 14th Street	Capacity						\$10-12 mill	East City/Cascade
			Total		\$0	←	No Funding	→		
	TRANS-827	NE 104th Avenue - NE 14th Street to NE 18th St	Capacity						\$10-12 mill	East City/Cascade
			Total		\$0	←	No Funding	→		
	TRANS-847	SE 164th Avenue and Mill Plain Intersection Improvements	Capacity						\$.5 mill	East City/Cascade
			Total		\$0	←	No Funding	→		
	TRANS-883	NW 32nd Avenue and SR 501 Intersection	Capacity	PSE	\$0				\$2 mil	Vancouver/Columbia
			Total		\$0	←	No Funding	→		
	TRANS-884	NW 32nd Avenue - SR501 to NW 61st St	Capacity	PSE	\$0				\$64 mil	Vancouver/Columbia
			Total		\$0	←	No Funding	→		
	TRANS-885	Fruit Valley Rd. - NW 61st St. to Burnt Bridge Creek	Capacity	PSE	\$0				\$49 mil	Vancouver/Columbia
			Total		\$0	←	No Funding	→		
	TRANS-886	Fruit Valley Rd. - Burnt Bridge Creek to NW Lakeshore Ave	Capacity	PSE	\$0				\$10 mill	Vancouver/Columbia
			Total		\$0	←	No Funding	→		
	TRANS-887	NW Lakeshore Avenue and NW 78 th Street Intersection	Capacity	PSE	\$0				\$2 mil	Vancouver/Columbia
			Total		\$0	←	No Funding	→		
	TRANS-891	E. Mill Plain - Boise Ave. to Andresen	Capacity	PSE	\$0				\$10 mill	Vancouver/Columbia/Cascade
			Total		\$0	←	No Funding	→		
	TRANS-892	MacArthur Boulevard - E Mill Plain Blvd. to N. Andresen Road	Capacity	PSE	\$0				\$15 mil	Vancouver/Columbia/Cascade
			Total		\$0	←	No Funding	→		
	TRANS-893	N. Devine Rd. - E. Mill Plain Blvd. to MacArthur Blvd.	Capacity	PSE	\$0				\$4 mil	Vancouver/Columbia/Cascade
			Total		\$0	←	No Funding	→		
	TRANS-894	N Andresen Rd. - E. Mill Plain Blvd. to Highland Dr.	Capacity	PSE	\$0				\$10 mill	Vancouver/Columbia/Cascade
			Total		\$0	←	No Funding	→		
NEW	TRANS-907	N 124th Ave. - NE 28th St to NE 39th St.	Capacity	PSE	\$0				\$10 mill	East City/Cascade
			Total		\$0	←	No Funding	→		
			Traffic							
	TRANS-363	SE 136th Ave. at SE 7th St.	Traffic	PSE	\$0				\$0.2-0.5 mill	East City/Cascade
			Total		\$0	←	No Funding	→		
	TRANS-603	MacArthur Blvd., S. Lieser Rd. and St. Helens Ave. Intersection	Traffic	PSE	\$0				\$3.5 mill	Vancouver/Columbia
			Total		\$0	←	No Funding	→		
	TRANS-722	St Johns Blvd. and NE 68th St	Traffic	PSE	\$0				\$0.5-1 mill	Vancouver/Columbia
			Total		\$0	←	No Funding	→		
	TRANS-723	SE 20th St. and SE 176th Ave.	Traffic	PSE	\$0				\$0.5-1 mill	East City/Cascade
			Total		\$0	←	No Funding	→		
	TRANS-746	SE McGillivray Blvd. and SE 166th Ave.	Traffic	PSE	\$0				\$.1M	East City/Cascade
			Total		\$0	←	No Funding	→		
	TRANS-818	NE Burton/28th Street - NE Andresen Rd. to NE 138th Ave.	Traffic	PSE	\$0				\$1-2 mill	Evergreen/Pacific
			Total		\$0	←	No Funding	→		
	TRANS-819	NW Fruit Valley Rd. at La Frambois Rd.	Traffic	PSE	\$0				\$0.5-1 mill	Vancouver/Columbia
			Total		\$0	←	No Funding	→		
	TRANS-839	NE 152nd Ave. and Fourth Plain Blvd. Signal	Traffic	PSE	\$0				\$0.5-1 mill	Evergreen/Pacific
			Total		\$0	←	No Funding	→		
	TRANS-848	SE 164th Avenue and SE 12th Street Intersection Improvements	Traffic	PSE	\$0				\$0.5-1 mill	East City/Cascade
			Total		\$0	←	No Funding	→		
	TRANS-856	NE 18th Street and NE 172nd Avenue Intersection Improvements	Traffic	PSE	\$0				\$0.3-0.5 mill	East City/Cascade
			Total		\$0	←	No Funding	→		
	TRANS-866	W. Fourth Plain Boulevard and Franklin Street Intersection Improvements	Traffic	PSE	\$0				\$0.3-0.5 mill	Citywide
			Total		\$0	←	No Funding	→		
	TRANS-867	NE 162nd and NE 34th Signal	Traffic	PSE	\$0				\$0.3-0.5 mill	Citywide
			Total		\$0	←	No Funding	→		
	TRANS-868	St. Johns Blvd. and Fort Vancouver Way Intersection Improvements	Traffic	PSE	\$0				\$0.3-0.5 mill	Citywide
			Total		\$0	←	No Funding	→		
	TRANS-869	Annual Arterial Street Light Program	Traffic	PSE	\$0					Citywide
			Total		\$0	←	No Funding	→		

						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 -	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 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 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	Multimodal	PSE	\$0				\$.75 mil	Vancouver/Columbia
				Total	\$0	←	No Funding	→		
	TRANS-872	NE Fourth Plain Blvd. Safety Improvement Project - F St to Ft Vancouver Way	Multimodal	PSE	\$0				\$0.9 mill	Vancouver/Columbia
				Total	\$0	←	No Funding	→		
	TRANS-873	Main Street Safety Improvement Project - 39th St to Hazel Dell Ave.	Multimodal	PSE	\$0				\$0.5-1 mill	Vancouver/Columbia
				Total	\$0	←	No Funding	→		
	TRANS-882	MacArthur Blvd and Mill Plain 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	→		
NEW	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	→		
NEW	TRANS-905	Amtrak Multimodal Access	Multimodal	PSE	\$0				\$10 mil	Vancouver/Columbia
				Total	\$0	←	No Funding	→		
			Other							
	TRANS-836	Evergreen Blvd. Bridge over Blandford	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 Inlet Segment





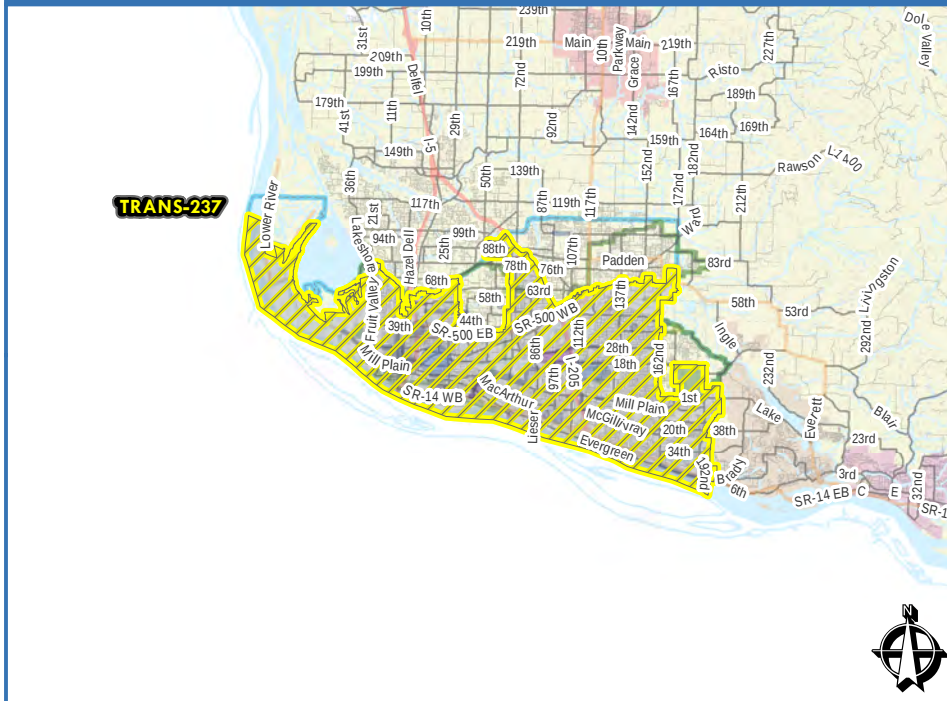
2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

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 \$500,000. Current budget is now \$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

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.



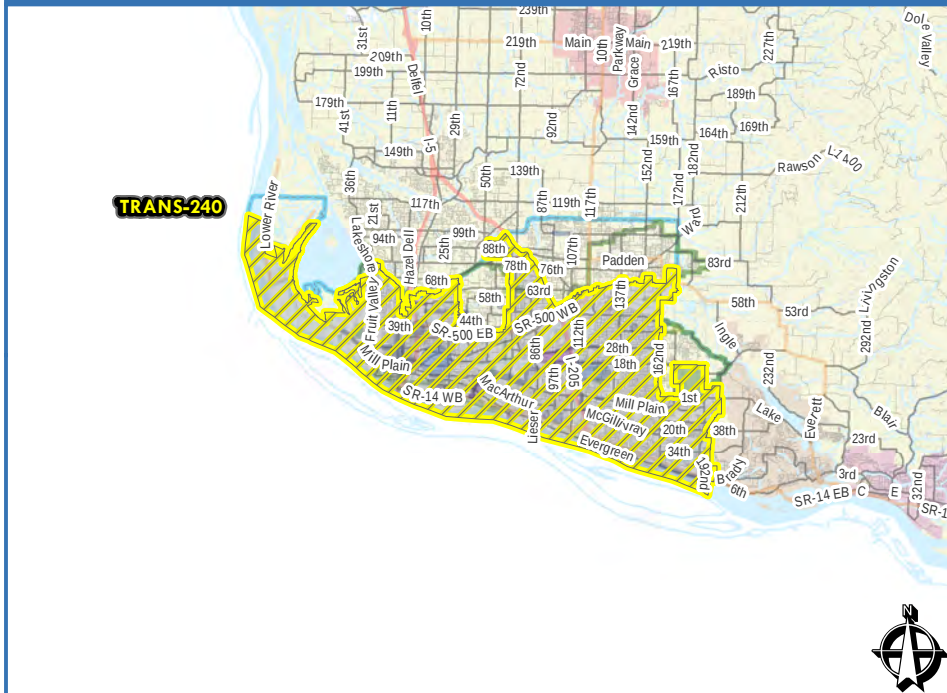
2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

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. Proposed annual 2022 -2027 budget of \$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



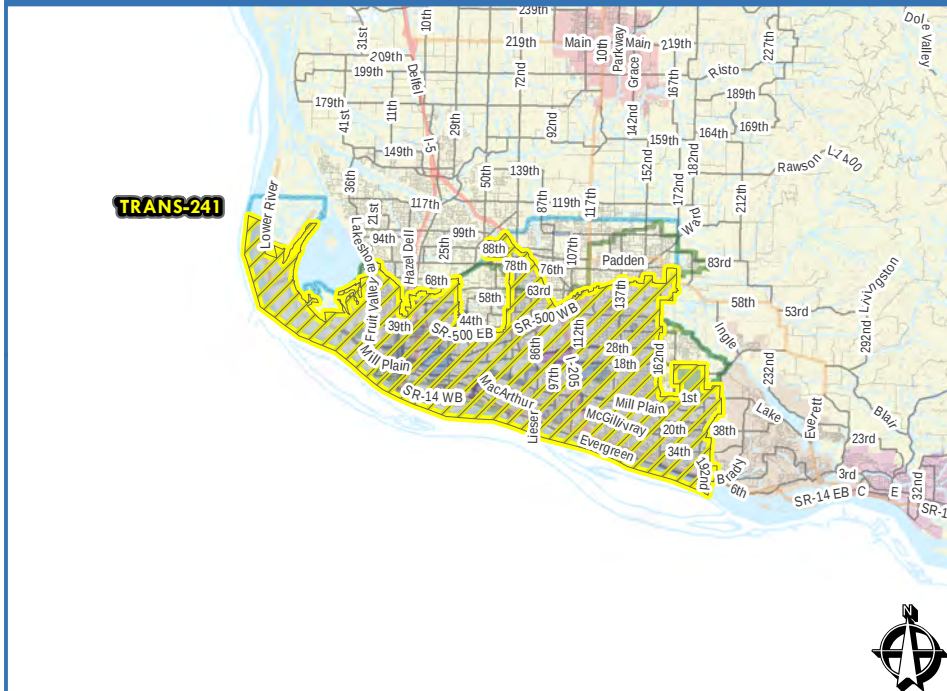
2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

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: repaving Broadway and Columbia. Program budgeted annually for \$8M.

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



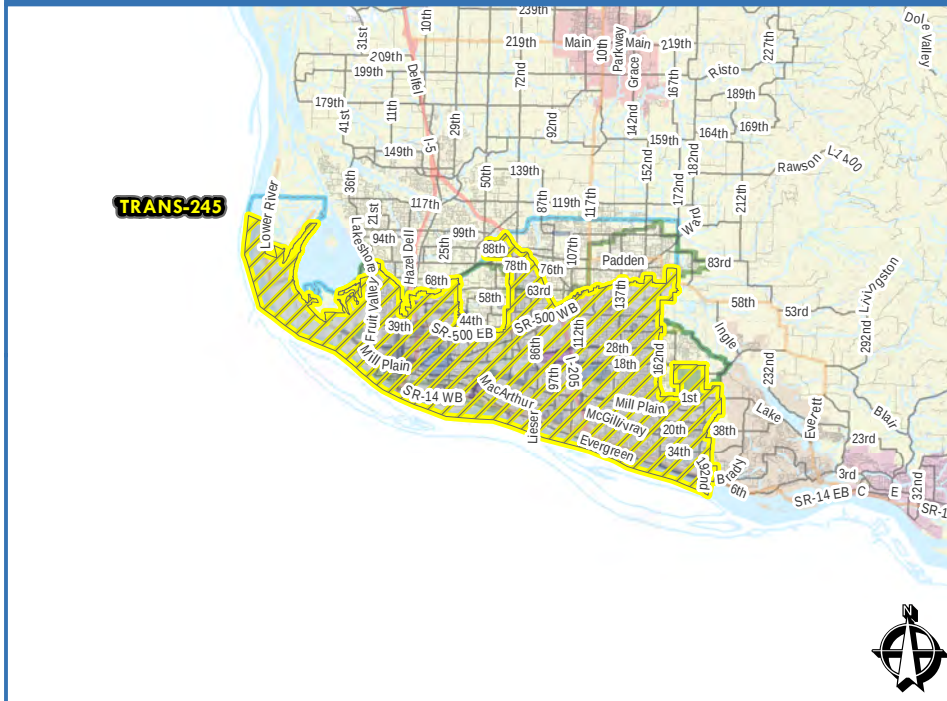
2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

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

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.



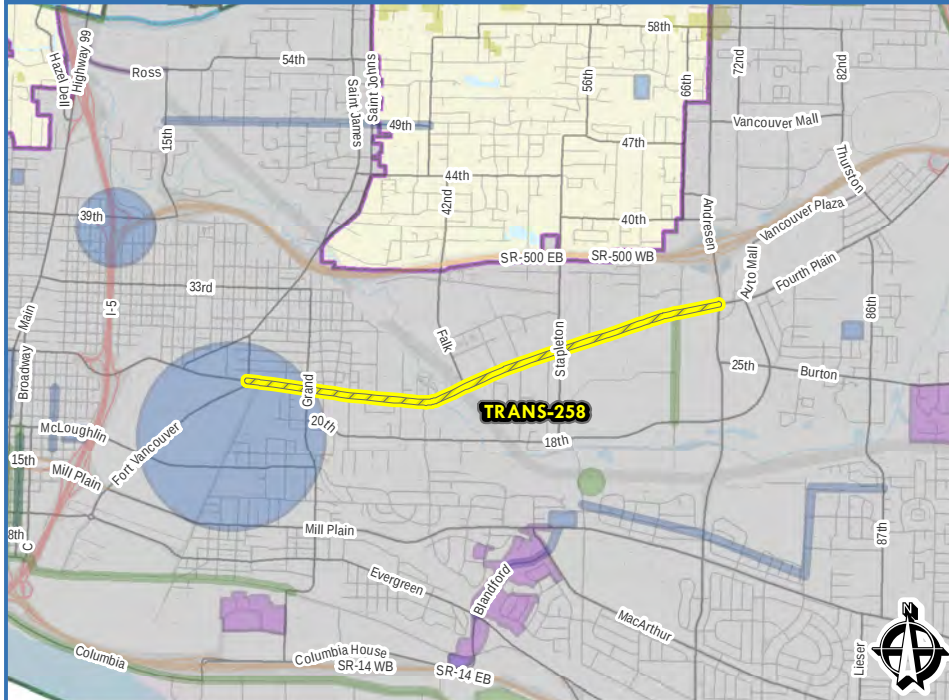
2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

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

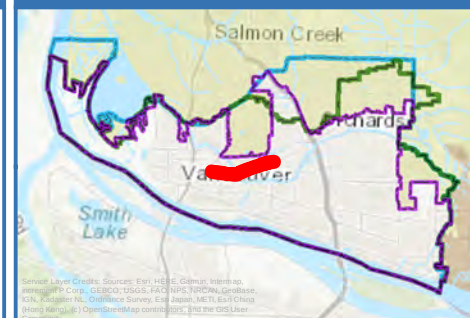
Project Description / Comments

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**



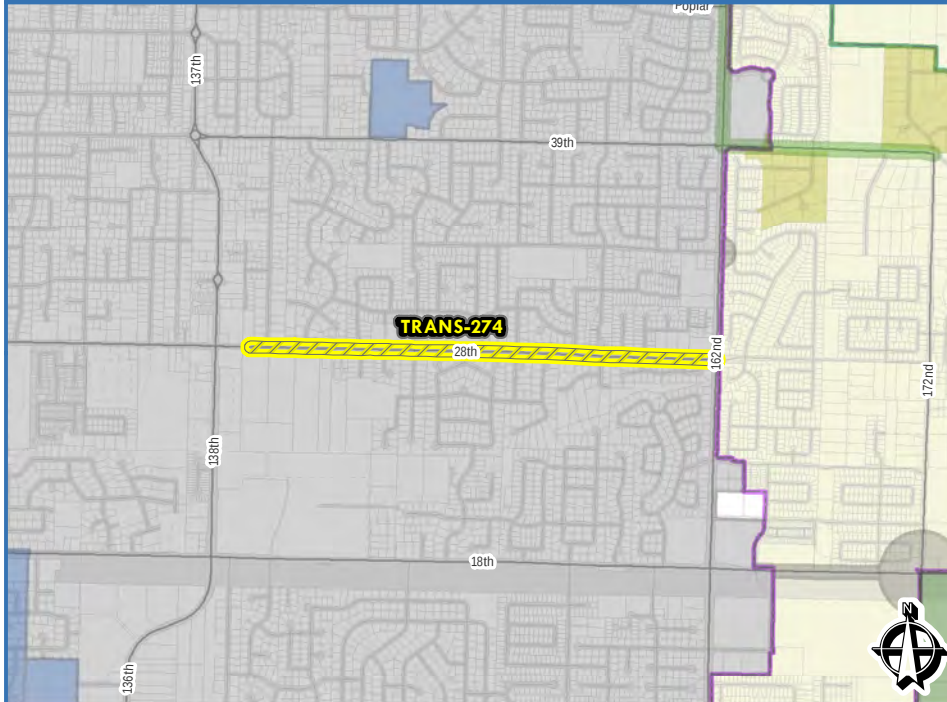
2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

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

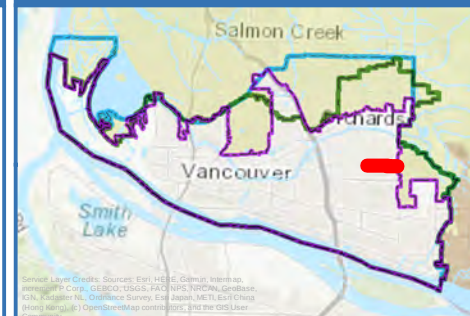
Project Description / Comments

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

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.



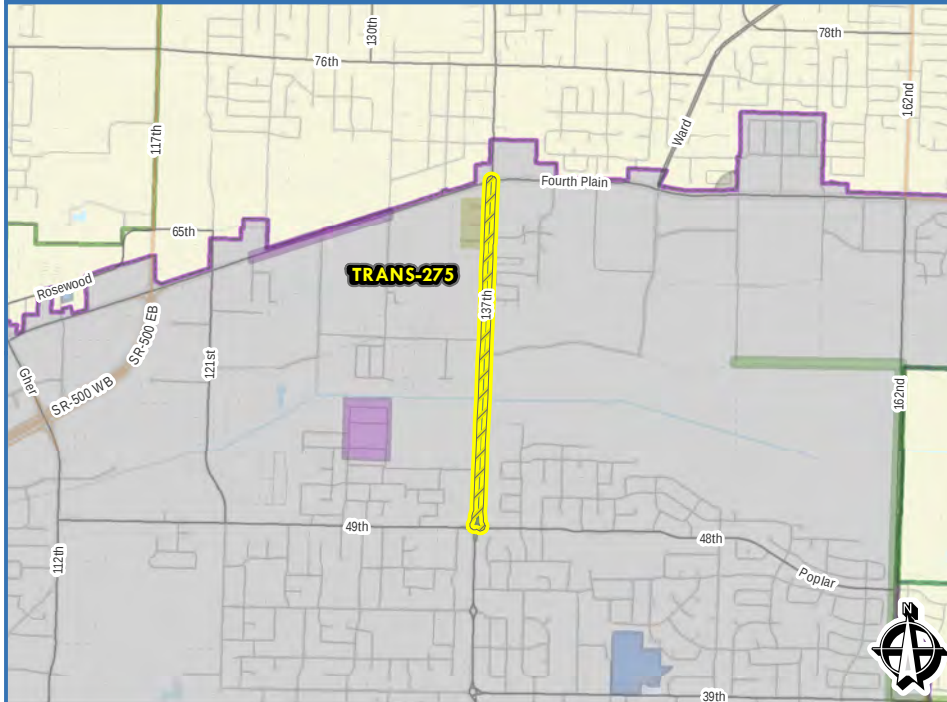
2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

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

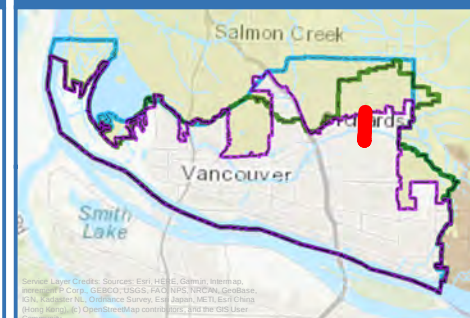
Project Description / Comments

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



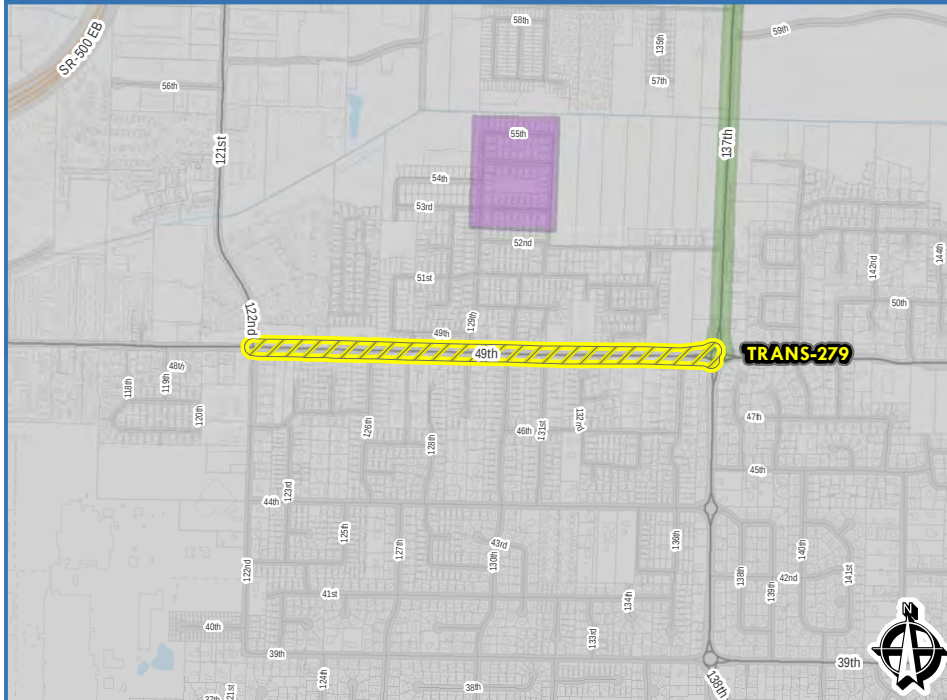
2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

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**



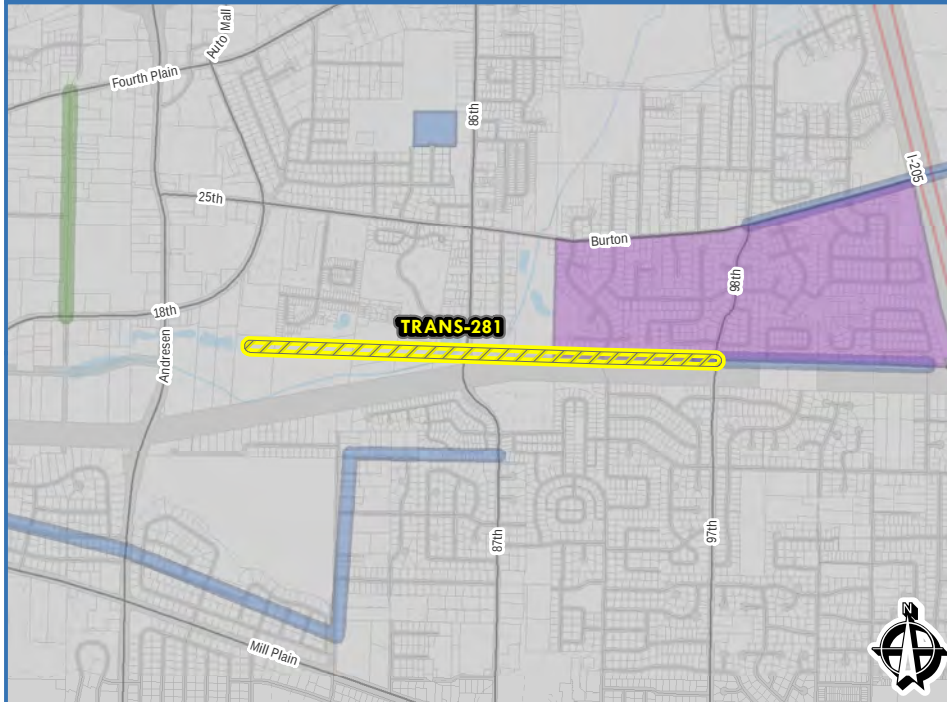
2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

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**



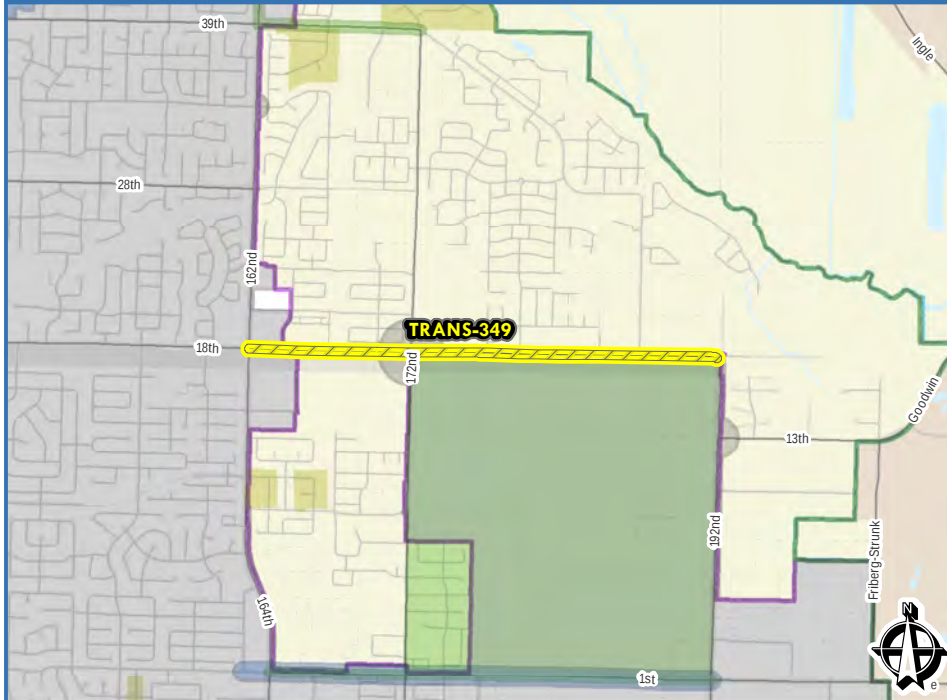
2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

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

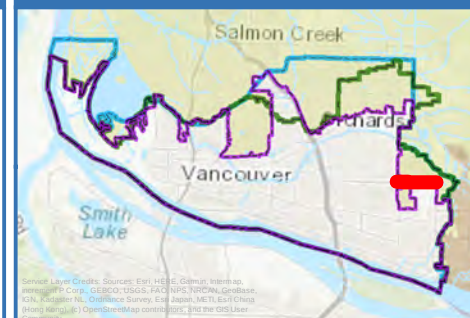
Project Description / Comments

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



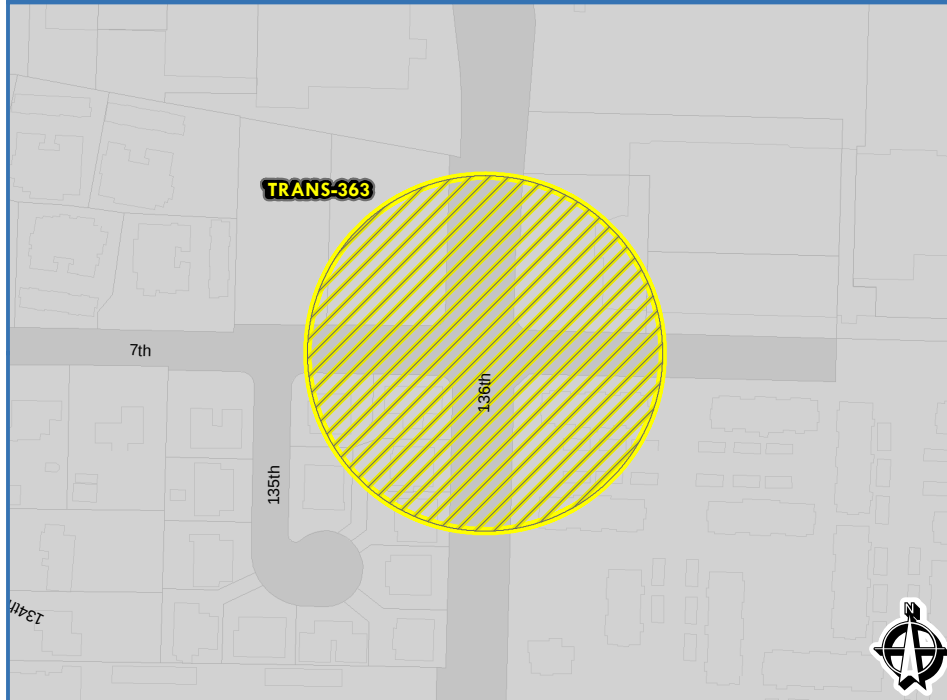
2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

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

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

TO: **SE 7TH ST.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Traffic

Project Status:

On Hold

Funding Status:

Unfunded

PROJECT DESCRIPTION

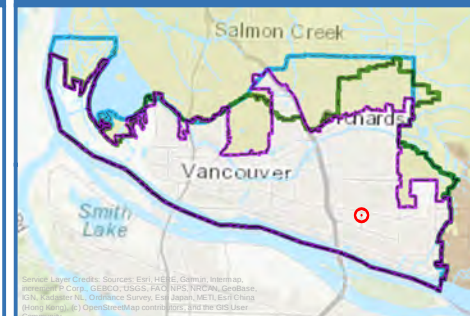
Project Description / Comments

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



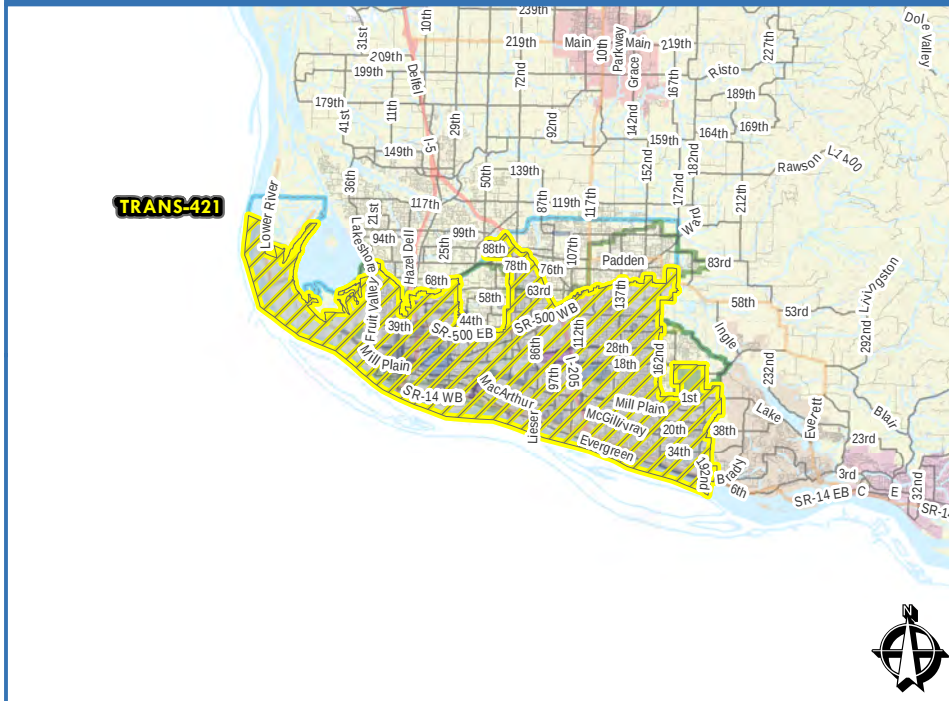
2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

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:

Unfunded

PROJECT DESCRIPTION

Project Description / Comments

Major pavement and roadway reconstruction of failed pavement on existing streets at various locations citywide. Of the City of Vancouver's 1,900 lane miles, approx. 140 lane miles were rated 'failed' in 2018. Funded annually for \$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:	Unfunded
Existing Funds:	No
SFS Funds:	Yes
Grant Funds:	No
Total Proj. Cost:	
*Start of Construction (Year):	2019

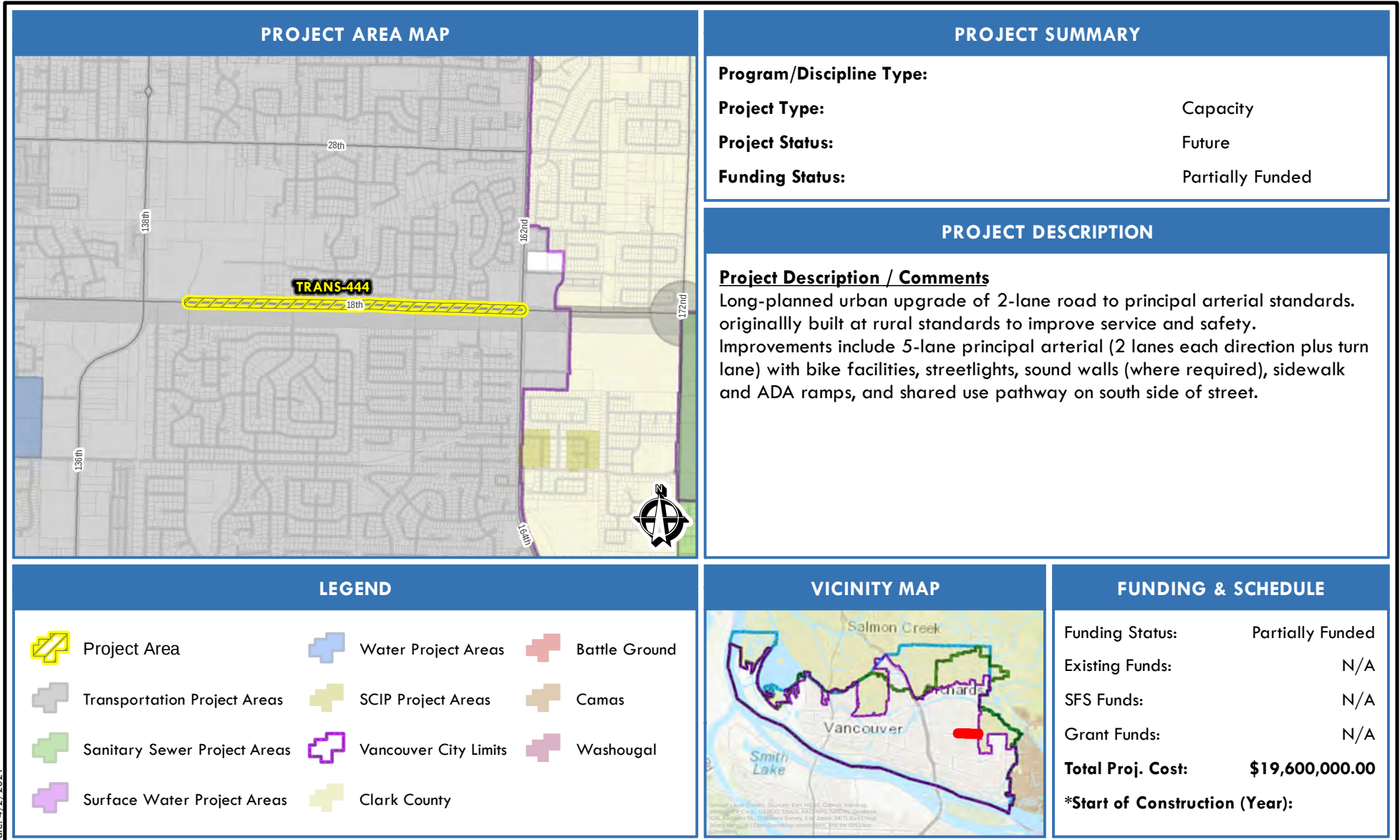


2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

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

PROJECT EXTENT: NE 142ND AVE.

TO: NE 162ND AVE.



*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.
 **Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.



2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **DESTINATION DOWNTOWN TDM**

PROJECT EXTENT:

TO:

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Multimodal

Project Status:

Ongoing

Funding Status:

Funded

PROJECT DESCRIPTION

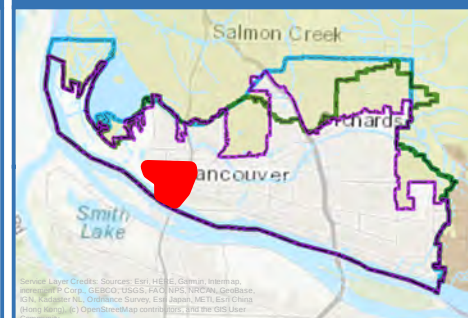
Project Description / Comments

Downtown-focused transportation demand management program, supporting City Center Vision, commute trip reduction and transportation efficiency. Includes employer outreach, commuter training, bike, sidewalk and ADA facilities and program incentives.

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:	\$459,000.00
*Start of Construction (Year):	2016



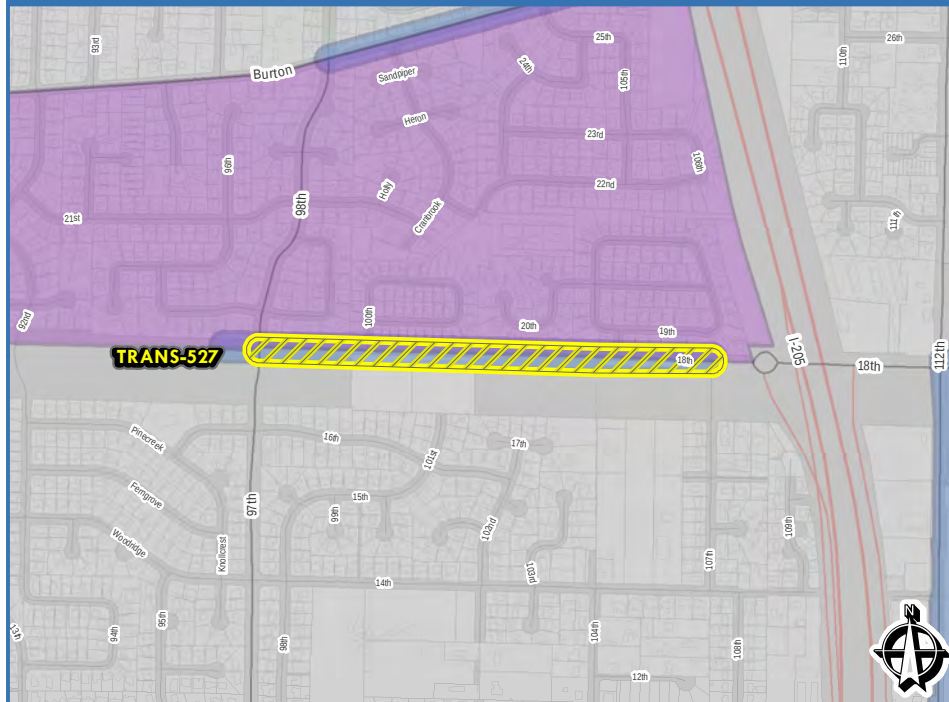
2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

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

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



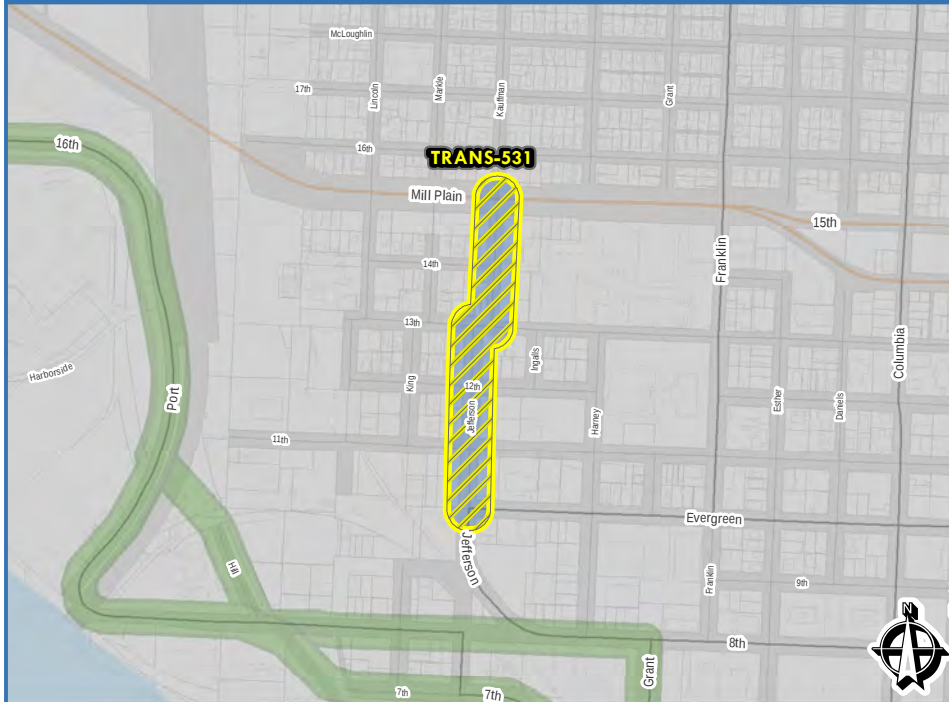
2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

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

PROJECT EXTENT: **8TH ST**

TO: **13TH ST**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Capacity

Project Status:

In Design

Funding Status:

Partially Funded

PROJECT DESCRIPTION

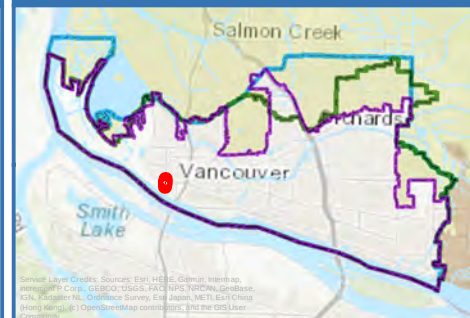
Project Description / Comments

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



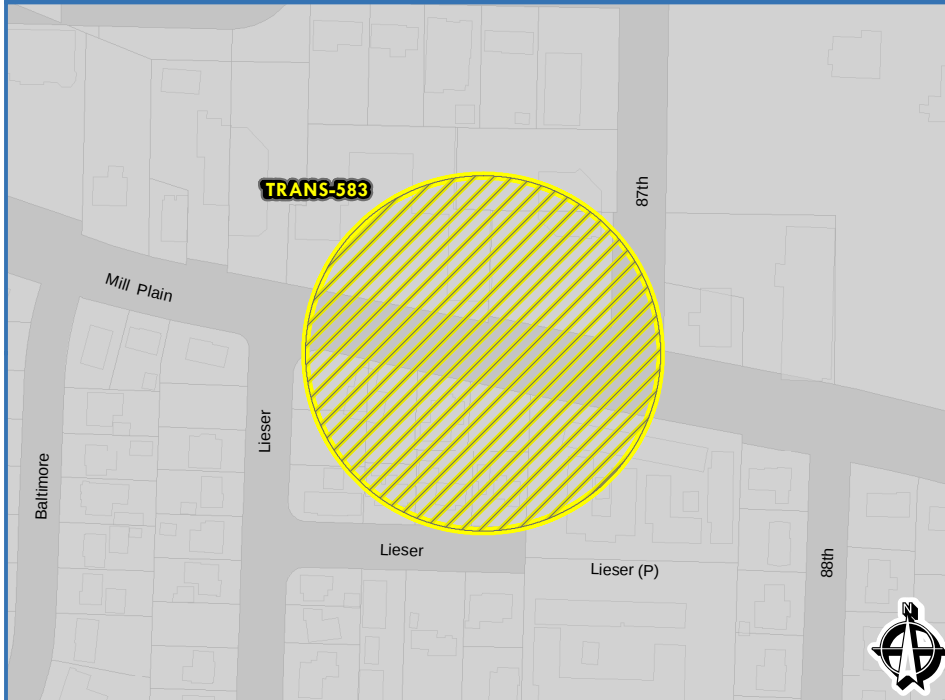
2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

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

PROJECT EXTENT: **LIESER RD.**

TO: **EAST 5TH ST.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Capacity

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

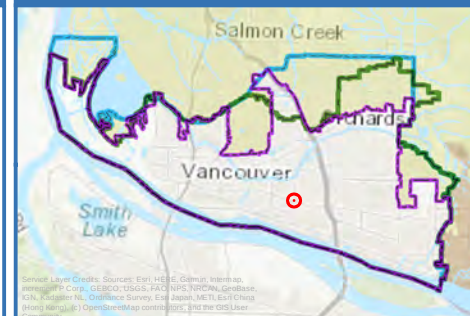
Project Description / Comments

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

- | | | | | | |
|--|------------------------------|--|-----------------------|--|---------------|
| | 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: \$5,000,000.00

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

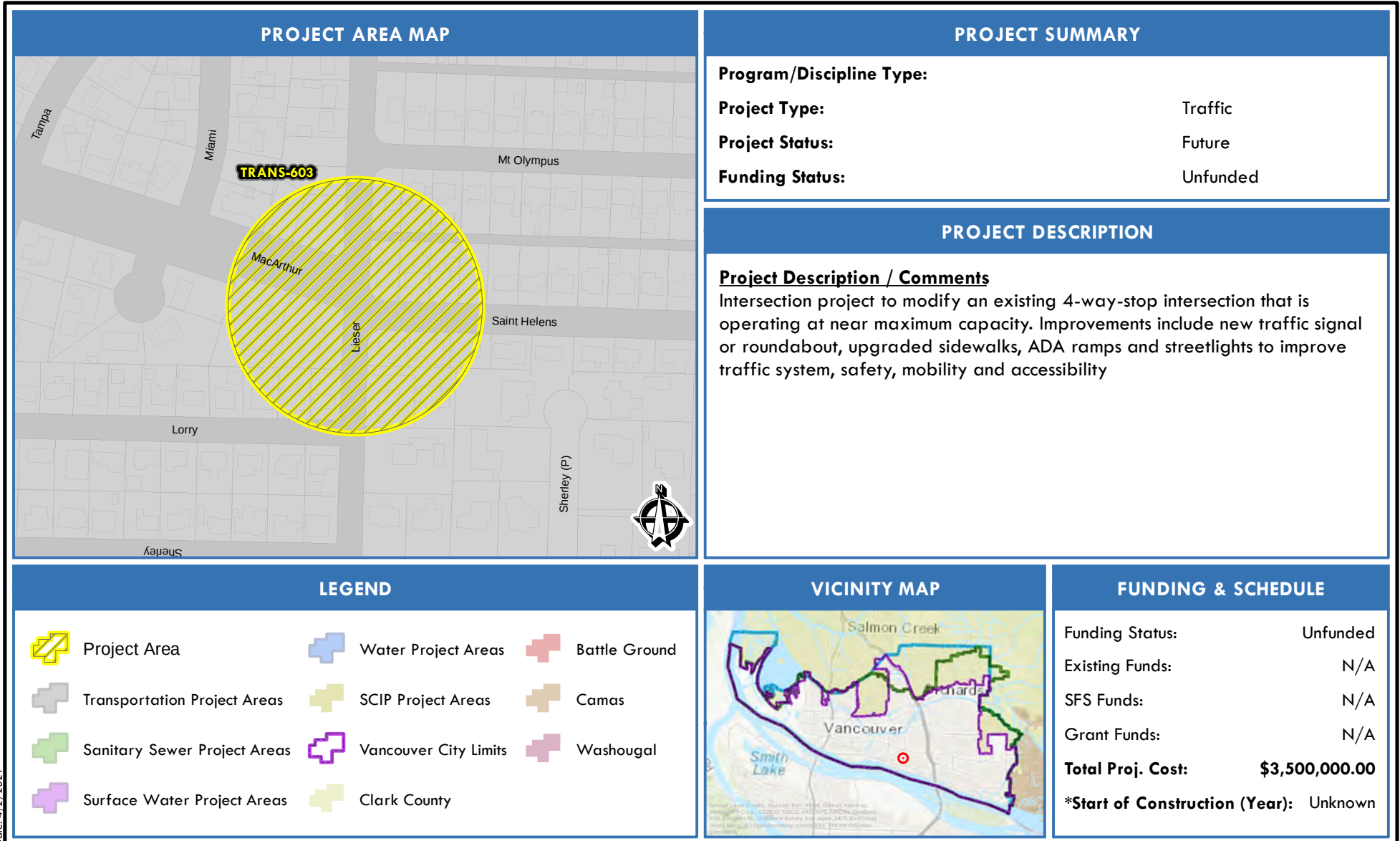


2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

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

PROJECT EXTENT: **MACARTHUR ST. INTERSECTION**

TO:



*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.



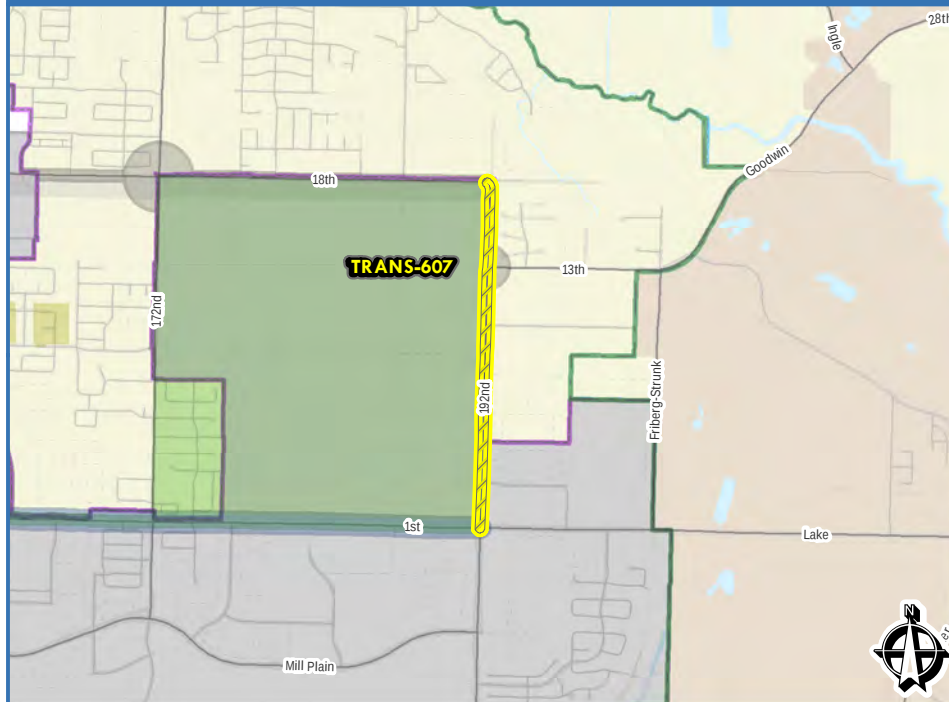
2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

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

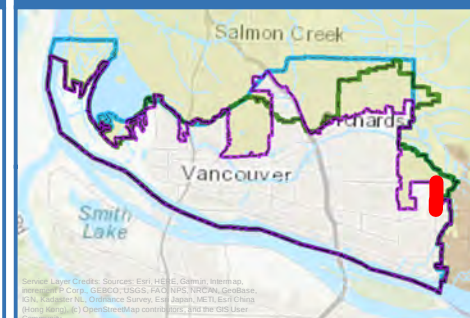
Project Description / Comments

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

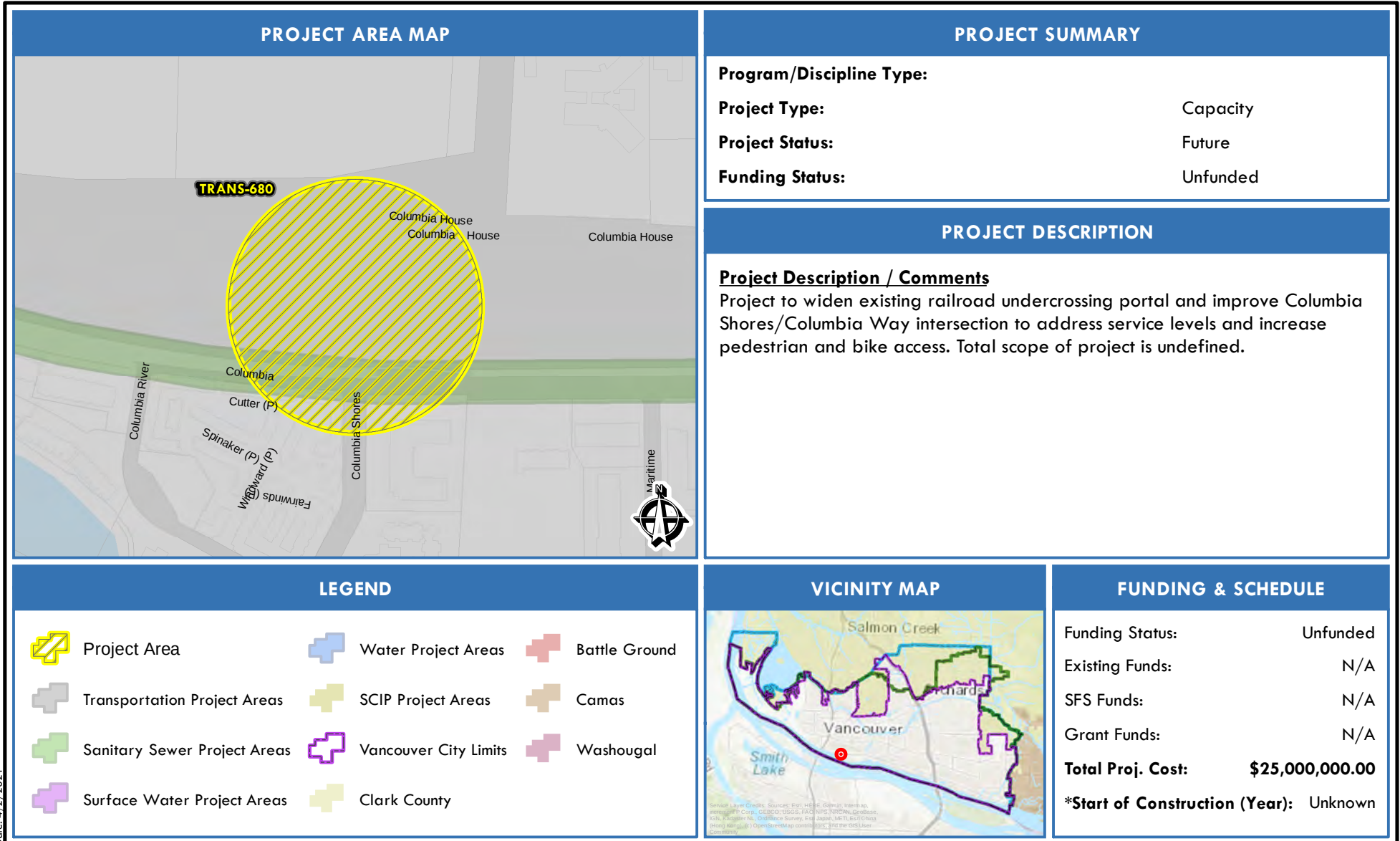


2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

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

PROJECT EXTENT: **RR UNDERCROSSING PORTAL**

TO:



Date: 4/2/2021

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.
 **Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.



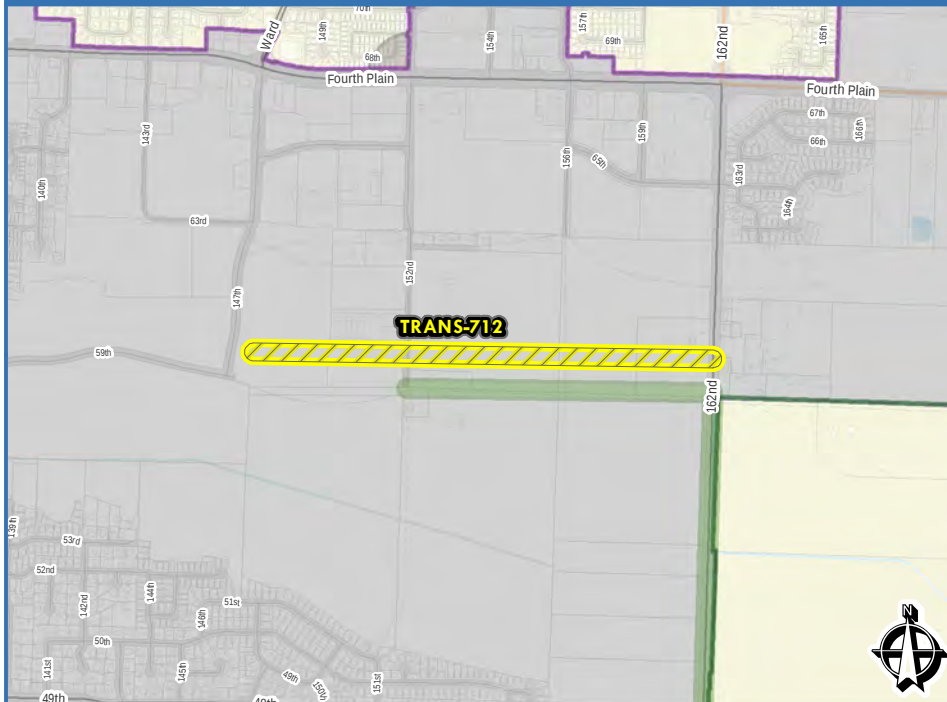
2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

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

PROJECT EXTENT: **NE 147TH AVE**

TO: **NE 162ND AVE**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Capacity

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

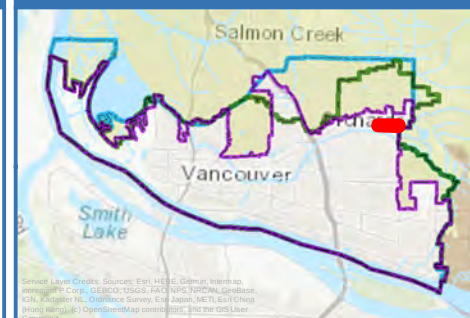
Project Description / Comments

New minor arterial street (1 lane each direction plus turn lane) with sidewalks, ADA ramps, bike facilities, streetlights and surface water treatment. Project will address circulation needs, improve safety, mobility, accessibility and stormwater management.

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: \$7,900,000.00

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



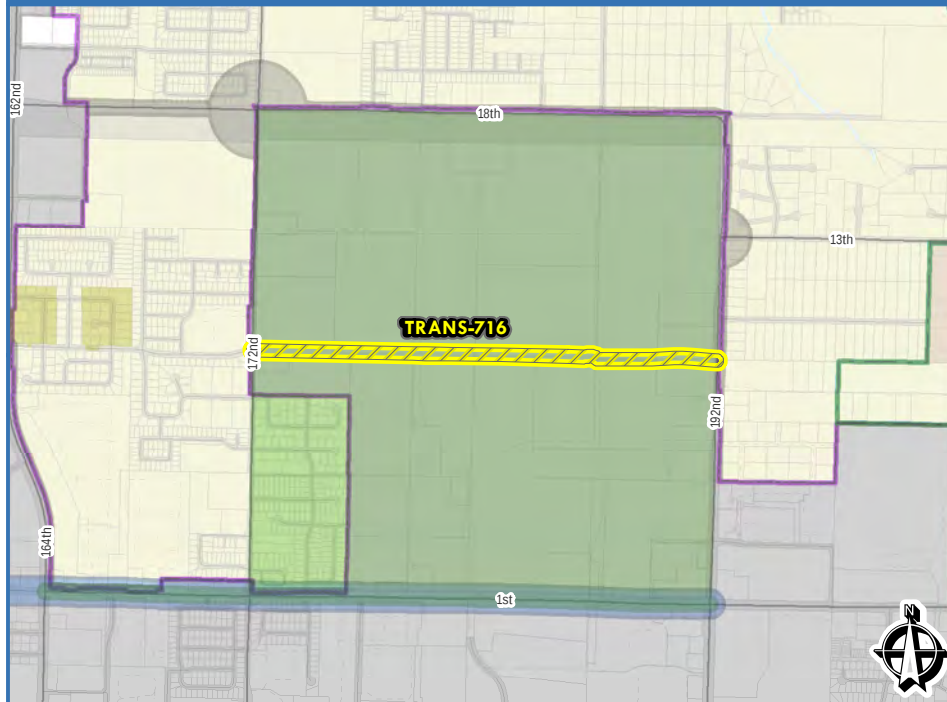
2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

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

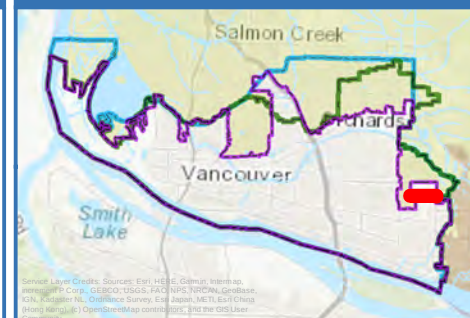
Project Description / Comments

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



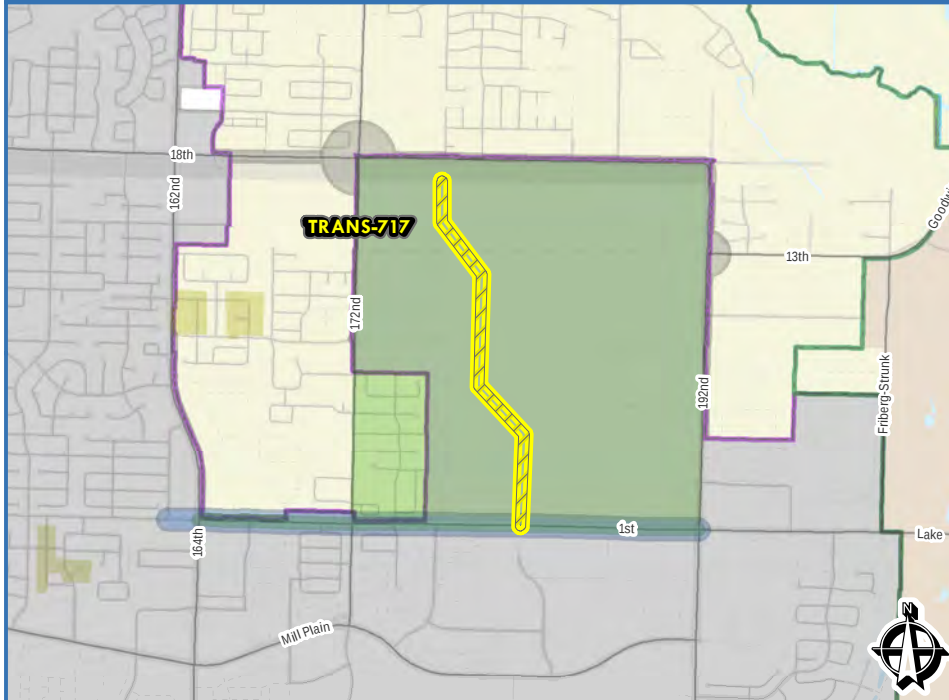
2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

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

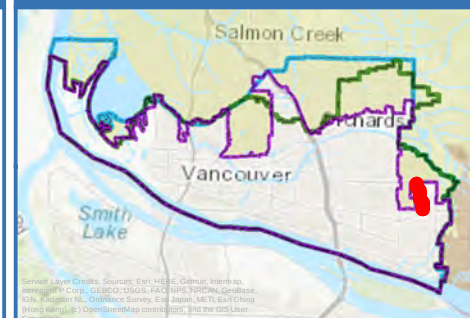
Project Description / Comments

New urban collector street (1 lane each direction plus turn lane), including sidewalks, ADA ramps, bike facilities and streetlights. This priority N-S 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



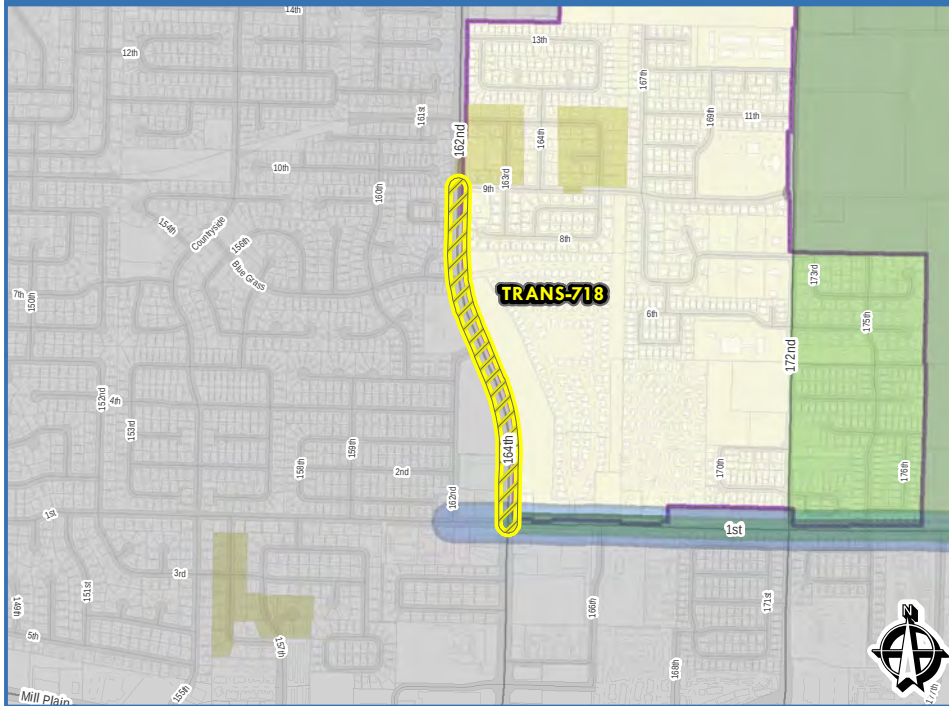
2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

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

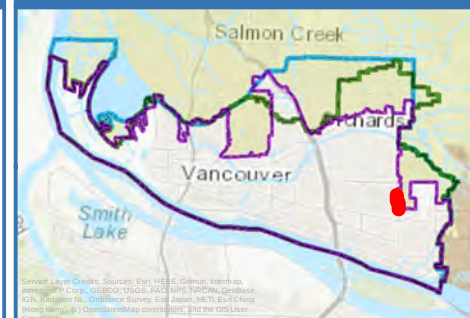
Project Description / Comments

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

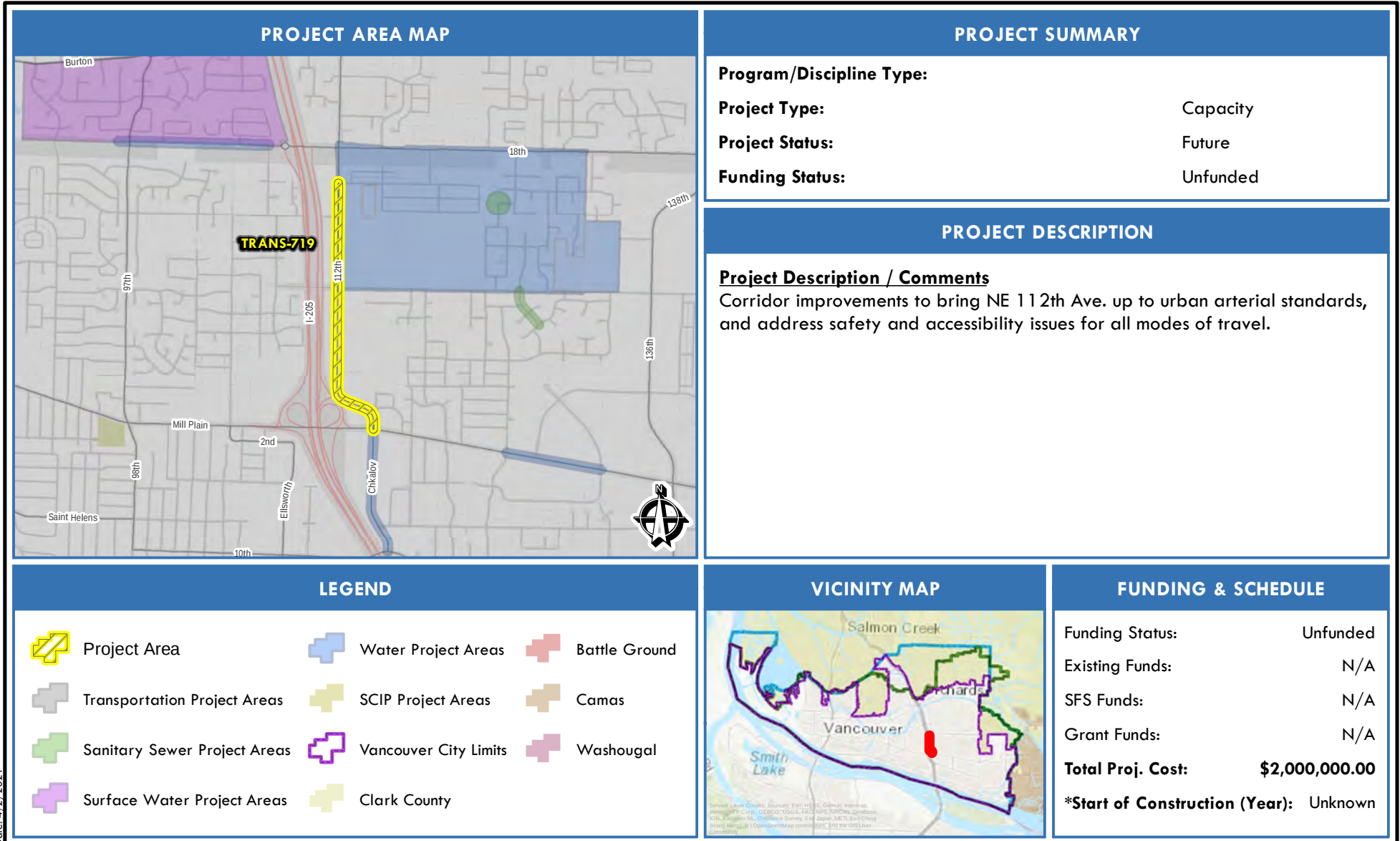


2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

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

PROJECT EXTENT: E MILL PLAIN BLVD.

TO: NE 15TH ST.



*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.
 **Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.

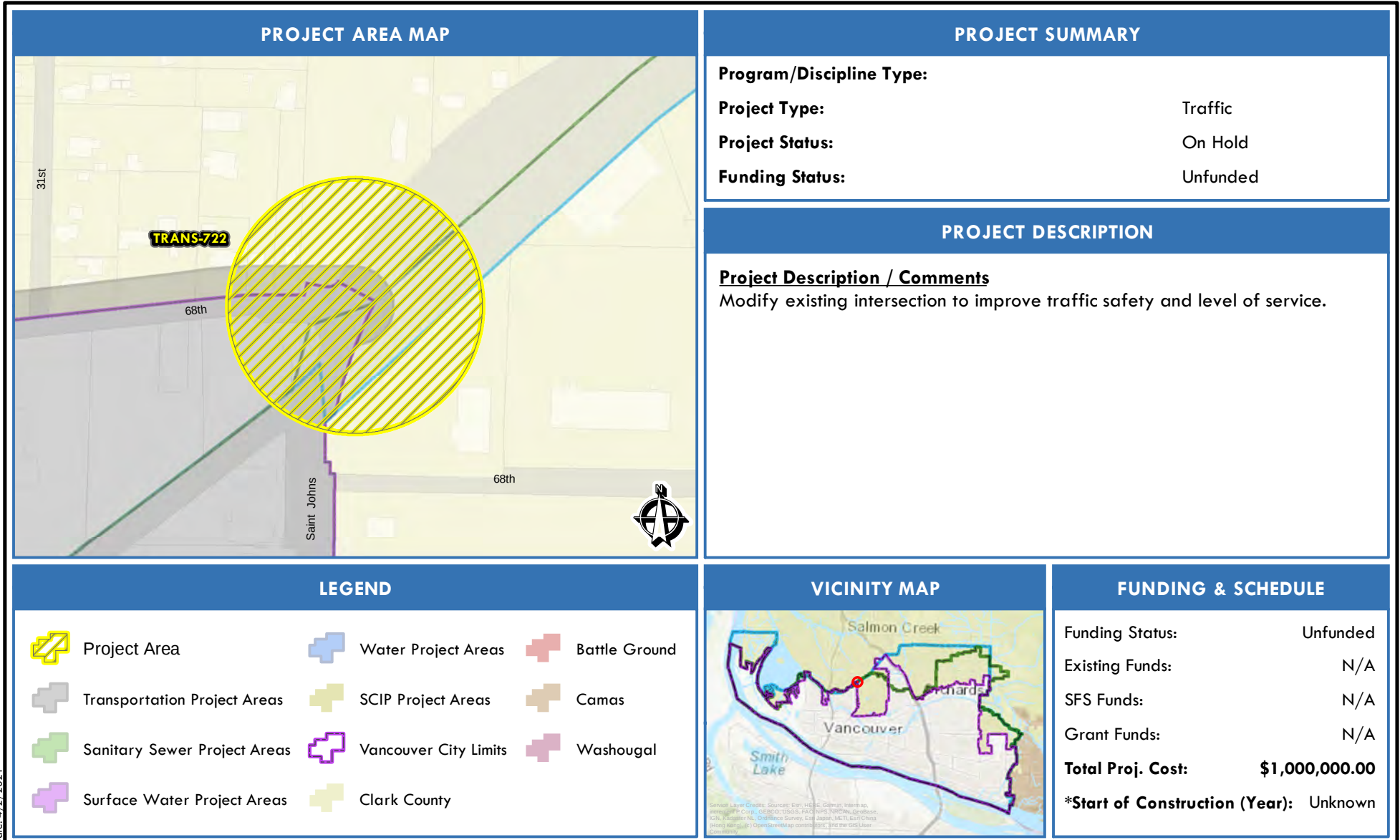


2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

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

PROJECT EXTENT:

TO:



*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.

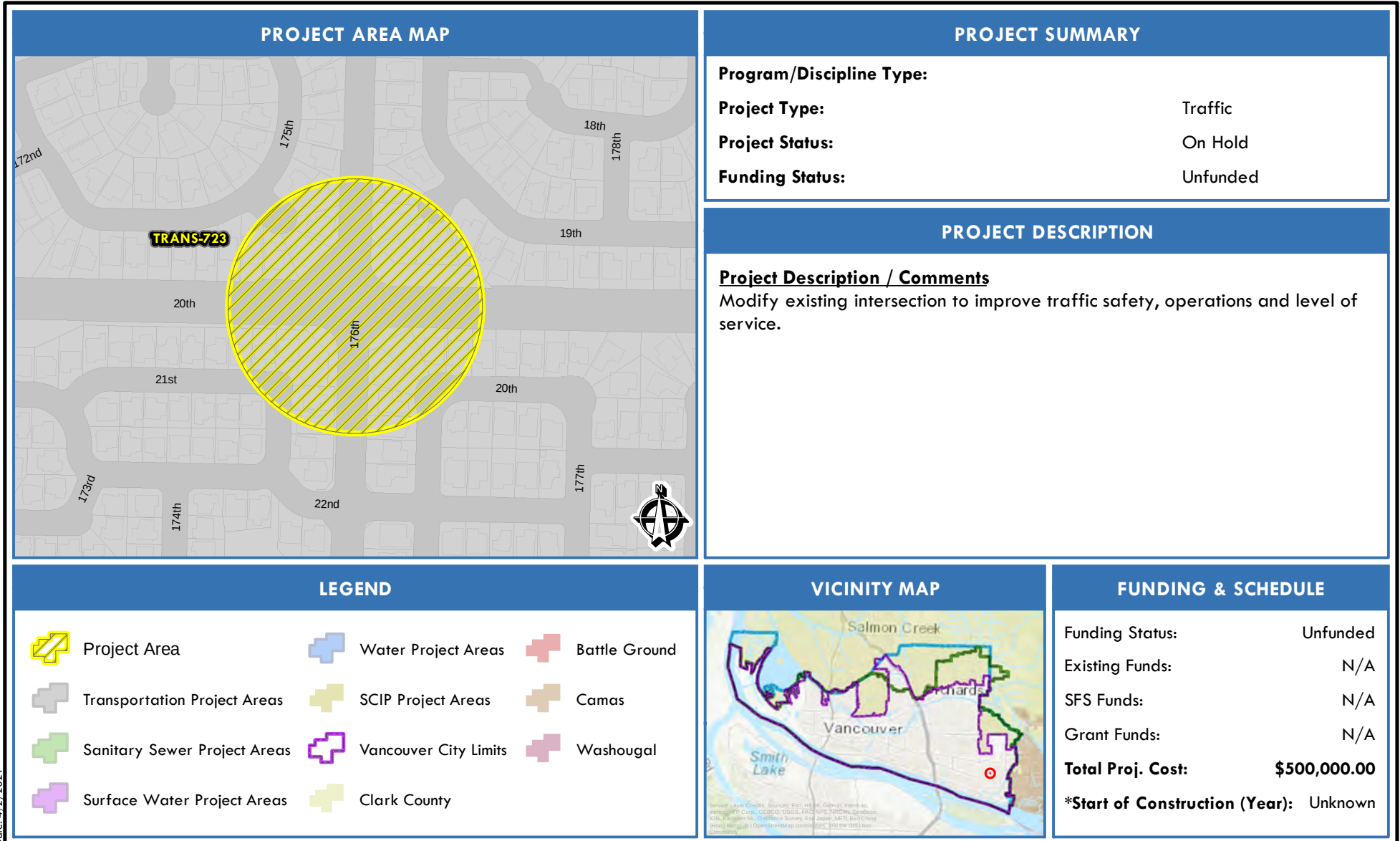


2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

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

PROJECT EXTENT:

TO:



Date: 4/2/2021

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.
 **Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.

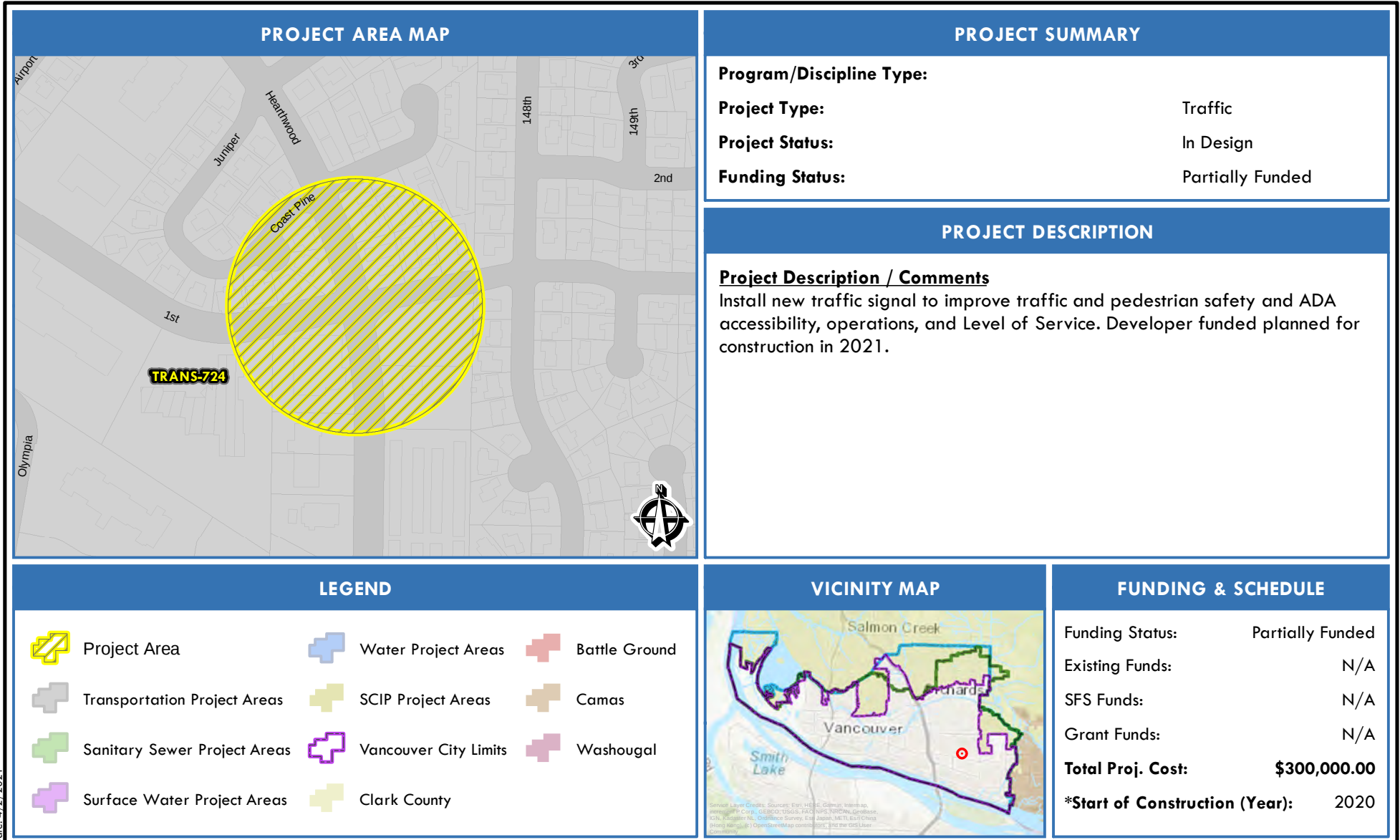


2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **HEARTHWOOD AND SE 1ST ST.**

PROJECT EXTENT:

TO:



*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.



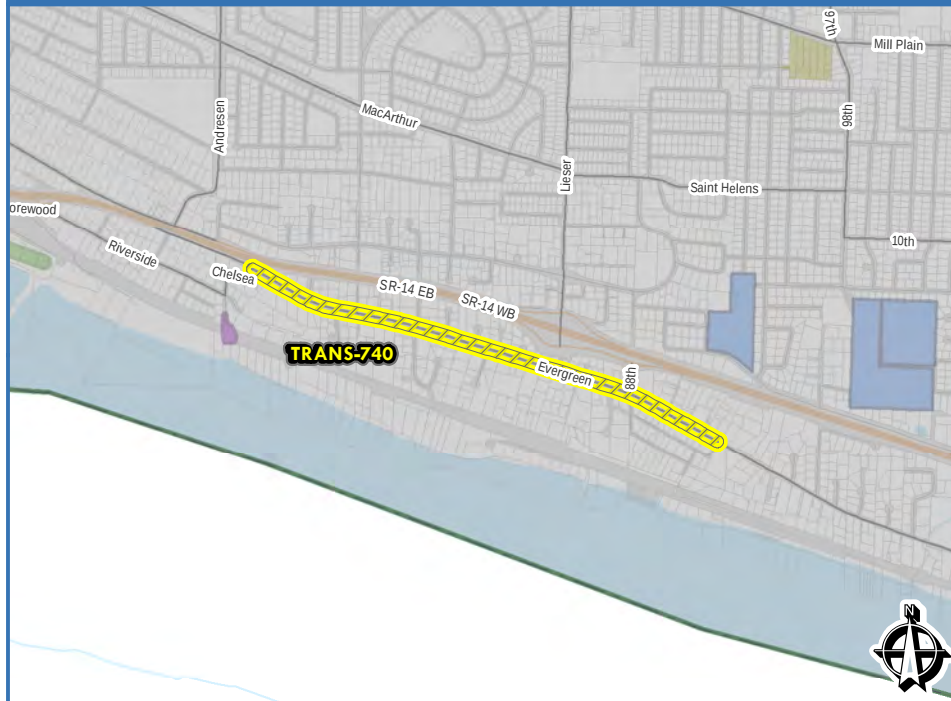
2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

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

PROJECT EXTENT: **IMAGE RD**

TO: **CHELSEA**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Multimodal

Project Status:

In Design

Funding Status:

Partially Funded

PROJECT DESCRIPTION

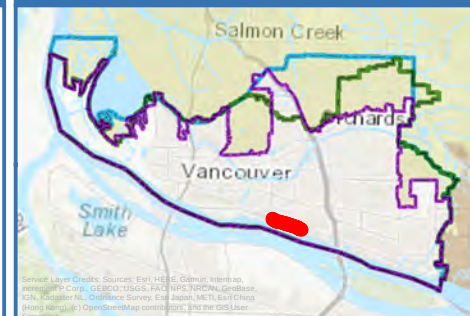
Project Description / Comments

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



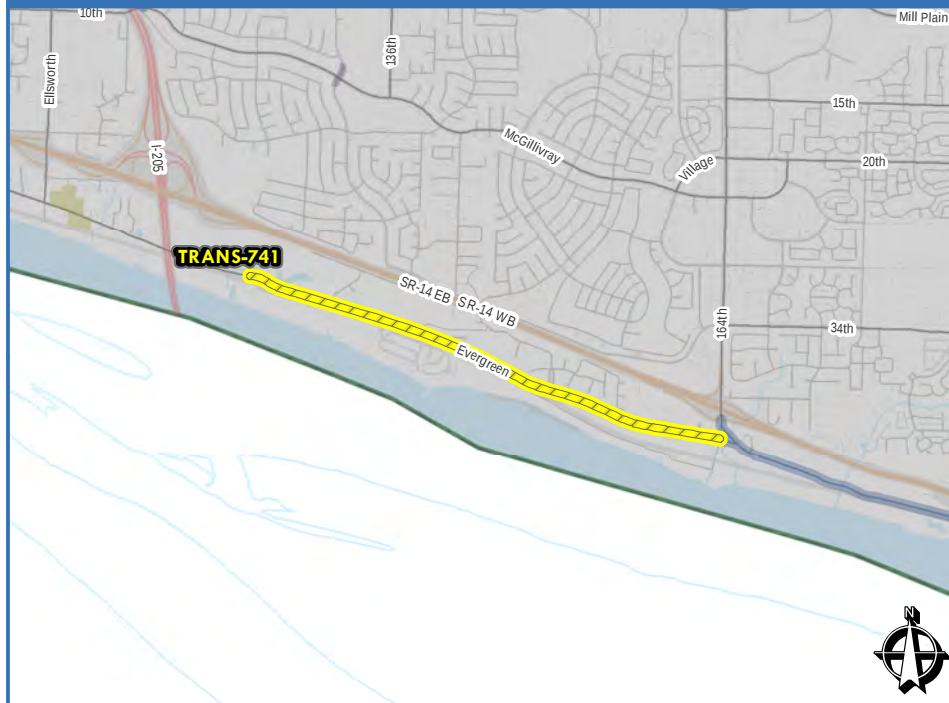
2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

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 6-10 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**



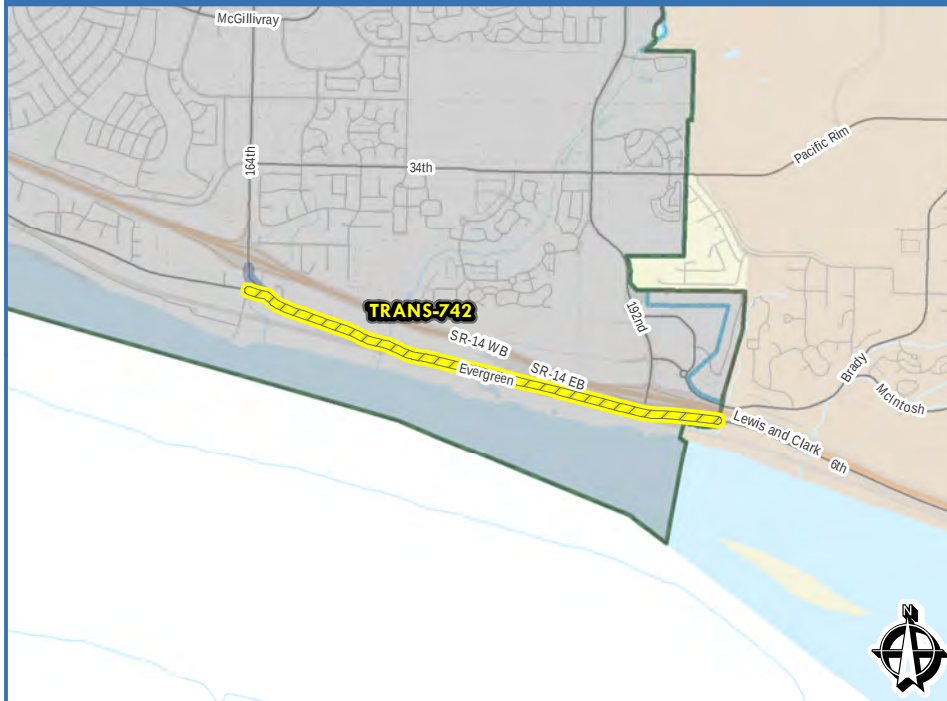
2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

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

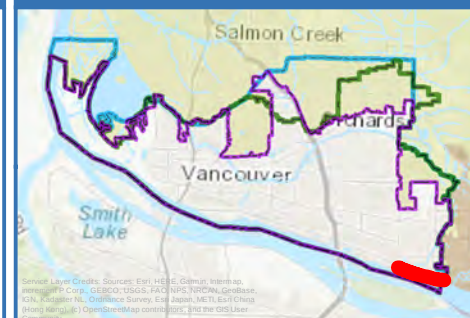
Project Description / Comments

Upgrade roadway with 6-10 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**

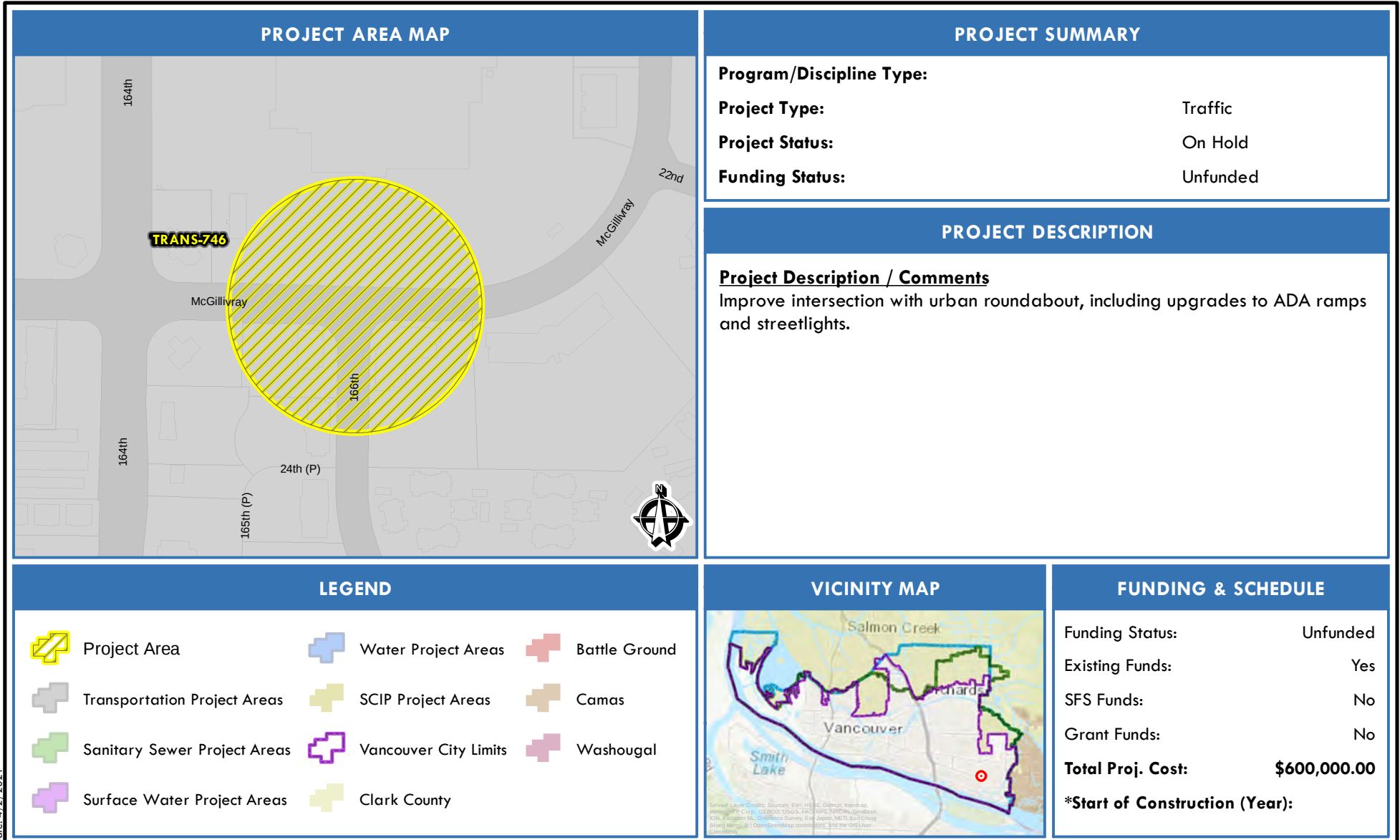


2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

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

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

TO: **SE 166TH AVE.**



*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.
 **Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.



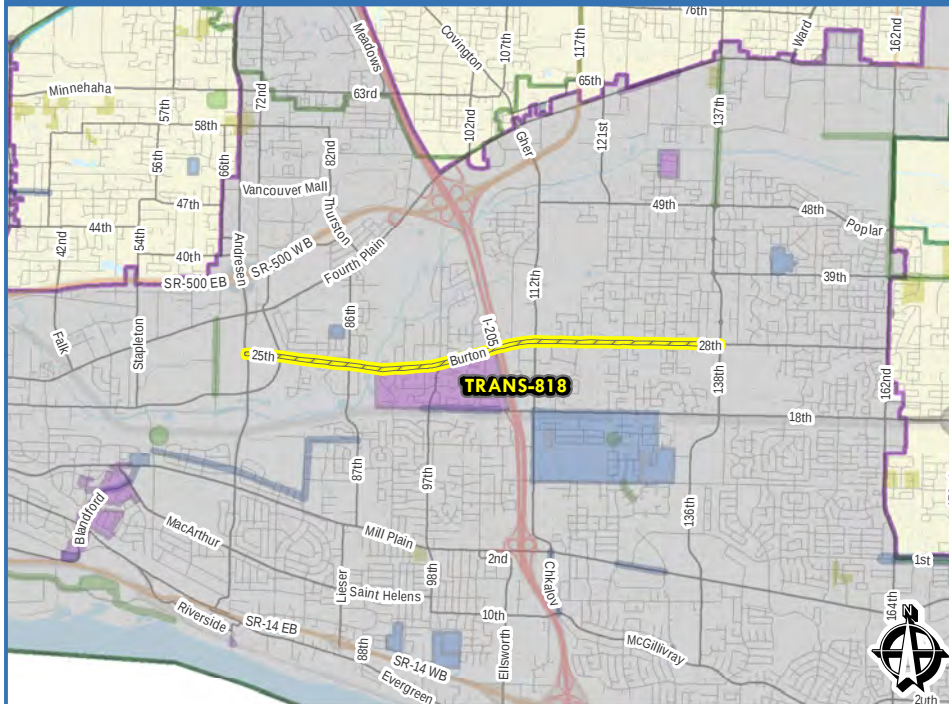
2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

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

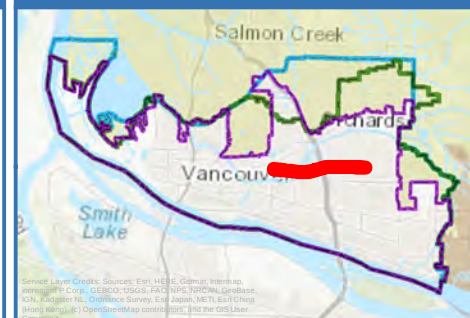
Project Description / Comments

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**



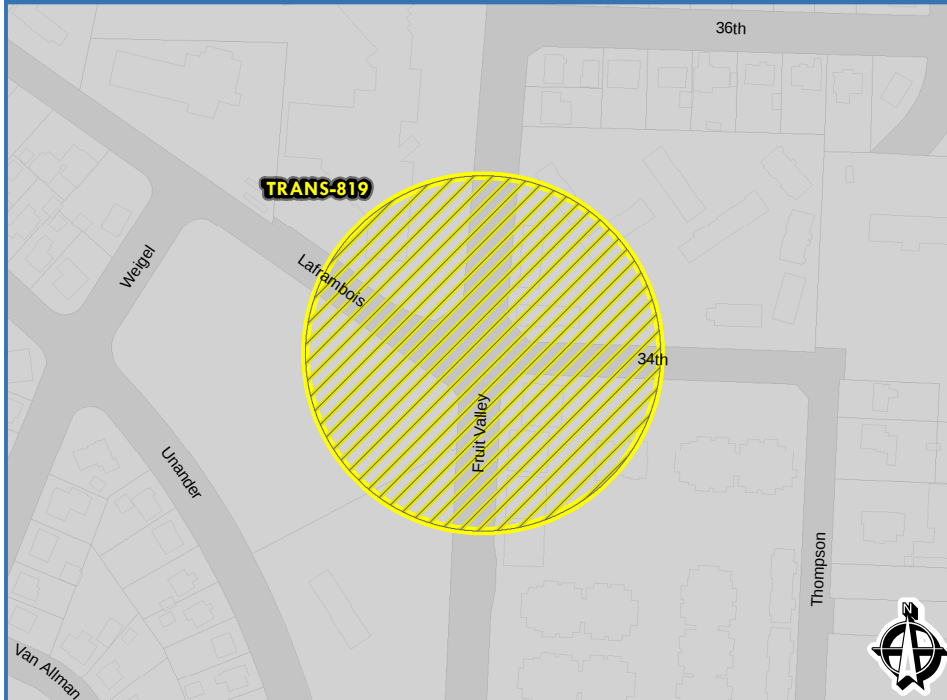
2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NW FRUIT VALLEY RD. AT LA FRAMBOIS RD.**

PROJECT EXTENT:

TO:

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Traffic

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

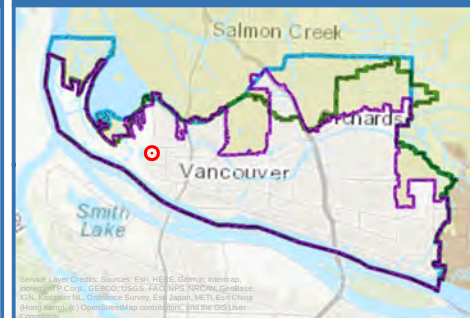
Project Description / Comments

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**



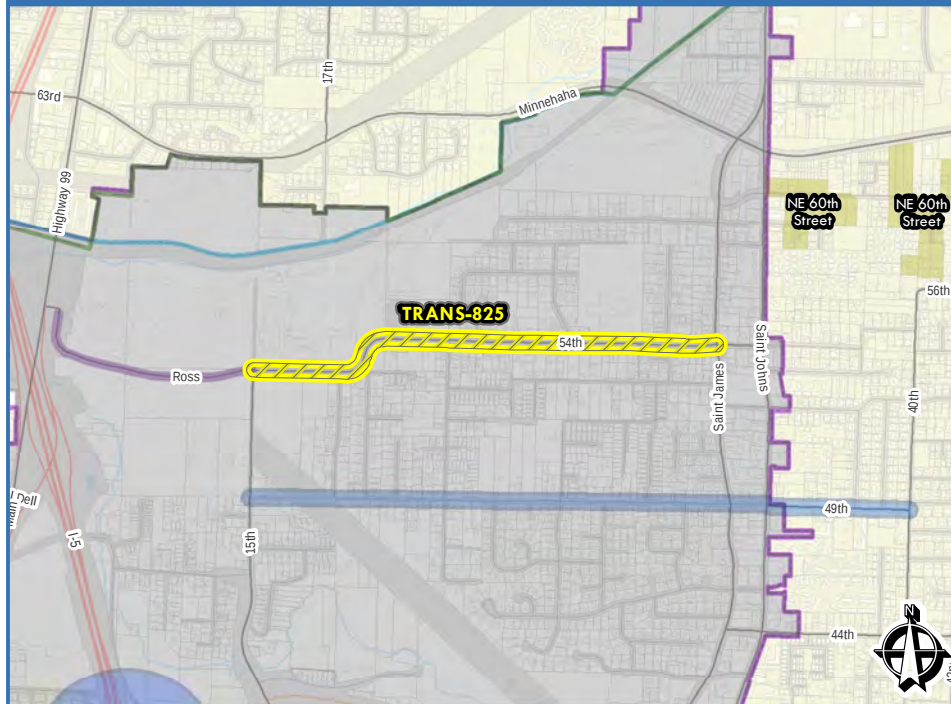
2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

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

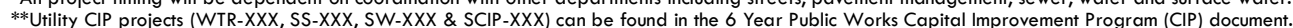


FUNDING & SCHEDULE

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



TO: **NE 14TH ST.**





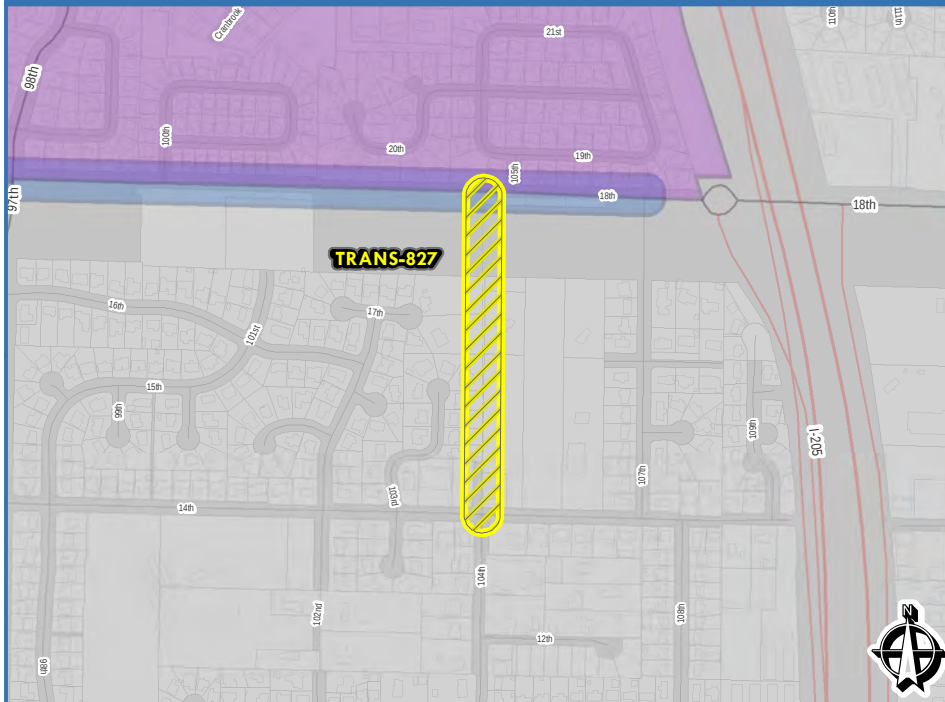
2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 104TH AVENUE - NE 14TH STREET TO NE 18TH STREET**

PROJECT EXTENT: **NE 14TH 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 arterial street (1 lane each direction plus turn lane), with sidewalks, ADA ramps, bike facilities and streetlights, to increase safety, mobility, accessibility 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: \$10,000,000.00

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

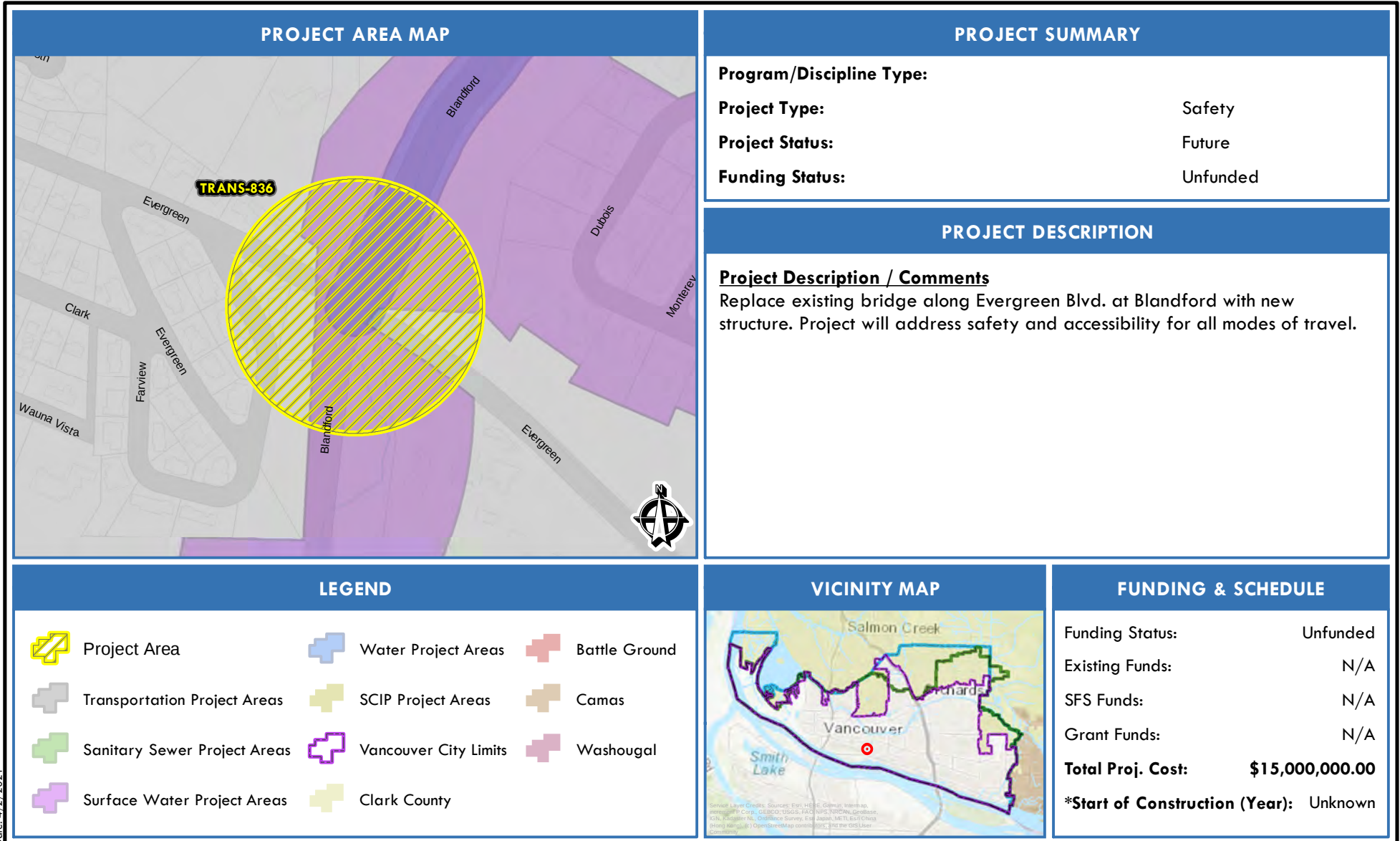


2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **EVERGREEN BLVD. BRIDGE OVER BLANDFORD**

PROJECT EXTENT:

TO:



Date: 4/2/2021

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.



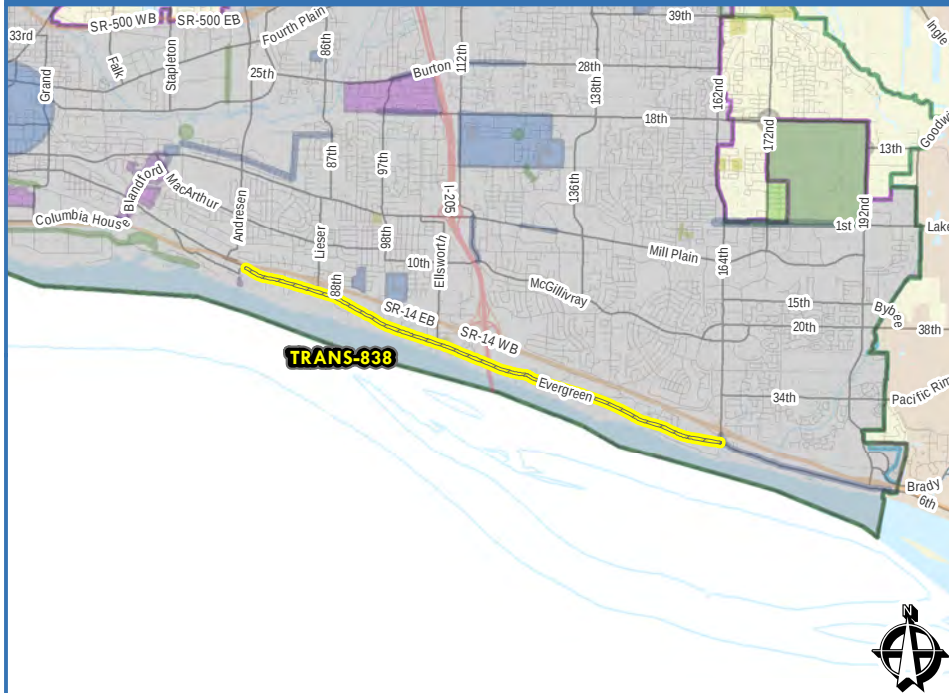
2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **EVERGREEN HIGHWAY PAVEMENT PROJECT**

PROJECT EXTENT: **CHELSEA**

TO: **164TH AVE**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Reconstruction

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

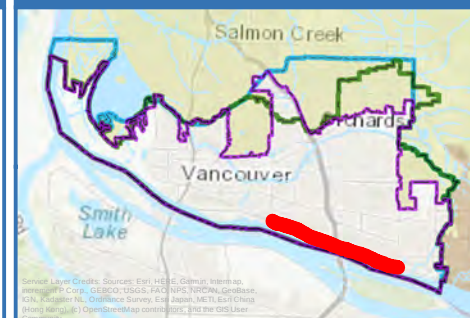
Project Description / Comments

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

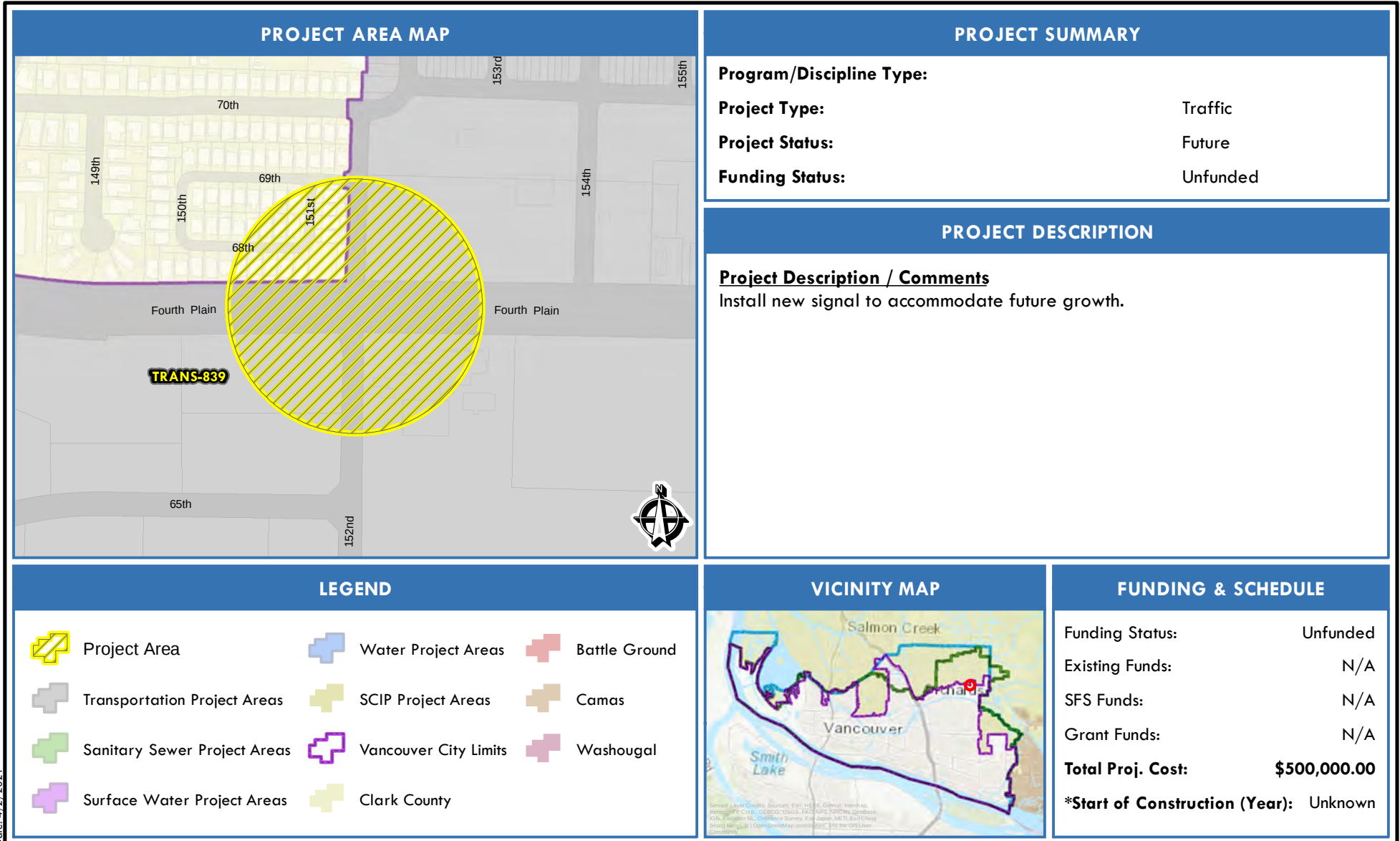


2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 152ND AVE. AND FOURTH PLAIN BLVD. SIGNAL**

PROJECT EXTENT: **152ND AVENUE**

TO: **4TH PLAIN BOULEVARD**



Date: 4/2/2021

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.
 **Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.



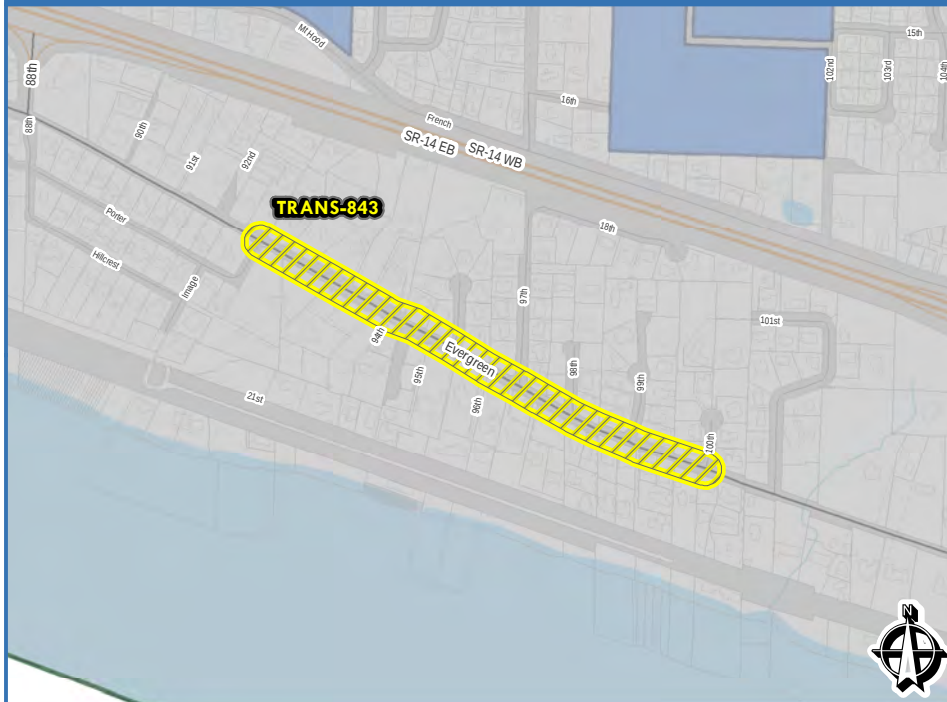
2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **EVERGREEN HWY PATHWAY - WEBER ARBORETUM TO 100TH COURT**

PROJECT EXTENT: **WEBER ARBORETUM**

TO: **100TH COURT**

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 street with 6-10 foot pedestrian pathway on south side of roadway, a priority east/west pedestrian and bike 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:	No
Grant Funds:	No
Total Proj. Cost:	\$1,400,000.00
*Start of Construction (Year):	Unknown



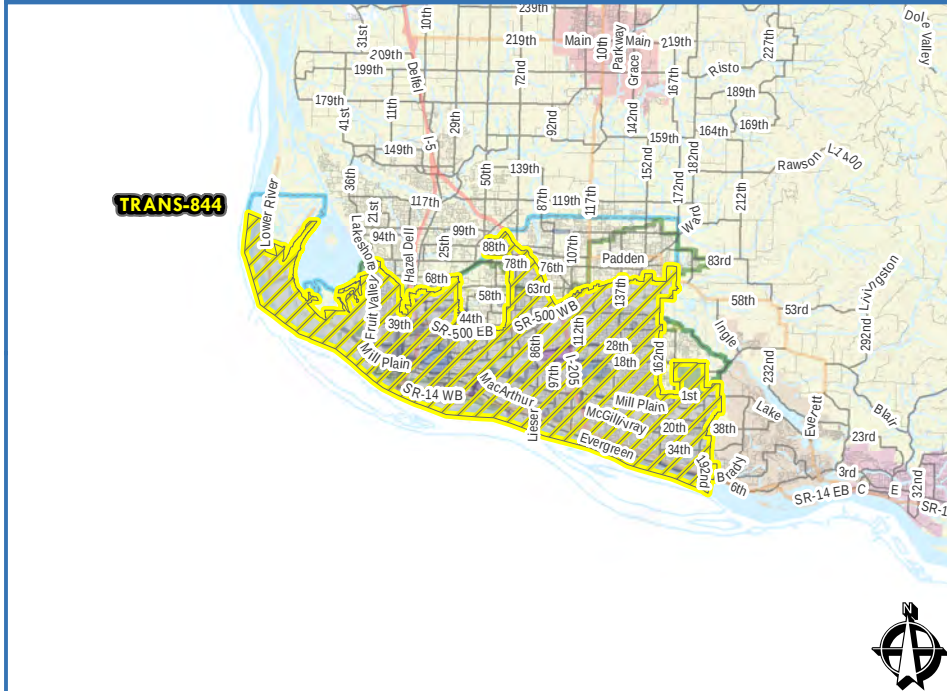
2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

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-852 - NE 112th Avenue Sidewalk and TRANS 871 - N. Devine Sidewalk Improvements - Idaho to NE 18th St. Funded annually for \$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

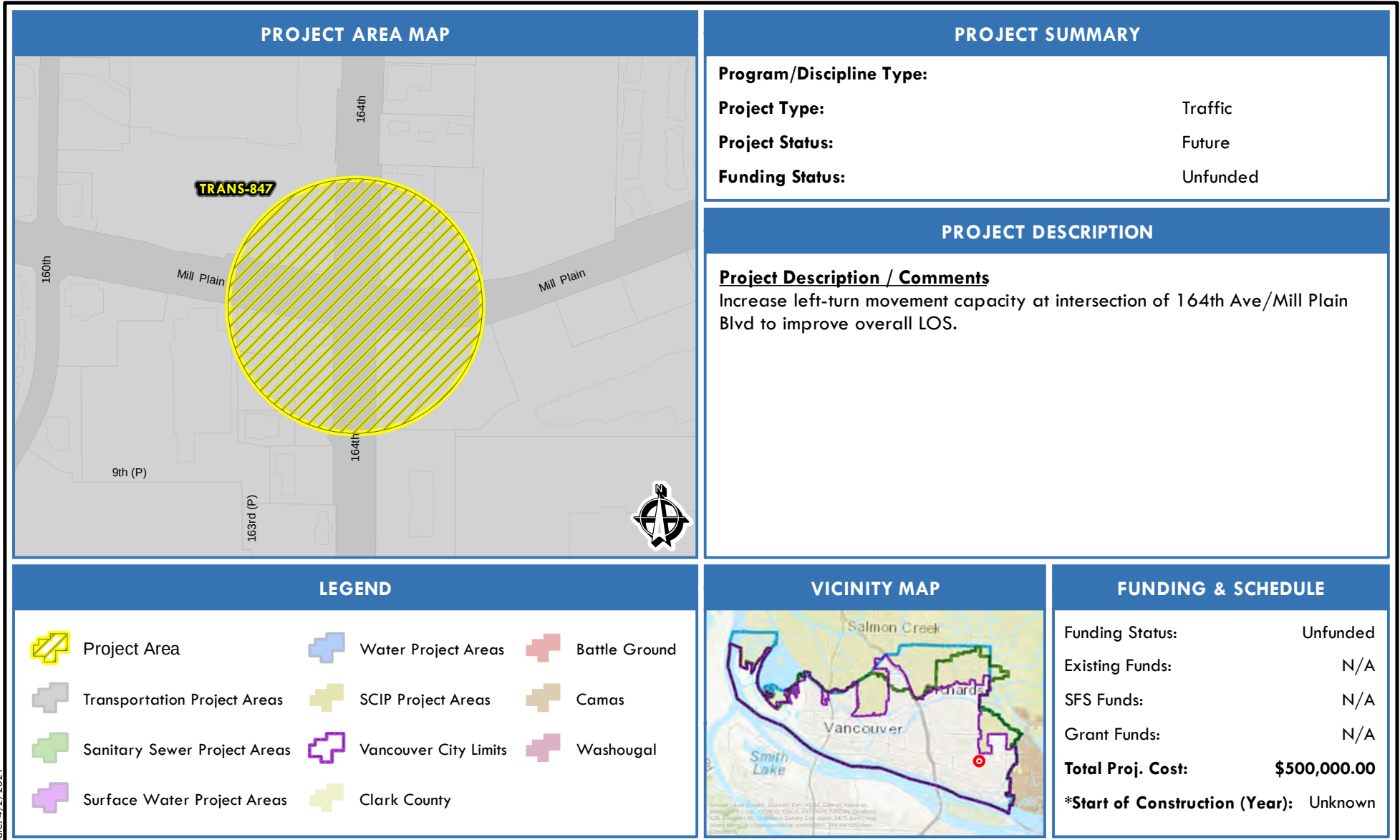


2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **SE 164TH AVENUE AND MILL PLAIN INTERSECTION IMPROVEMENTS**

PROJECT EXTENT:

TO:



Date: 4/2/2021

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.

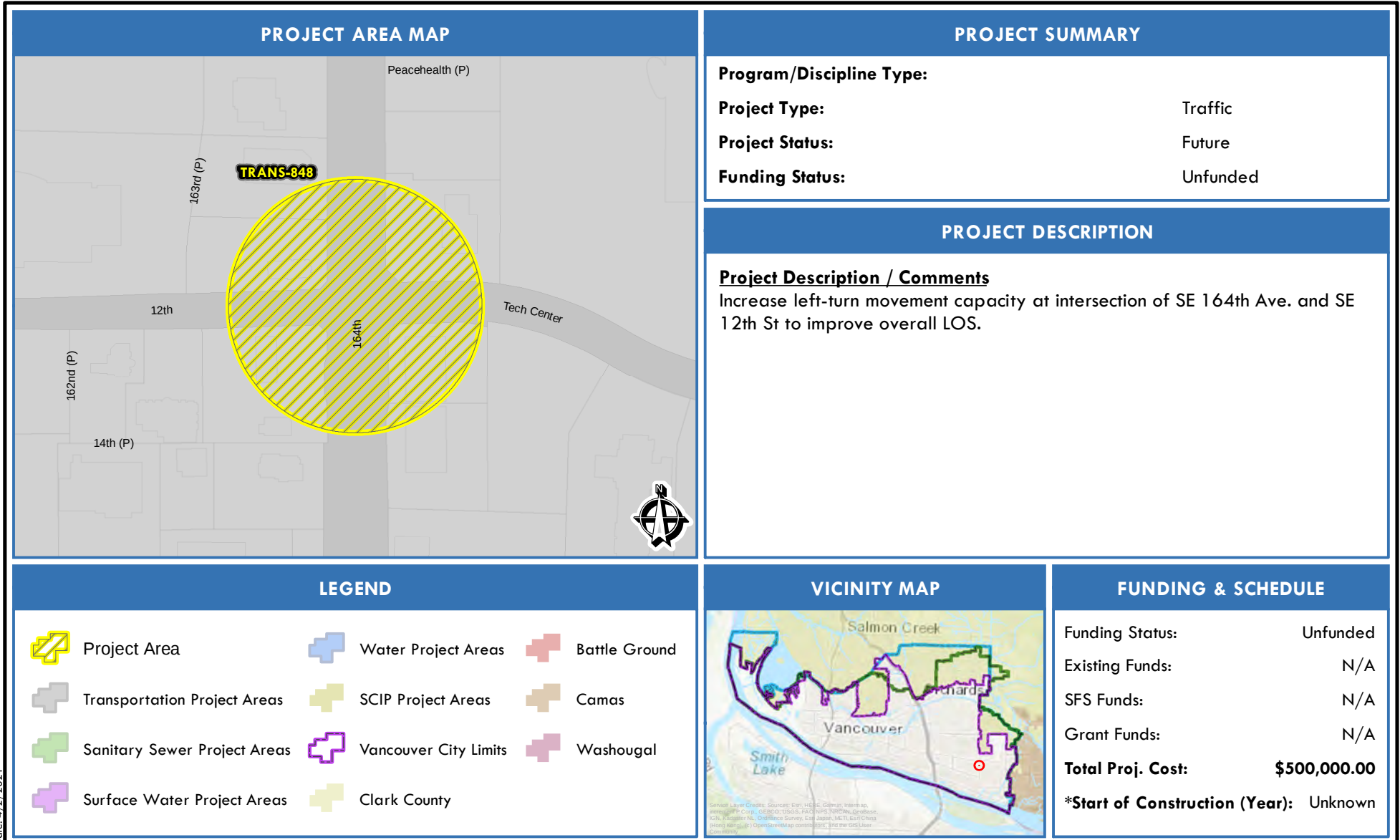


2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: SE 164TH AVENUE AND SE 12TH STREET INTERSECTION IMPROVEMENTS

PROJECT EXTENT: SE 164TH AVE.

TO: SE 12TH ST.



*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.

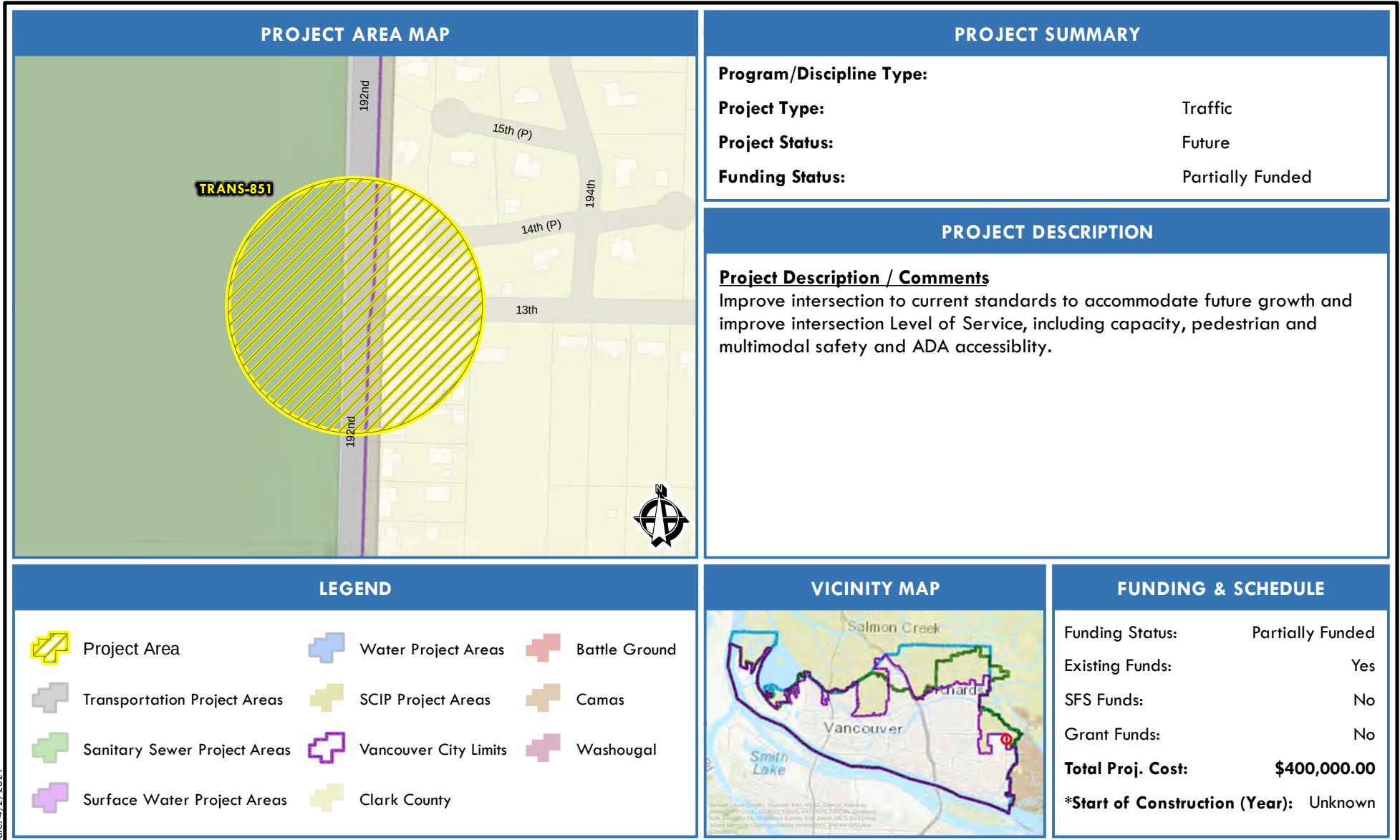


2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: NE 192ND AVENUE AND NE 13TH STREET IMPROVEMENTS

PROJECT EXTENT: 192ND AVENUE

TO: NE 13TH STREET



Date: 4/2/2021

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.



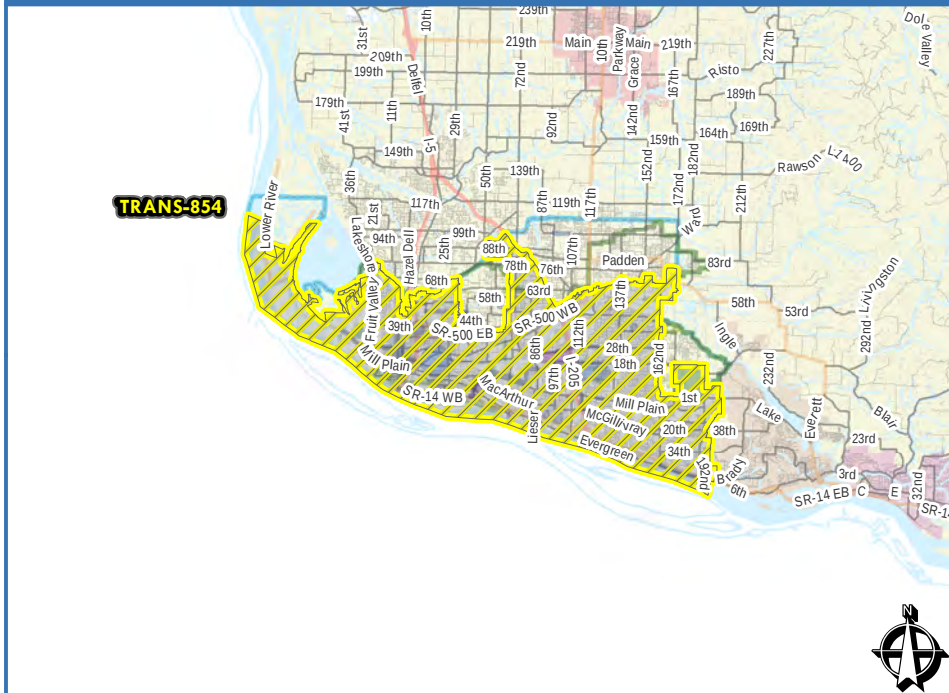
2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **TRANSPORTATION SYSTEM PLAN (TSP) UPDATE**

PROJECT EXTENT:

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:	\$1,000,000.00
*Start of Construction (Year):	2020

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.

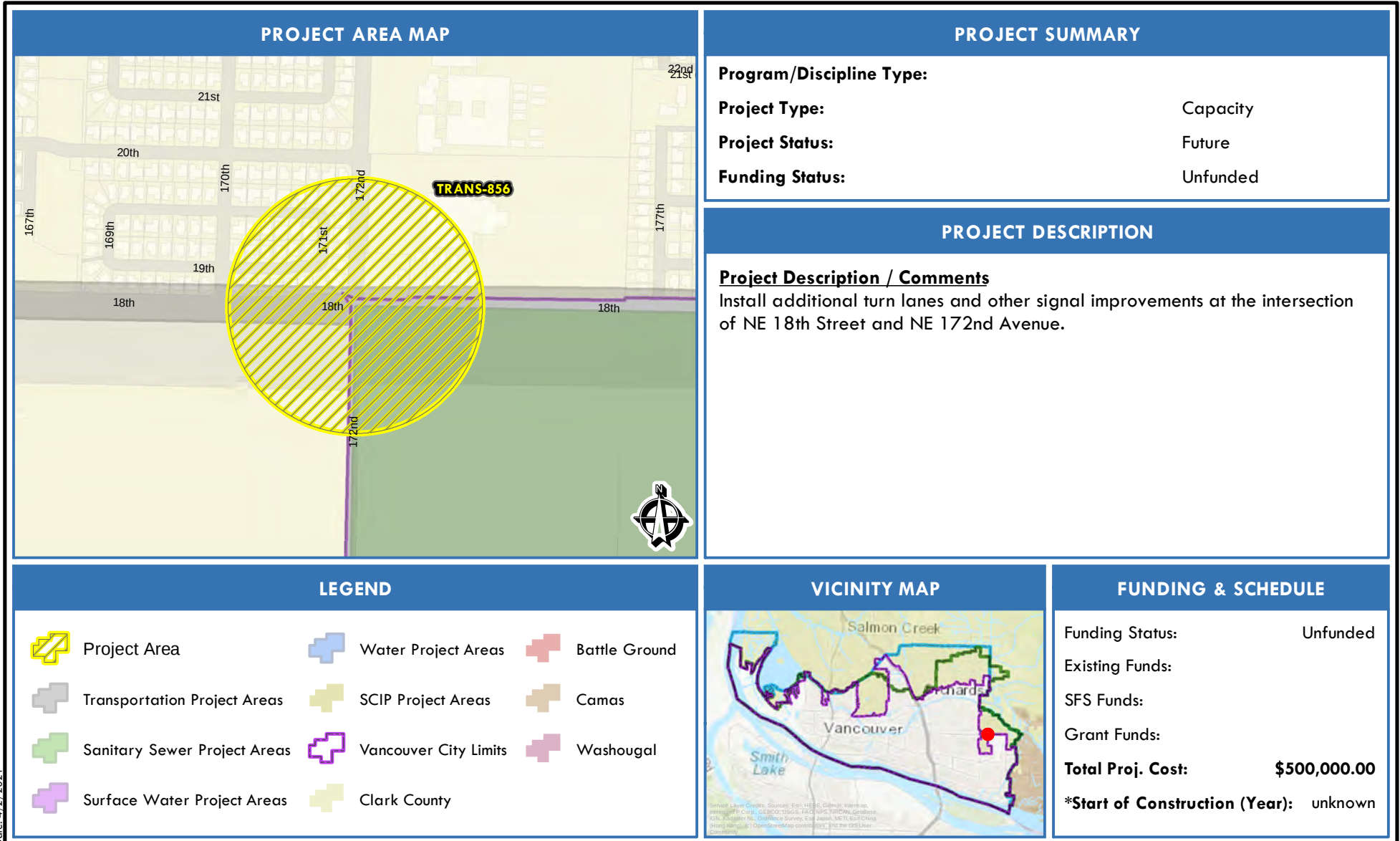


2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: NE 18TH STREET AND NE 172ND AVENUE IMPROVEMENTS

PROJECT EXTENT:

TO:



Date: 4/2/2021

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.
 **Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.



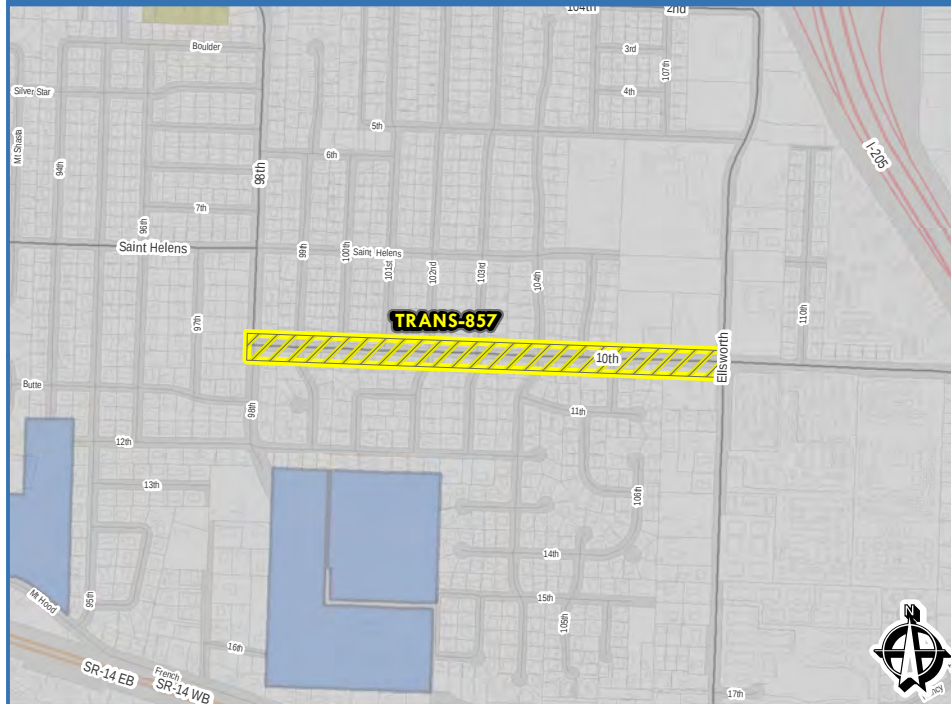
2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **SE 10TH STREET SIDEWALKS - SE 98TH AVENUE TO ELLSWORTH ROAD**

PROJECT EXTENT: **98TH AVENUE**

TO: **ELLSWORTH ROAD**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Multimodal

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

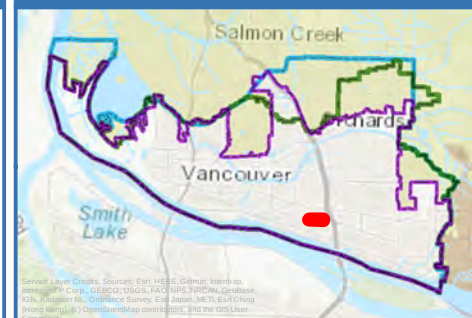
Project Description / Comments

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**



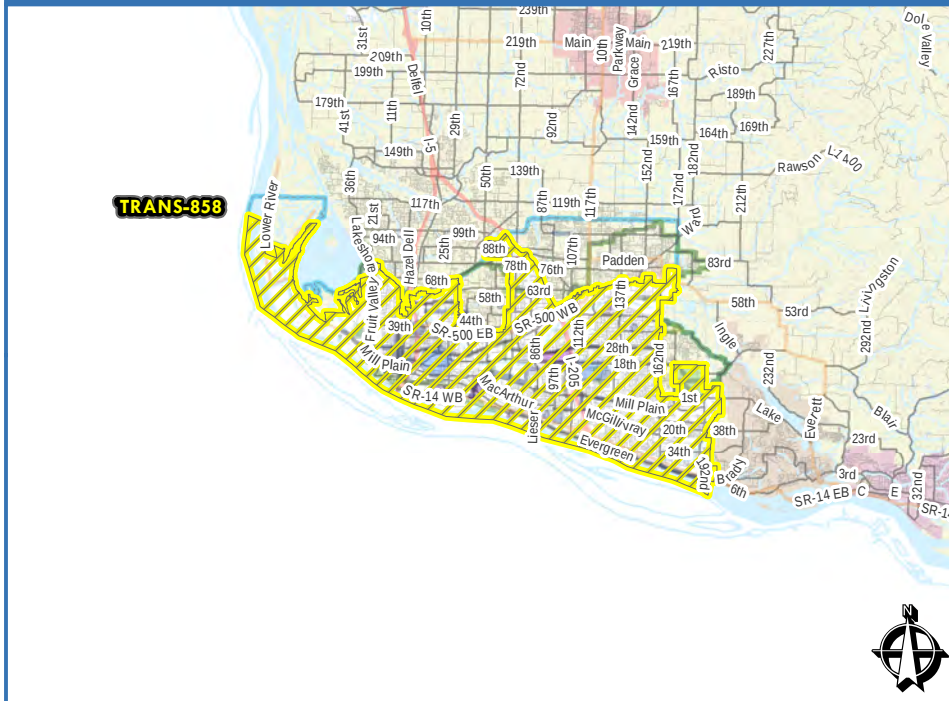
2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

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):**

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.



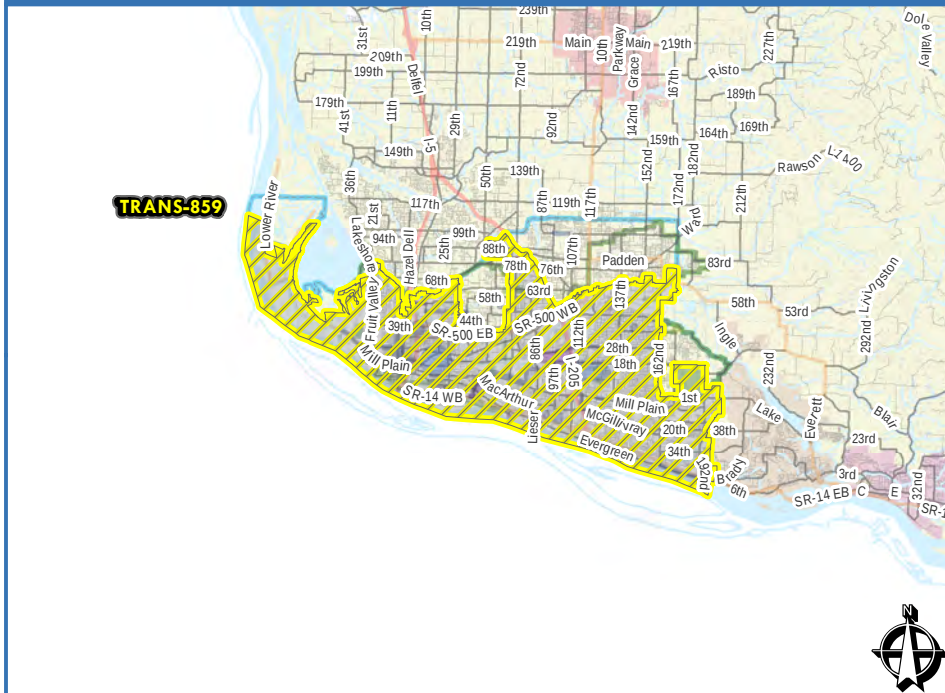
2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

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



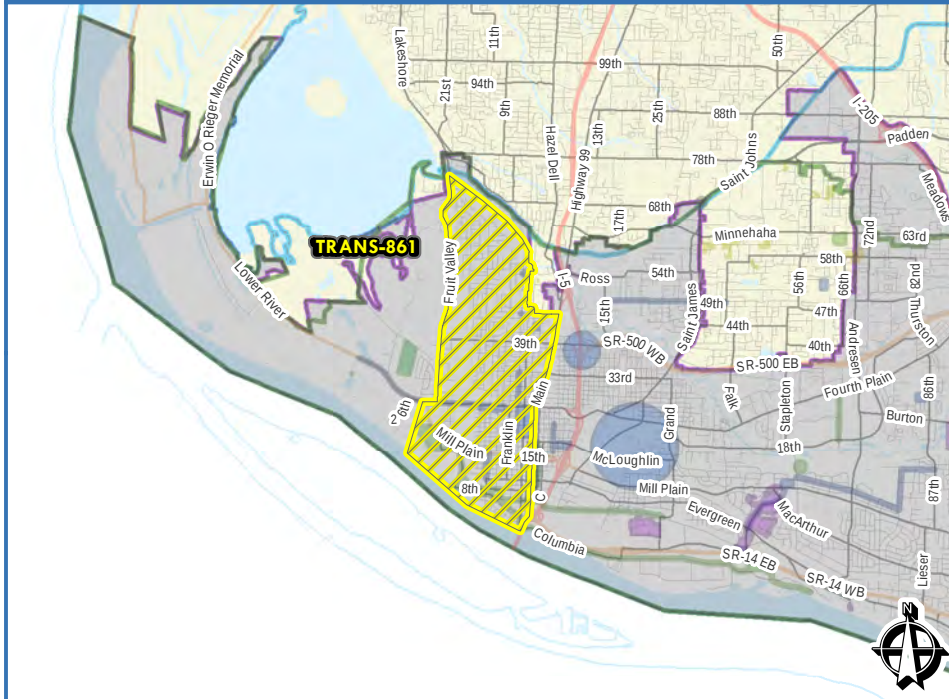
2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

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, with the implementation of other routes occurring in later years. Project to also include traffic calming, bicycle and pedestrian 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:	Potential
Total Proj. Cost:	\$1,000,000.00
*Start of Construction (Year):	2021



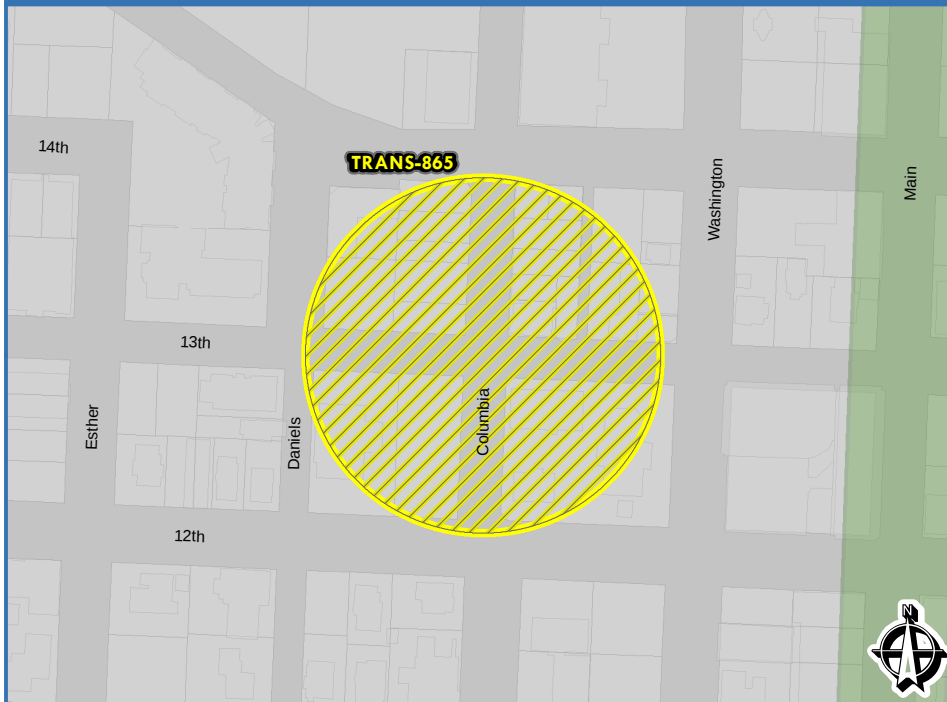
2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: COLUMBIA STREET AND W. 13TH STREET INTERSECTION IMPROVEMENT

PROJECT EXTENT: COLUMBIA STREET

TO: W. 13TH STREET

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Traffic

Project Status:

Active

Funding Status:

Funded

PROJECT DESCRIPTION

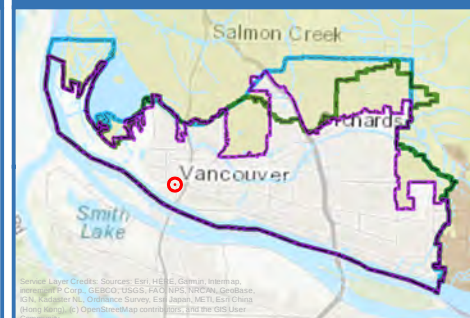
Project Description / Comments

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:	\$5,005,000.00
*Start of Construction (Year):	2021



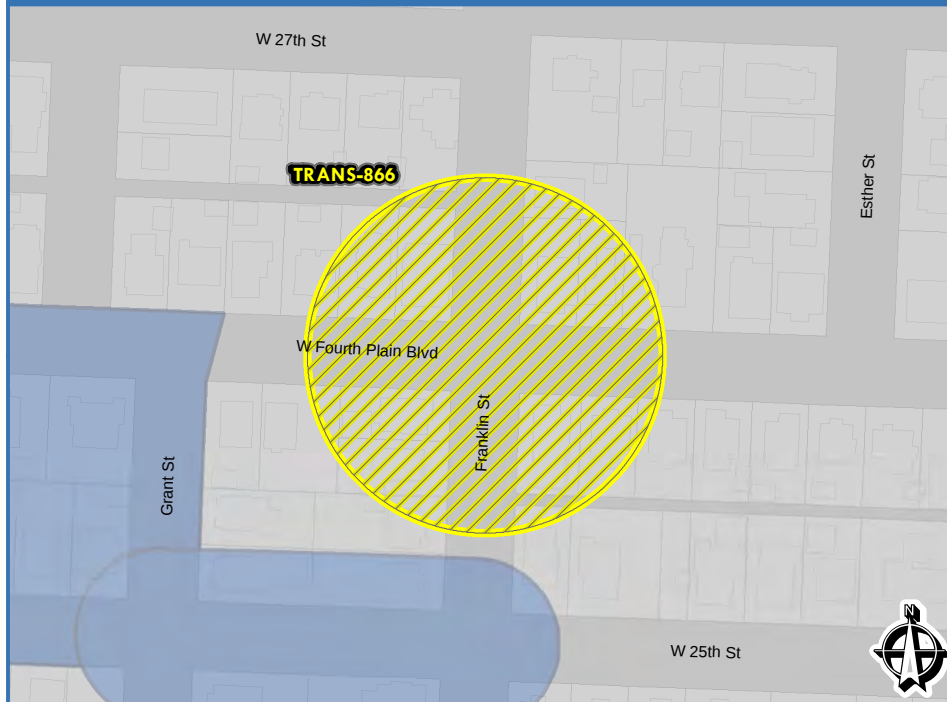
2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **W. FOURTH PLAIN BOULEVARD AND FRANKLIN STREET INTERSECTION IMPROVEMENTS**

PROJECT EXTENT: **W. FOURTH PLAIN BOULEVARD**

TO: **FRANKLIN STREET**

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 Fourth Plain and Franklin 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):**



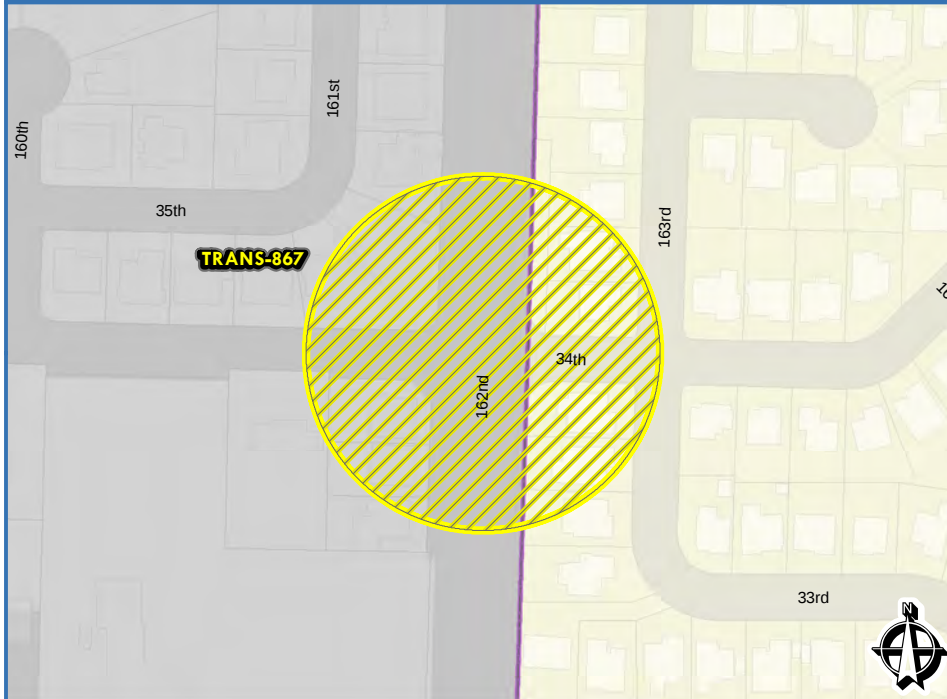
2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 164TH AVENUE AND NE 34TH STREET IMPROVEMENTS**

PROJECT EXTENT: **164TH AVENUE**

TO: **NE 34TH STREET**

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 NE 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):**



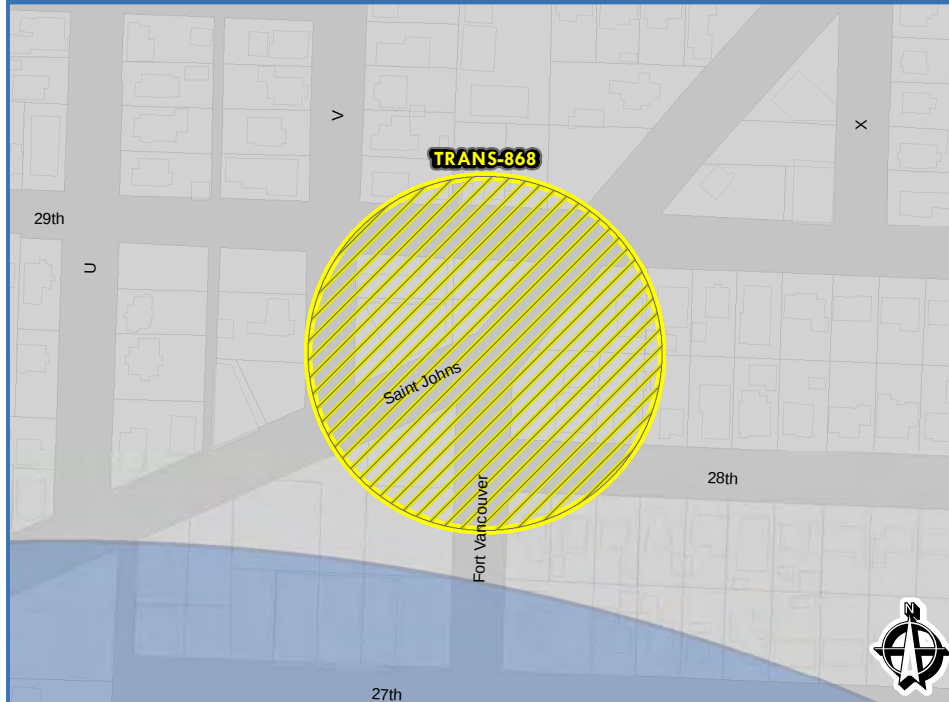
2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **ST. JOHNS BLVD. AND FORT VANCOUVER WAY INTERSECTION IMPROVEMENTS**

PROJECT EXTENT: **ST. JOHNS BOULEVARD**

TO: **FORT VANCOUVER WAY**

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):**

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.



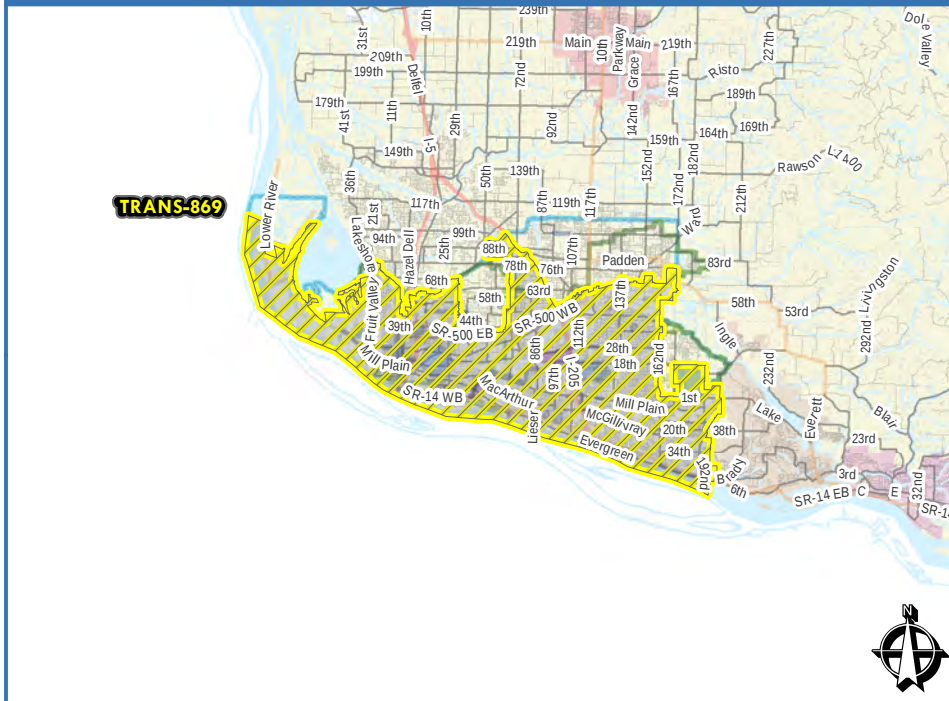
2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

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, 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:

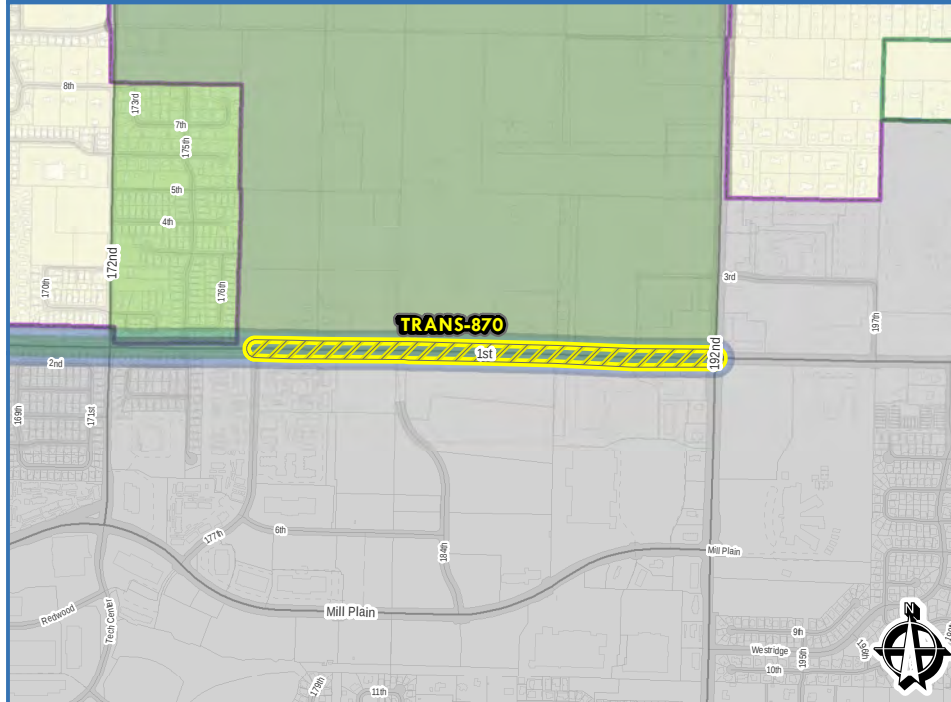
***Start of Construction (Year):**

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.



TO: **SE 192ND AVENUE**



Partially Funded

Urban arterial upgrade of existing 2-lane rural road to increase safety, mobility and livability, and meet future subarea needs. Roadway cross section includes roundabouts and transition to a 5-lane section. Improvements include sidewalks, ADA ramps, bike facilities, stormwater, and streetlights. Cost estimates shown here are only for this east section of SE 1st St. Anticipated funding of east portion (SE 177th Ave. To SE 192nd Ave.) by developer contributions, local funds and potential grants. Existing cost estimate to construct is \$10M, with utility relocation costs still to be determined. For details on the west section (SE 1st St. - SE 164th Ave. to SE 177th Ave.) see TRANS-268. City portion of Total Project Cost is \$10 Million. Developer contributions for ROW total \$2 million.

	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		

Funding Status:	Partially Funded
Existing Funds:	Potential
SFS Funds:	Potential
Grant Funds:	Potential
Total Proj. Cost:	\$11,000,000.00
*Start of Construction (Year):	2022



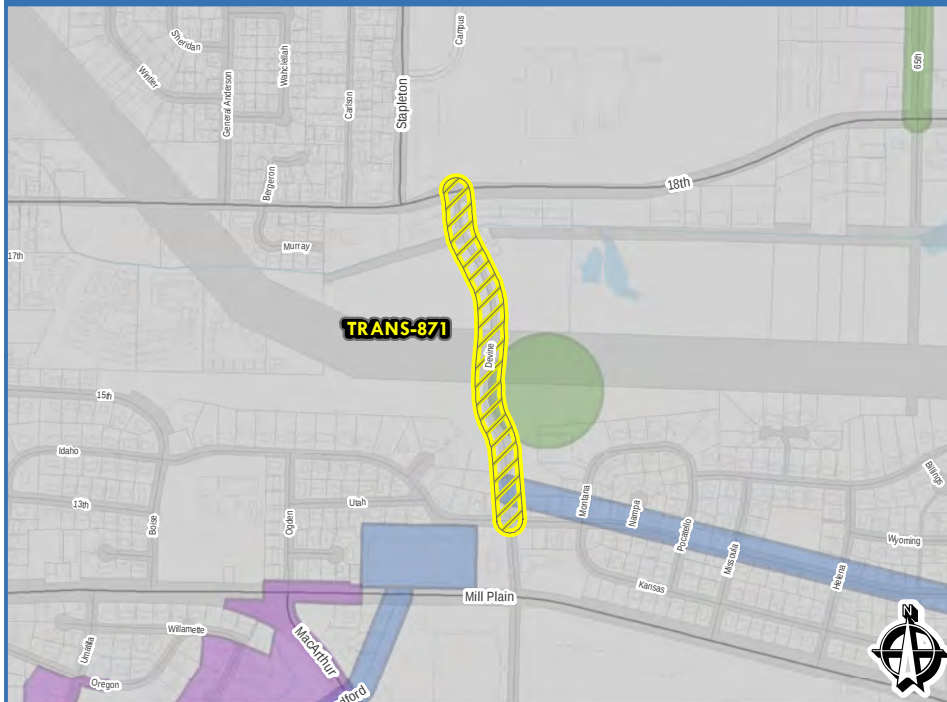
2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **N. DEVINE SIDEWALK IMPROVEMENTS – N. IDAHO TO NE 18TH ST**

PROJECT EXTENT: **MILL PLAIN BOULEVARD**

TO: **E 18TH STREET**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Multimodal

Project Status:

Active

Funding Status:

Funded

PROJECT DESCRIPTION

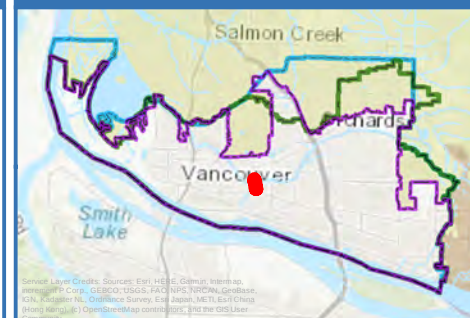
Project Description / Comments

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 (TIB) sidewalk 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:	Funded
Existing Funds:	Potential
SFS Funds:	Potential
Grant Funds:	Yes
Total Proj. Cost:	\$1,100,000.00
*Start of Construction (Year):	2021



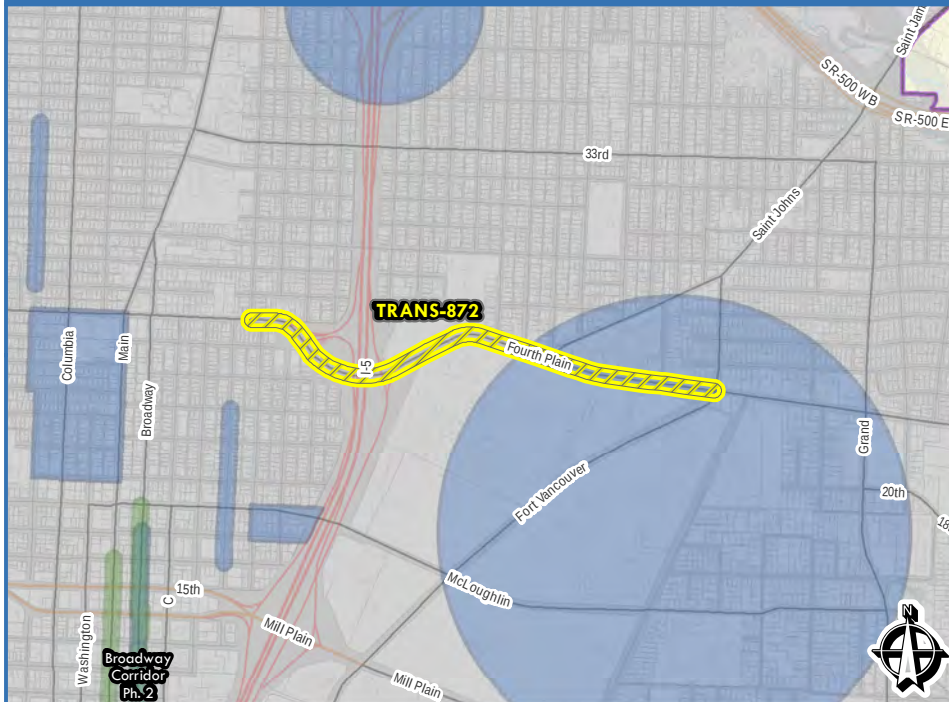
2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

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:

Unfunded

PROJECT DESCRIPTION

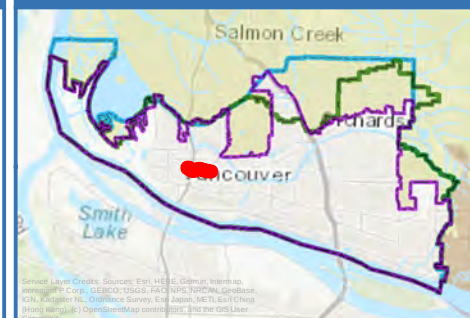
Project Description / Comments

Project to improve safety by narrowing Fourth Plain. Install pedestrian and bicycle enhancements along the corridor. Goal is to improve safety and mobility along the corridor for all users.

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: Yes

Grant Funds: Yes

Total Proj. Cost: \$900,000.00

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



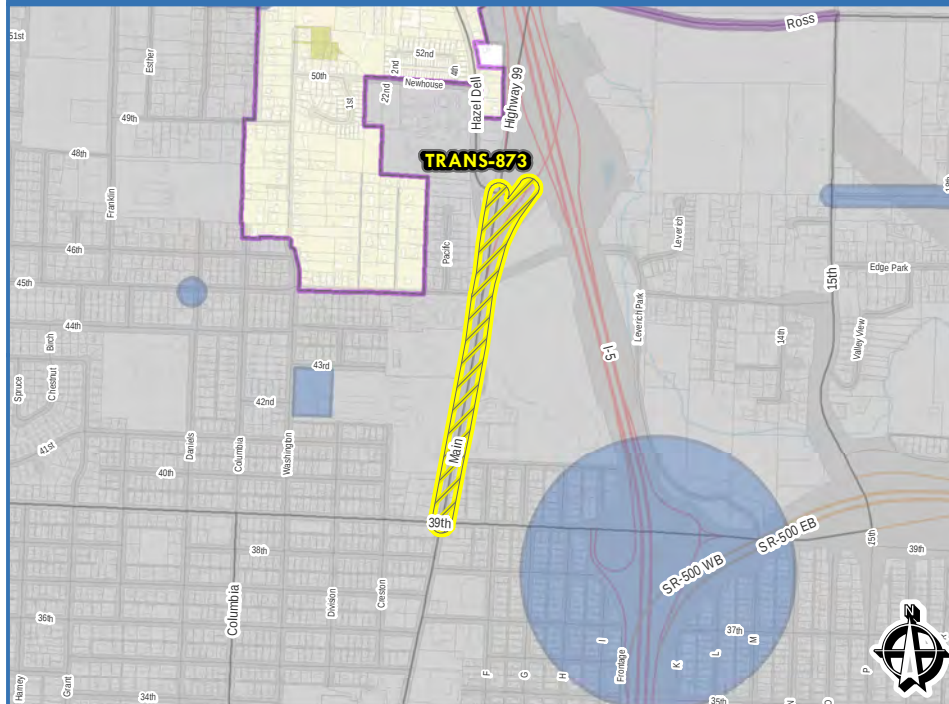
2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **MAIN STREET SAFETY IMPROVEMENTS FROM 39TH STREET TO HAZEL DELL AVE**

PROJECT EXTENT: **39TH ST**

TO: **HAZEL DELL AVE**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Multimodal

Project Status:

Active

Funding Status:

Unfunded

PROJECT DESCRIPTION

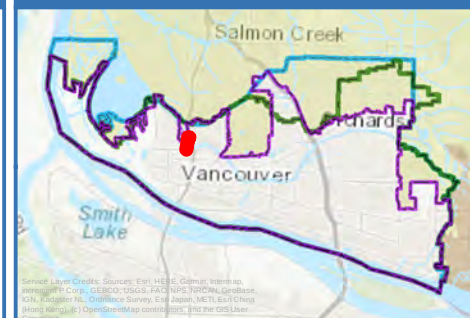
Project Description / Comments

In conjunction with a pavement preservation project, restripe Main Street from a four lane facility to a two-lane facility with center turn lane and bicycle and pedestrian facility improvements. I-976 impacts grant match -Moved back to 2022 and from Partially Funded 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



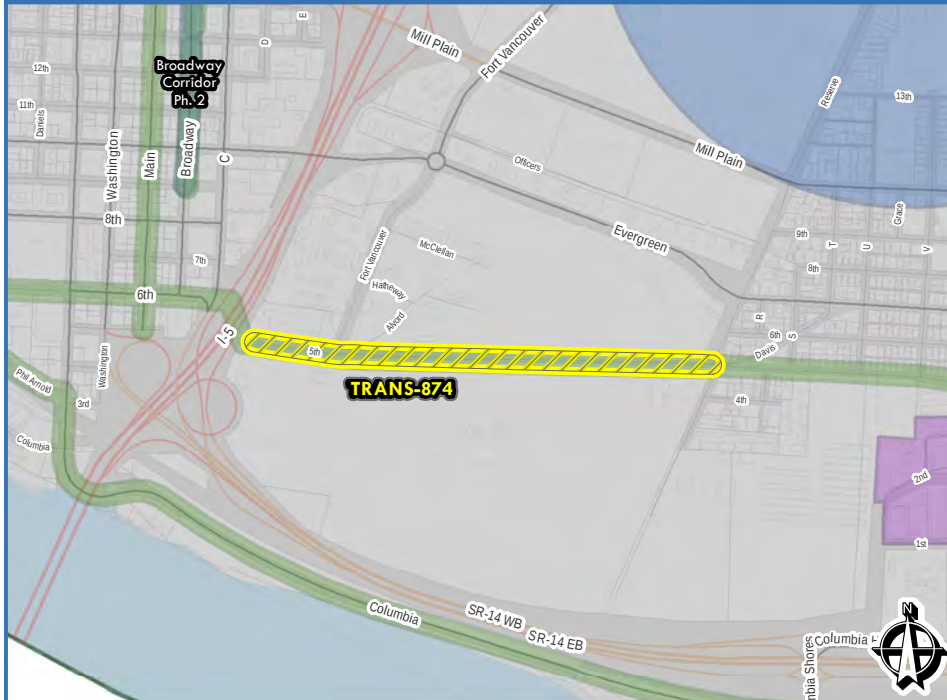
2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: E. 5TH STREET IMPROVEMENTS - FORT VANCOUVER TO RESERVE (FLAP GRANT)

PROJECT EXTENT: FORT VANCOUVER WAY

TO: RESERVE STREET

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Multimodal

Project Status:

Active

Funding Status:

Funded

PROJECT DESCRIPTION

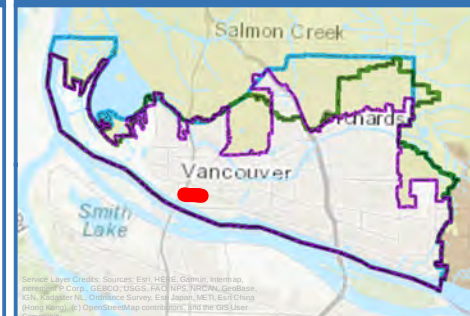
Project Description / Comments

Improve pavement, parking, and multiuse path (south side) along 5th Street between Fort Vancouver Way and E. Reserve. This is a joint project governed by an Interlocal Agreement between the National Park Service, Federal Highways Administration and City of Vancouver. Vancouver is contributing \$100K of in kind work from the 2021 Pavement Preservation 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:	Funded
Existing Funds:	No
SFS Funds:	Yes
Grant Funds:	Yes
Total Proj. Cost:	\$2,800,000.00
*Start of Construction (Year):	2021



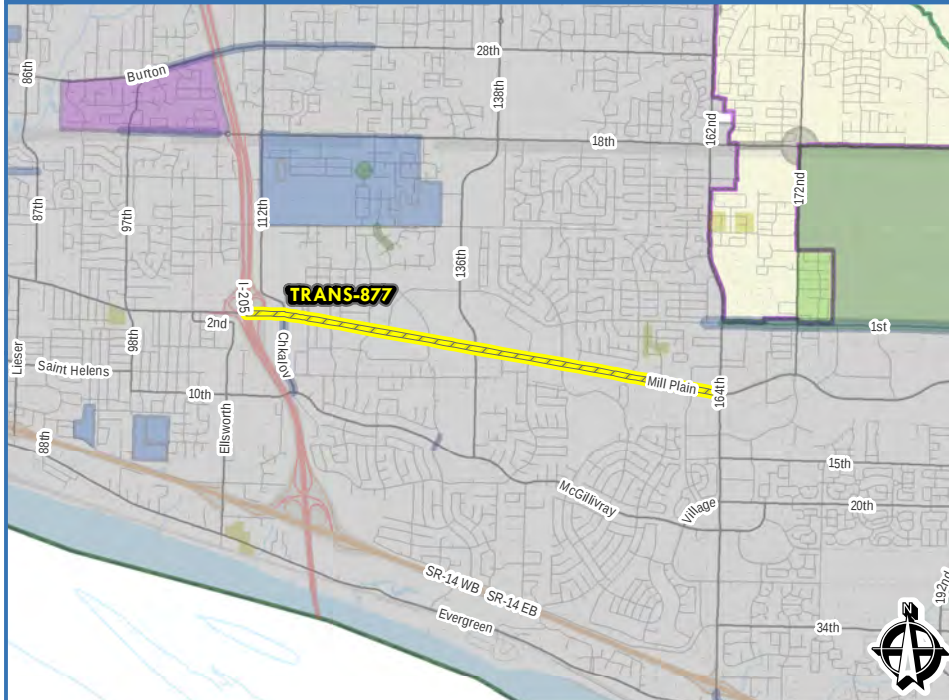
2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **MILL PLAIN ARRIVAL ON GREEN PROJECT**

PROJECT EXTENT: **I-205**

TO: **164TH AVENUE**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Traffic

Project Status:

In Design

Funding Status:

Funded

PROJECT DESCRIPTION

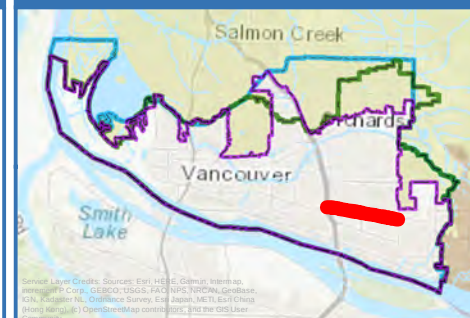
Project Description / Comments

Install signal equipment along Mill Plain 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

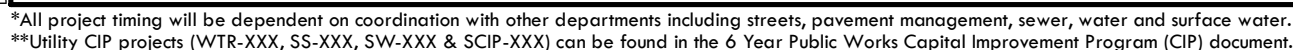


FUNDING & SCHEDULE

Funding Status:	Funded
Existing Funds:	Yes
SFS Funds:	No
Grant Funds:	Yes
Total Proj. Cost:	\$92,000.00
*Start of Construction (Year):	2020



TO:

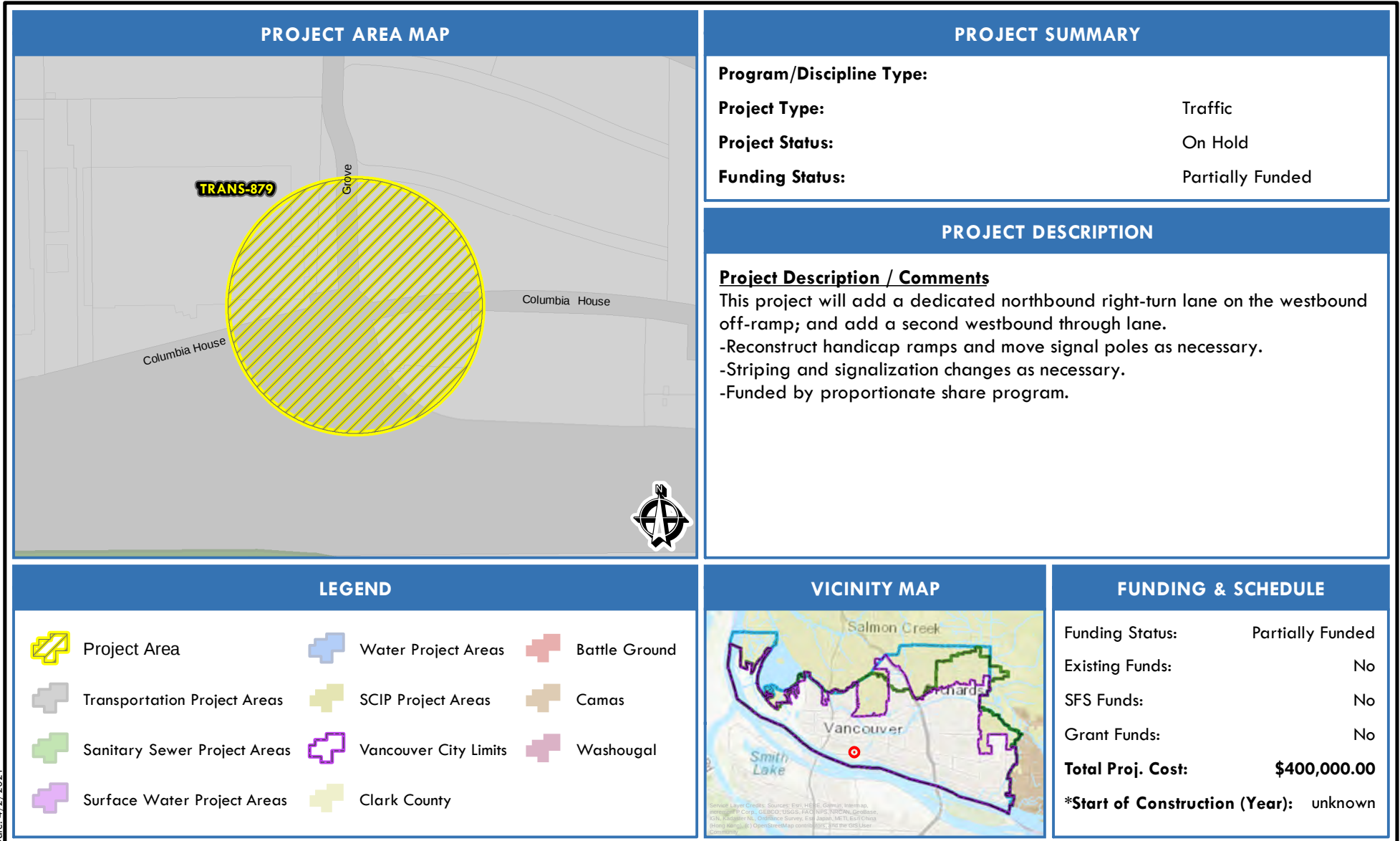




2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: COLUMBIA HOUSE BLVD. AND GROVE ST. SIGNAL UPGRADE

PROJECT EXTENT: INTERSECTION OF GROVE ST. COLUMBIA HOUSE BLVD.



Date: 4/2/2021

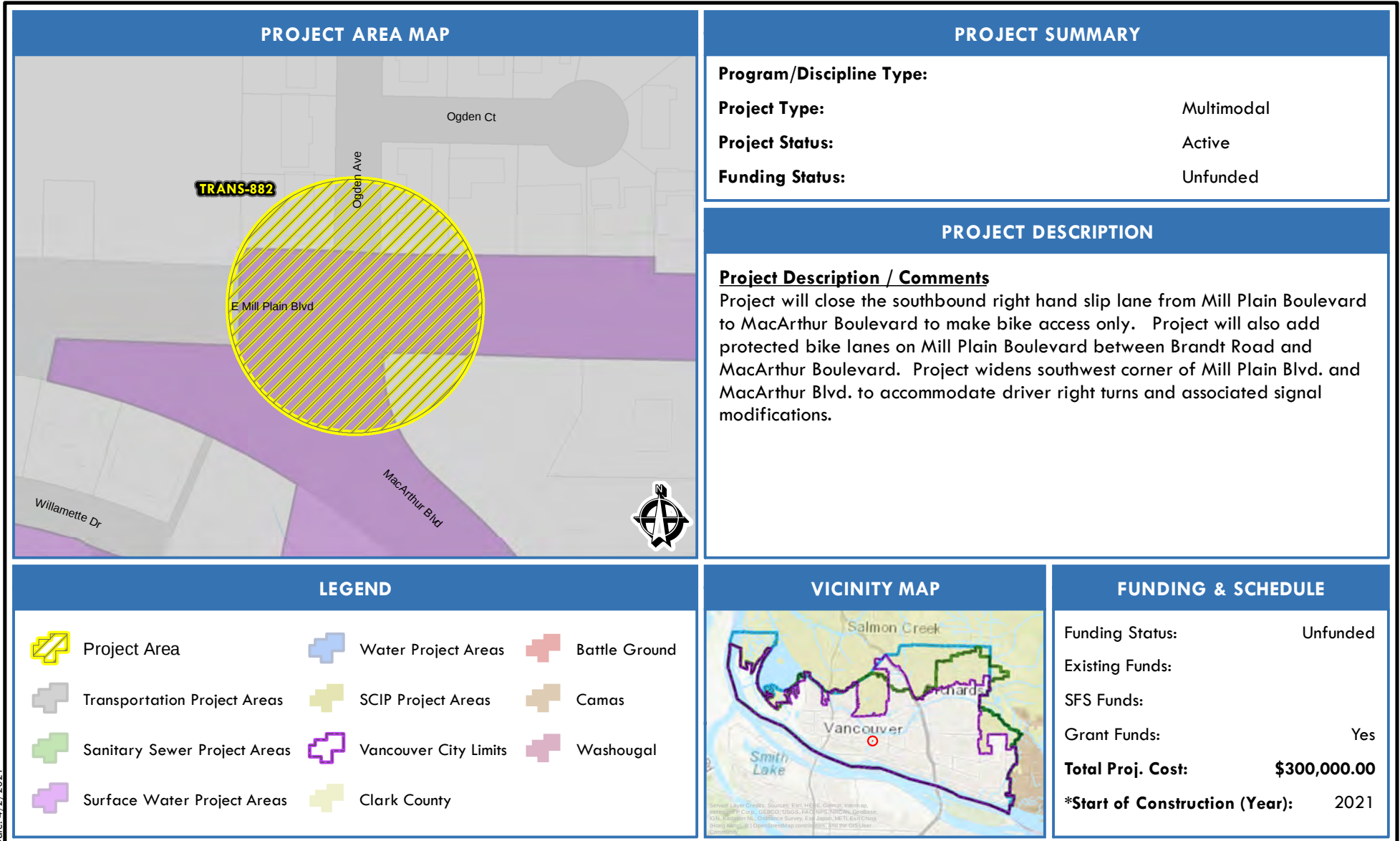
*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.
 **Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.



2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: MACARTHUR BLVD AND MILL PLAIN MULTIMODAL IMPROVEMENTS

PROJECT EXTENT: MACARTHUR/MILLPLAIN INTERSECTION TO: INCLUDING MACARTHUR SLIPLANE



Date: 4/2/2021

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.
 **Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.

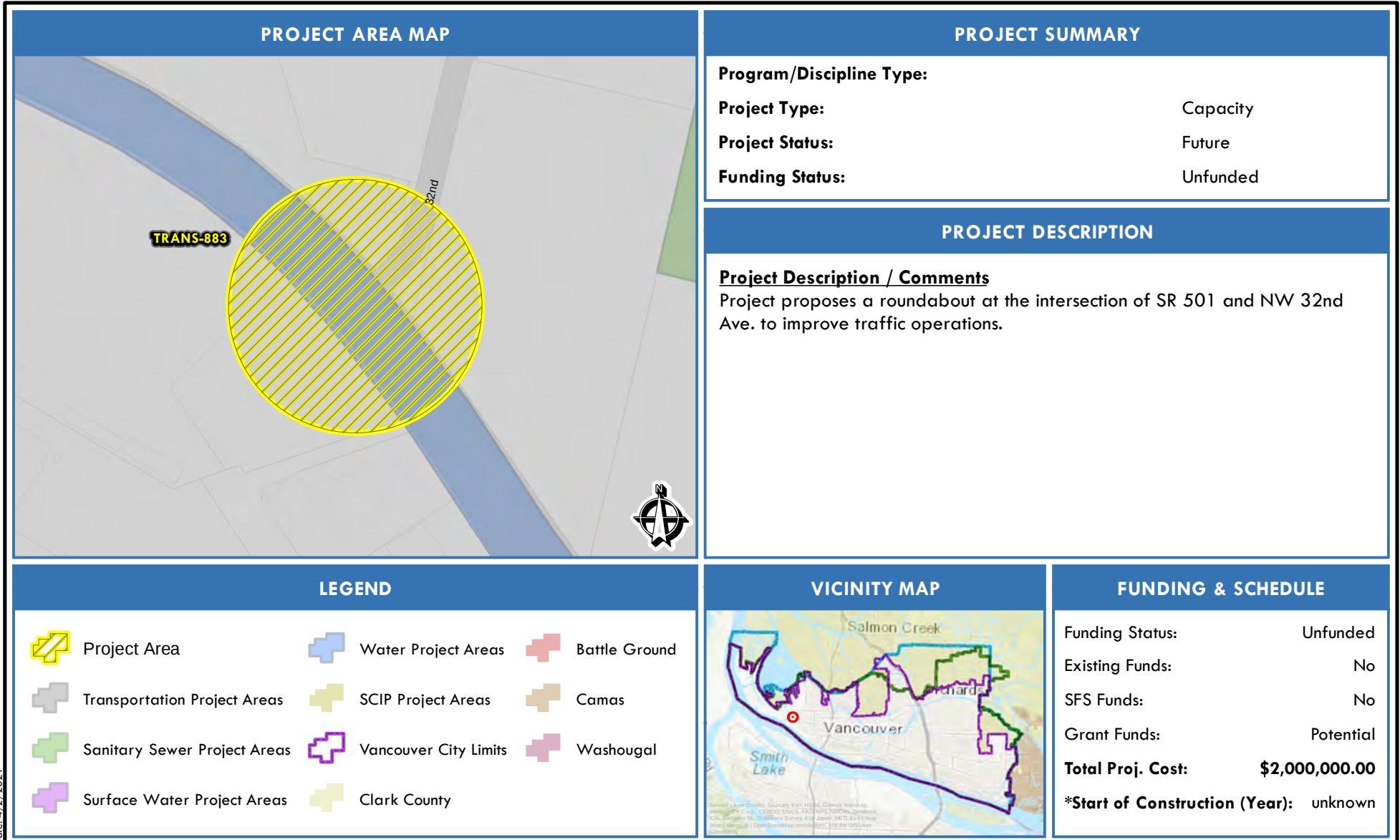


2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NW 32ND AVENUE AND SR 501 INTERSECTION**

PROJECT EXTENT:

TO:



*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.



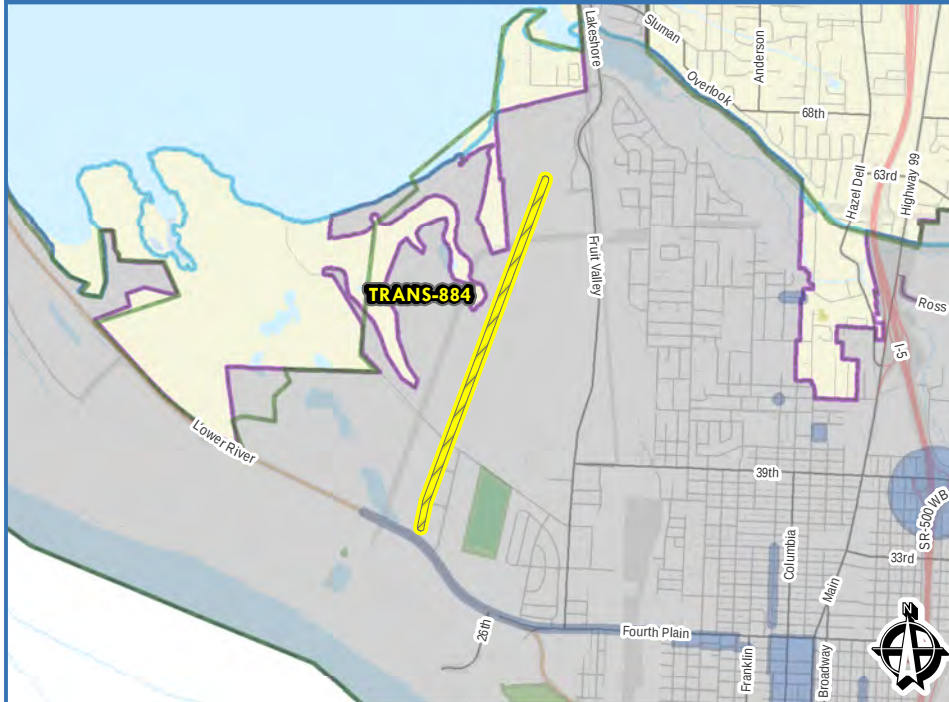
2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

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

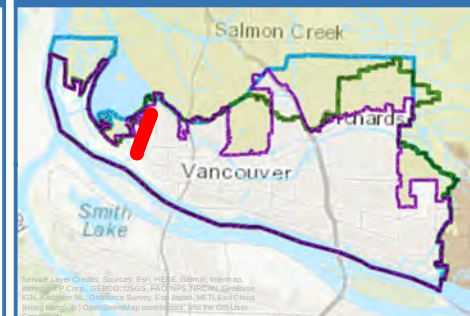
Project Description / Comments

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**



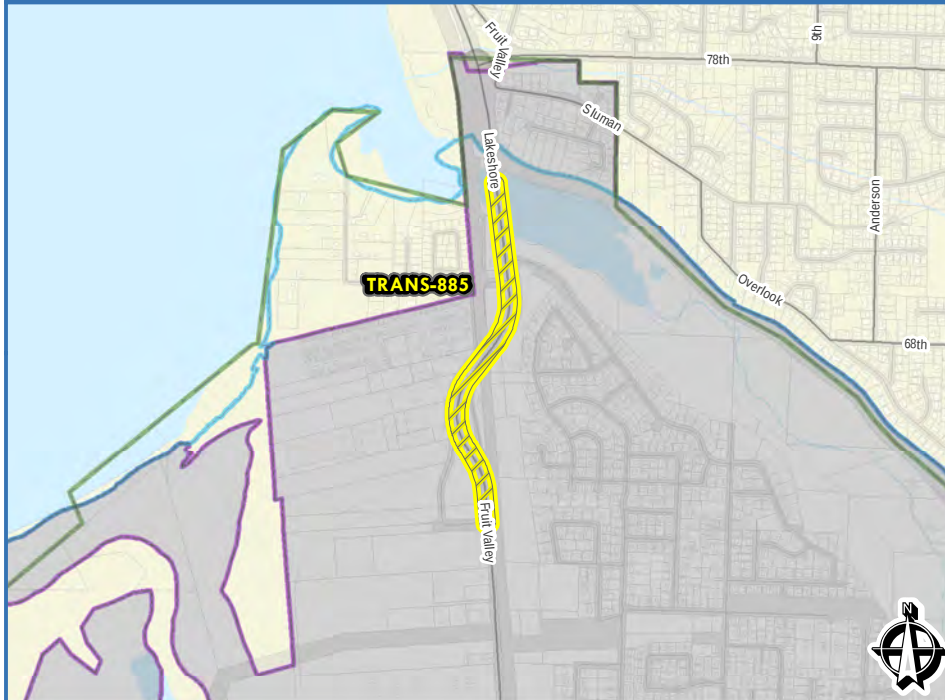
2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **FRUIT VALLEY RD. - NW 61ST STREET TO BURNT BRIDGE CREEK**

PROJECT EXTENT: **NW 61ST STREET**

TO: **BURNT BRIDGE CREEK**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Capacity

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

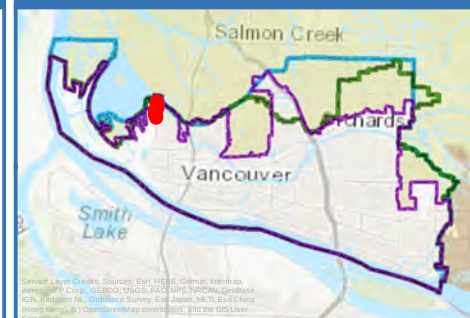
Project Description / Comments

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**



TO: **NW LAKESHORE AVE**

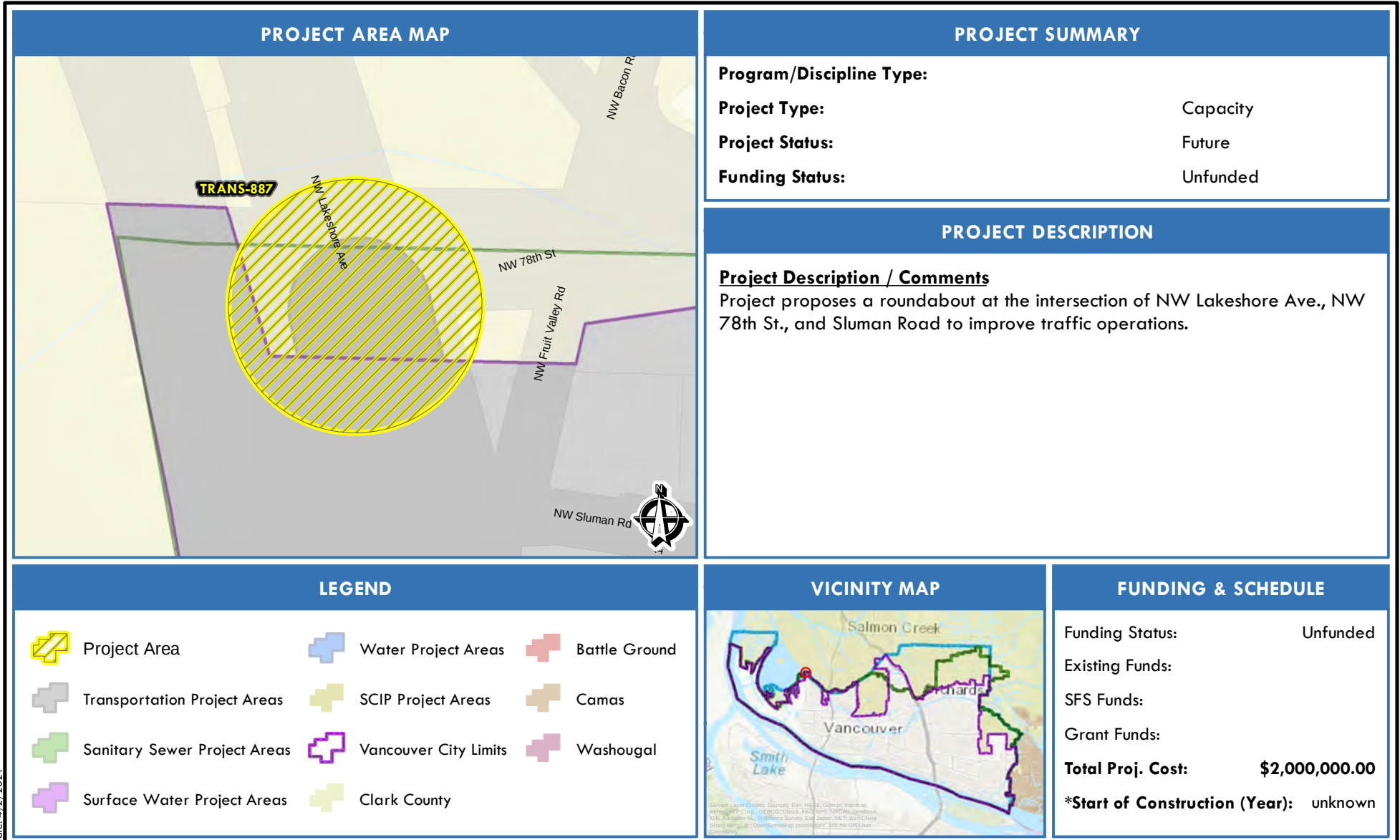


2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NW LAKESHORE AVENUE AND NW 78TH STREET INTERSECTION**

PROJECT EXTENT:

TO:



Date: 4/2/2021

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.

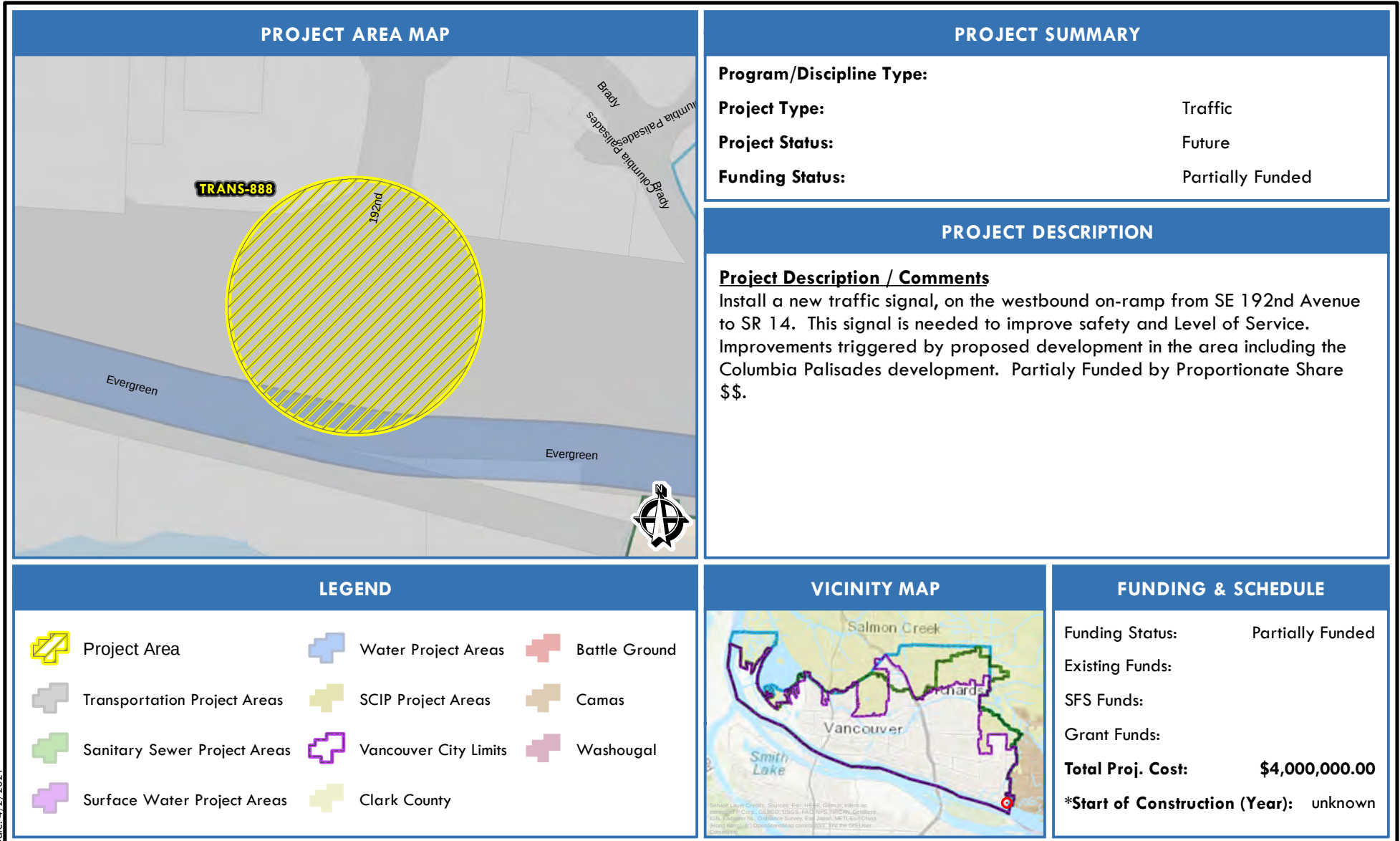


2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **SE 192ND AVE AND SR 14 INTERCHANGE IMPROVEMENTS**

PROJECT EXTENT:

TO:



*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.

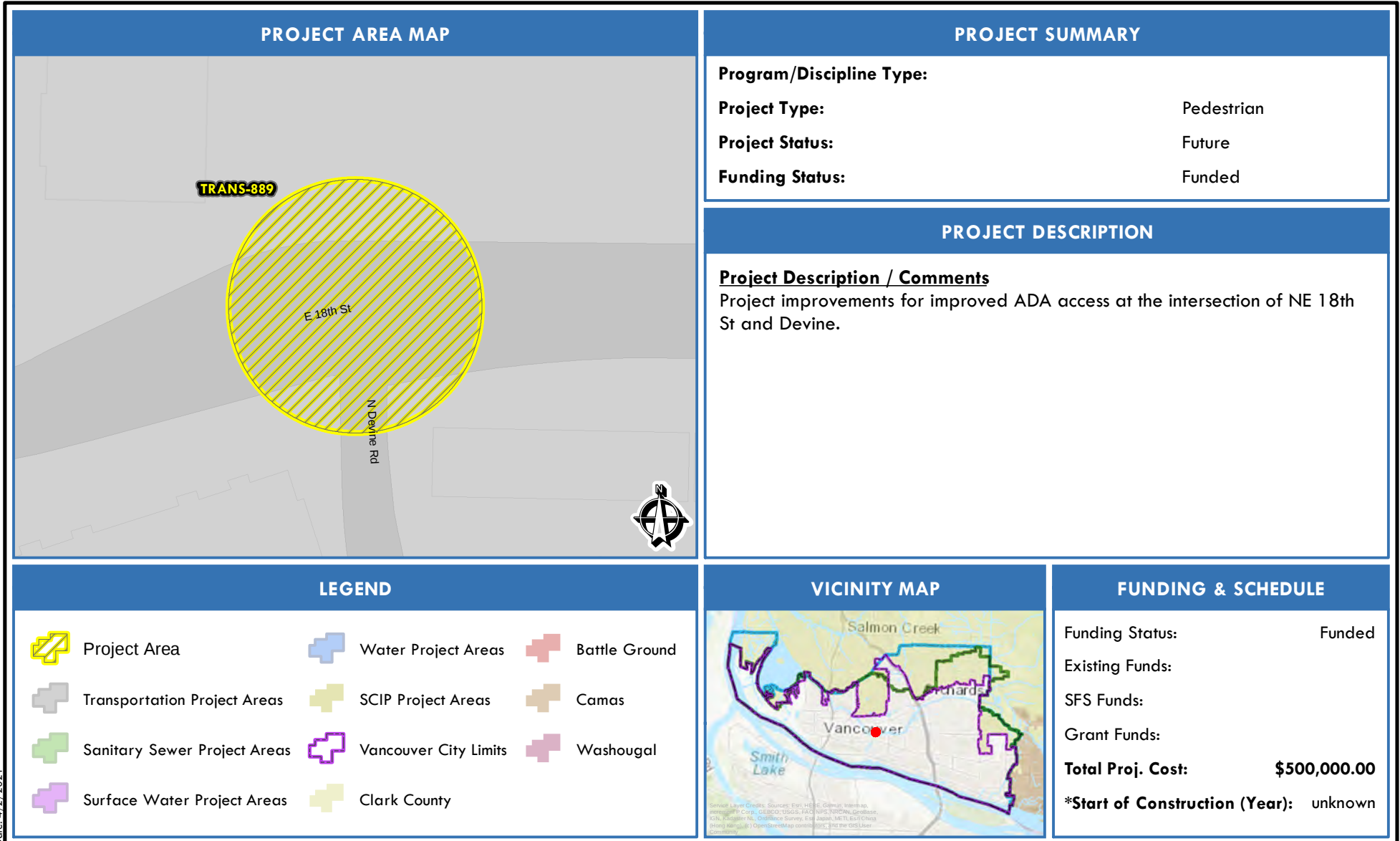


2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 18TH ST. AND N. DEVINE RD. ADA IMPROVEMENTS**

PROJECT EXTENT: -

TO:



*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.

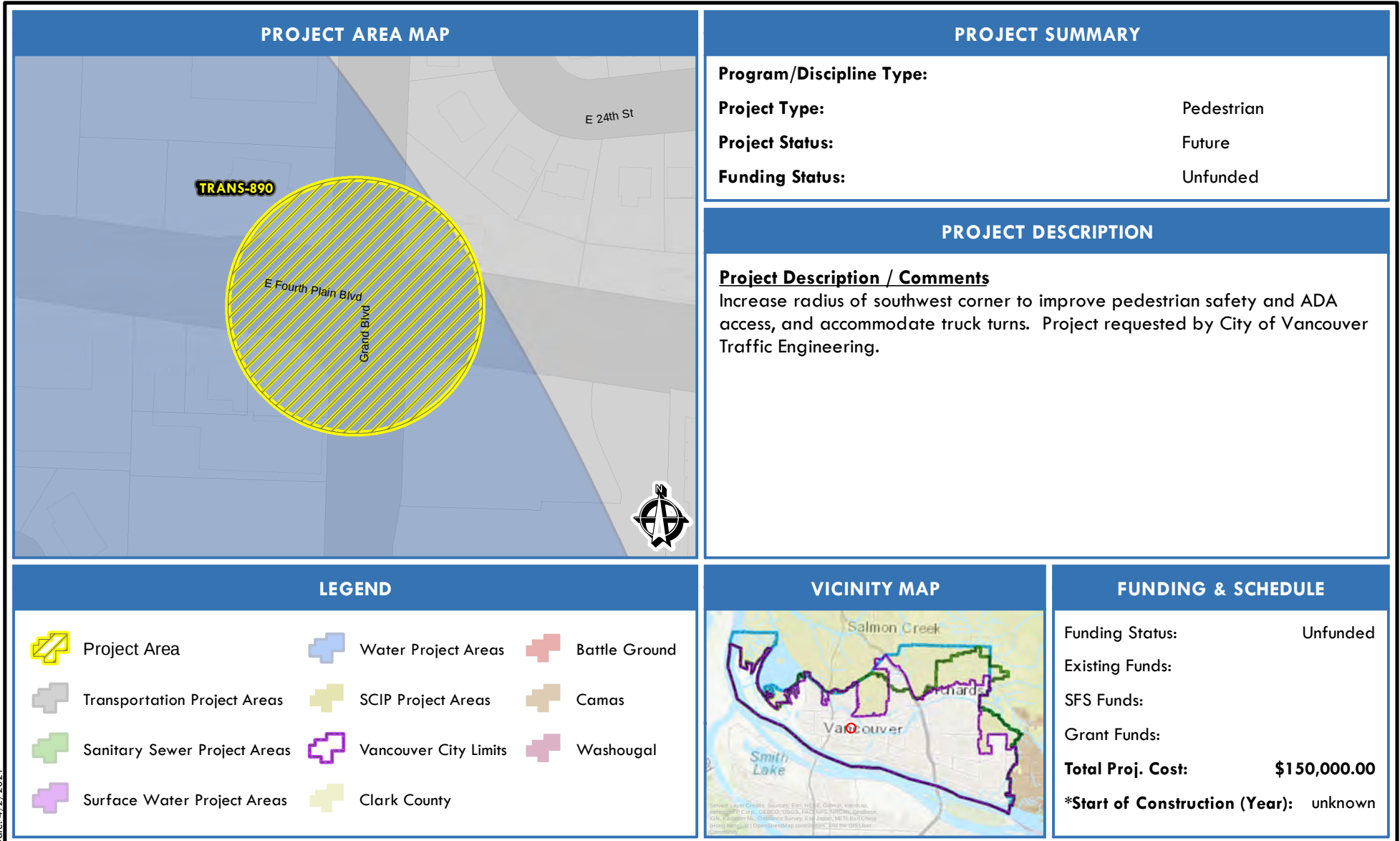


2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE FOURTH PLAIN BLVD. AND GRAND BLVD. - PEDESTRIAN IMPROVEMENT SW CORNER**

PROJECT EXTENT:

TO:



Date: 4/2/2021

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.



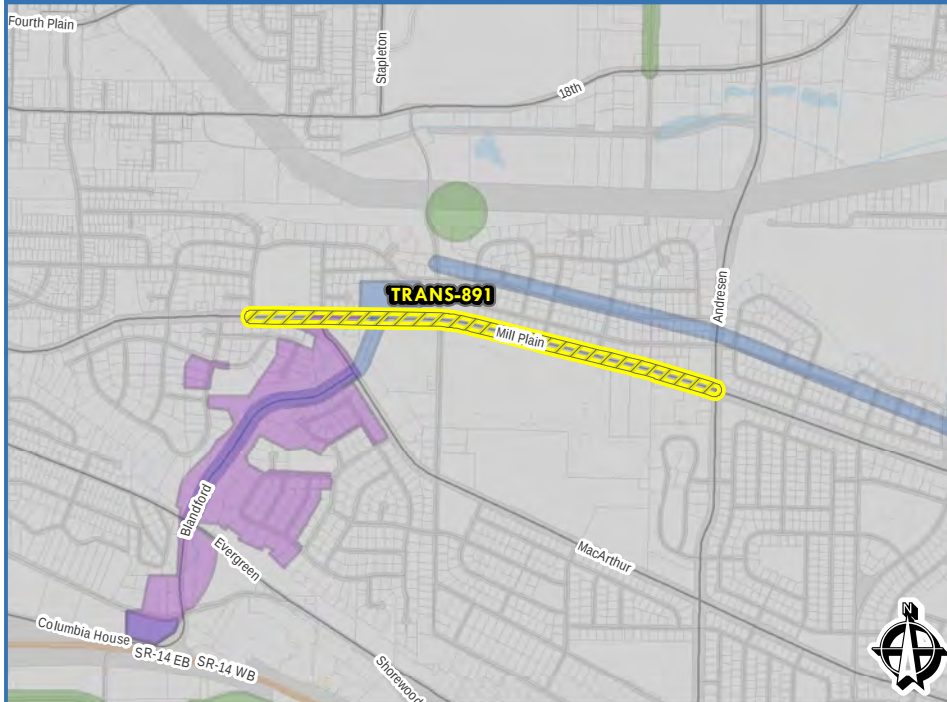
2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: E. MILL PLAIN BOULEVARD, BOISE AVE. TO ANDRESEN

PROJECT EXTENT: BOISE AVE

TO: ANDRESEN RD

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Capacity

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

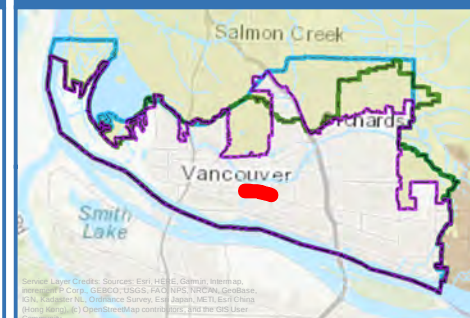
Project Description / Comments

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

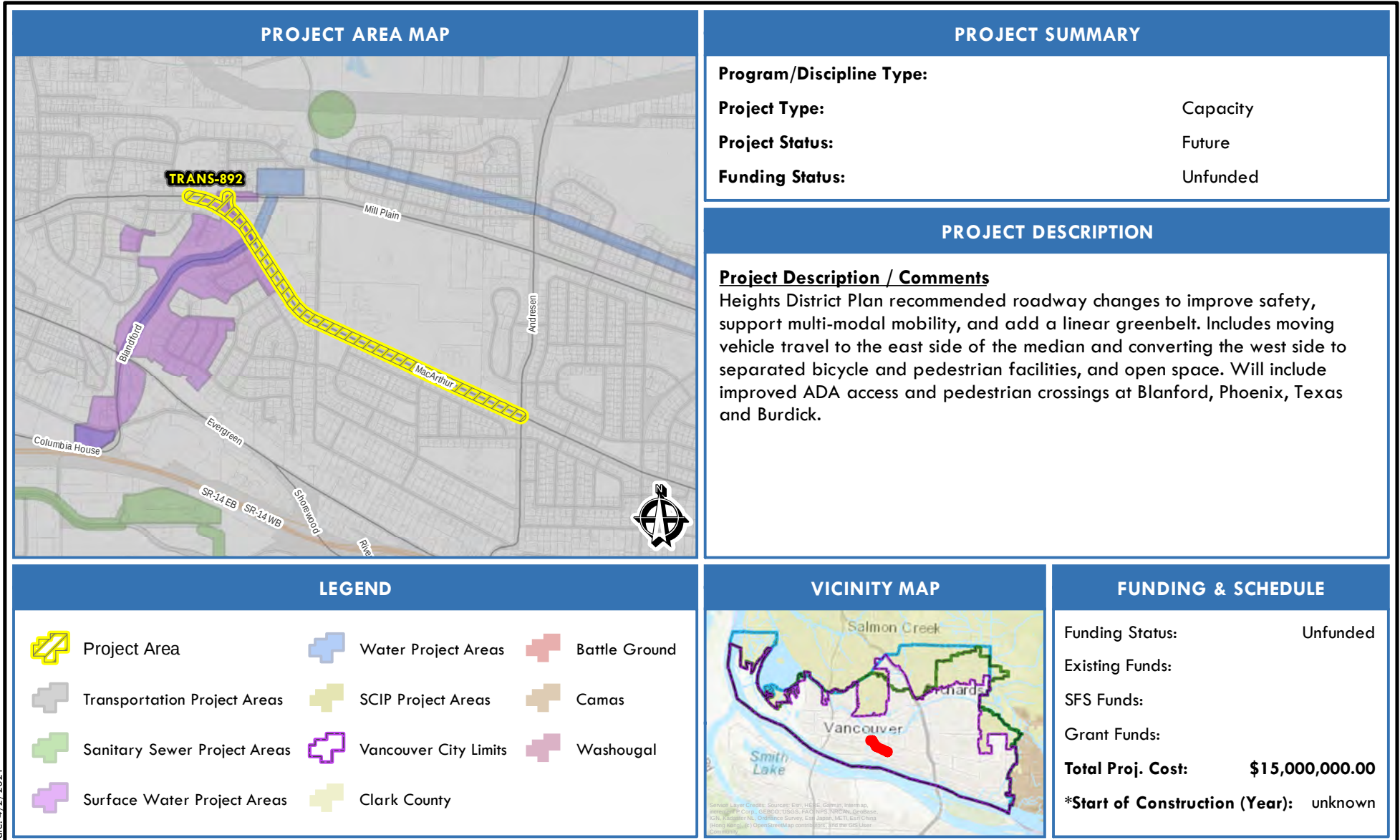


2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: MACARTHUR BOULEVARD, E MILL PLAIN BLVD. TO N ANDRESEN RD.

PROJECT EXTENT: MILL PLAIN BLVD

TO: ANDRESEN RD



Date: 4/2/2021

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.



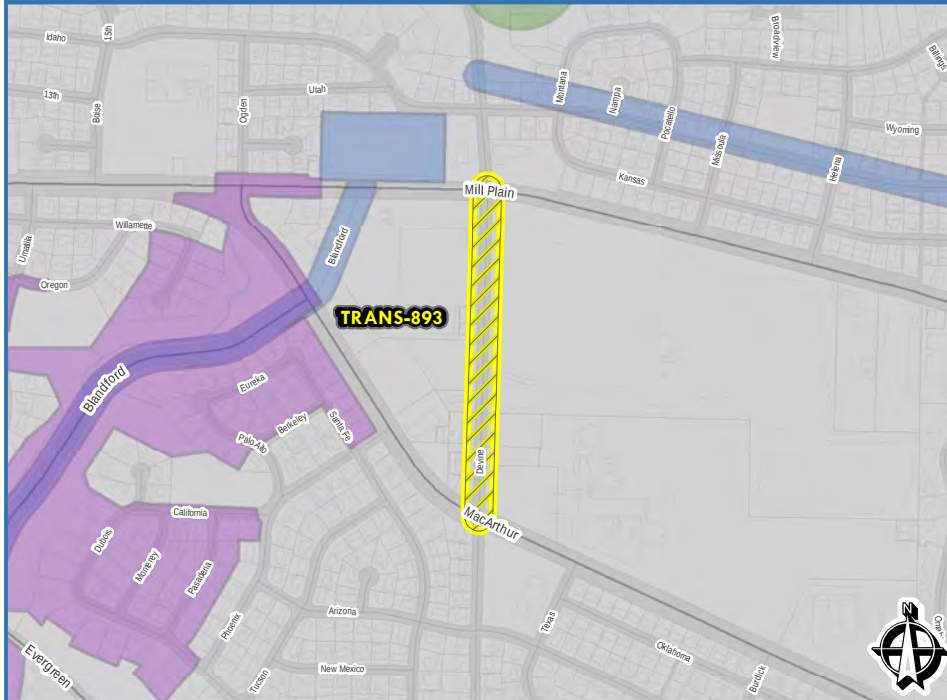
2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **N. DEVINE RD. - E. MILL PLAIN BLVD. TO MACARTHUR BLVD.**

PROJECT EXTENT: **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**



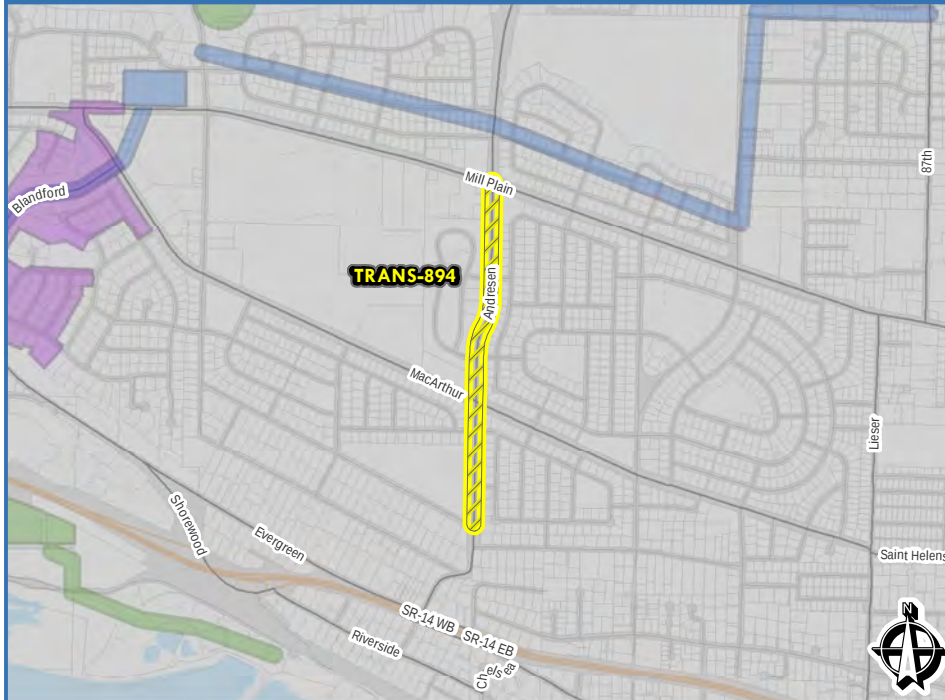
2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **ANDRESEN RD. - E. MILL PLAIN BLVD. TO HIGHLAND DR.**

PROJECT EXTENT: **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

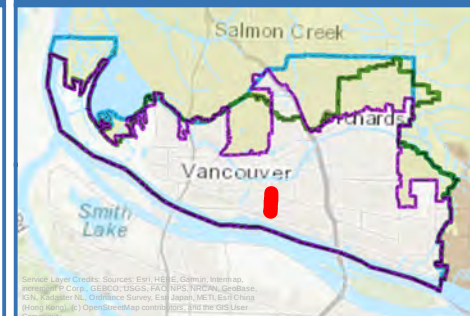
Project Description / Comments

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**

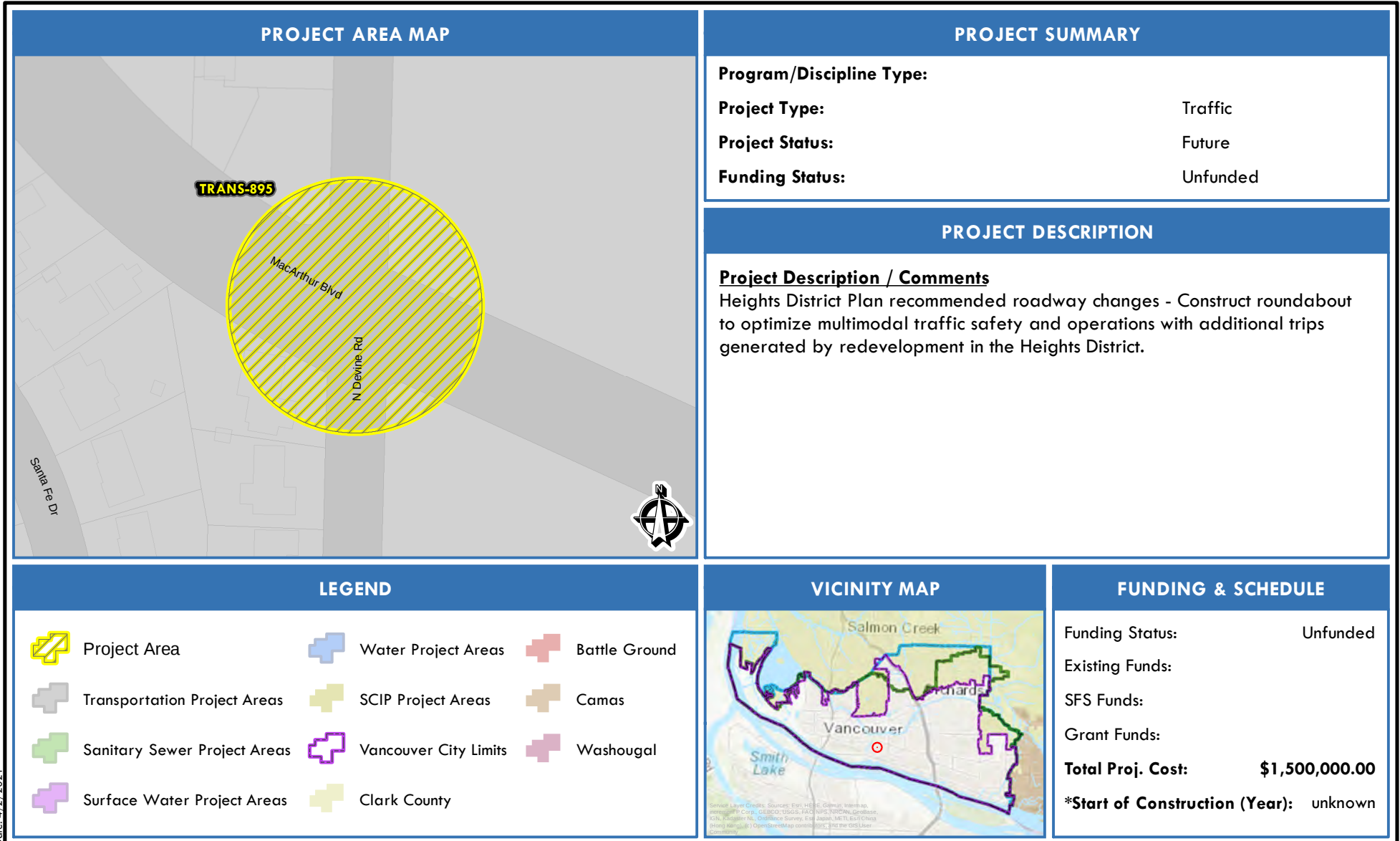


2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **MACARTHUR BLVD. AT N. DEVINE RD. ROUNDABOUT**

PROJECT EXTENT:

TO:



Date: 4/2/2021

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.

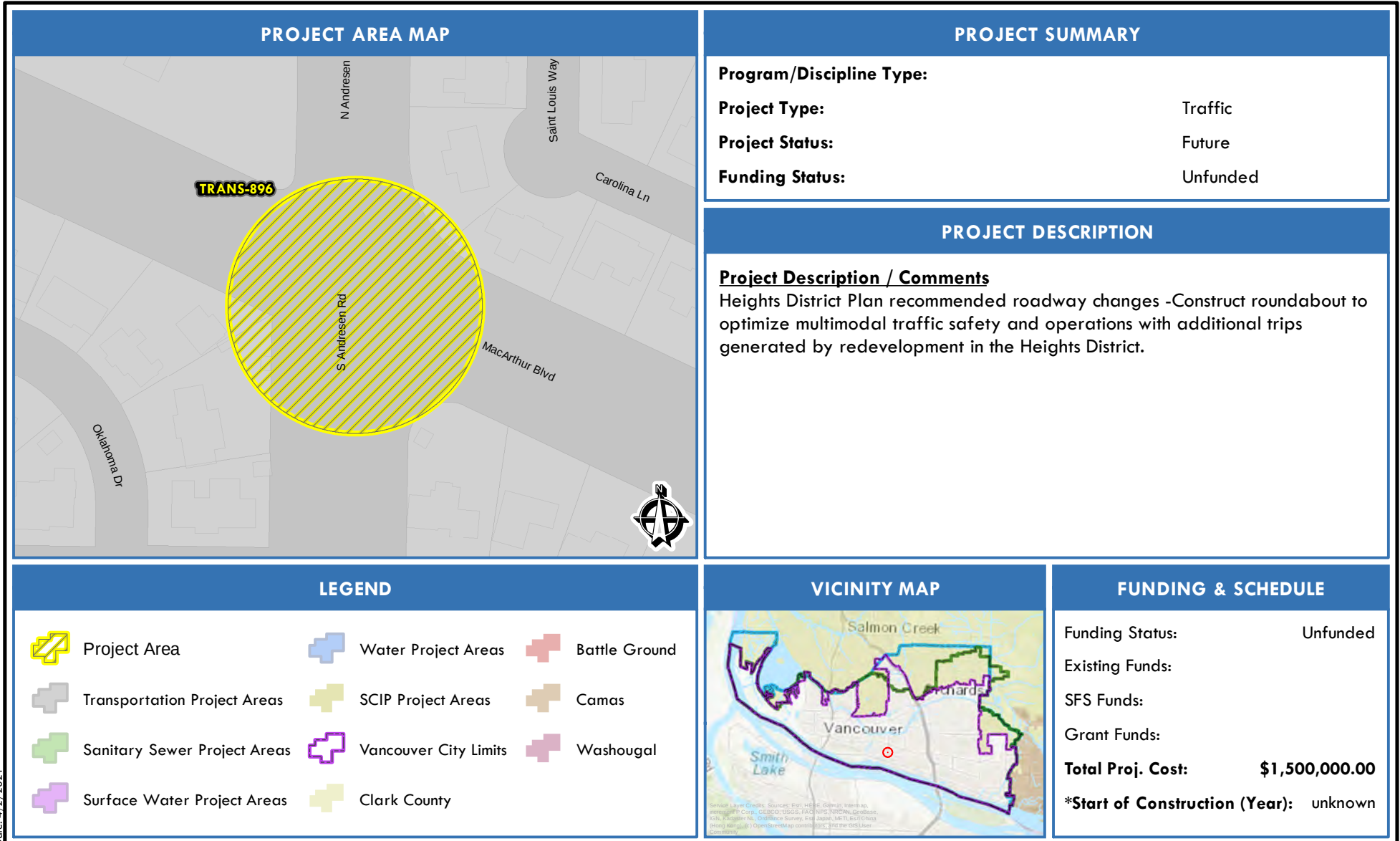


2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **MACARTHUR BLVD. AT ANDRESEN RD. ROUNDABOUT**

PROJECT EXTENT:

TO:



Date: 4/2/2021

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.
 **Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.



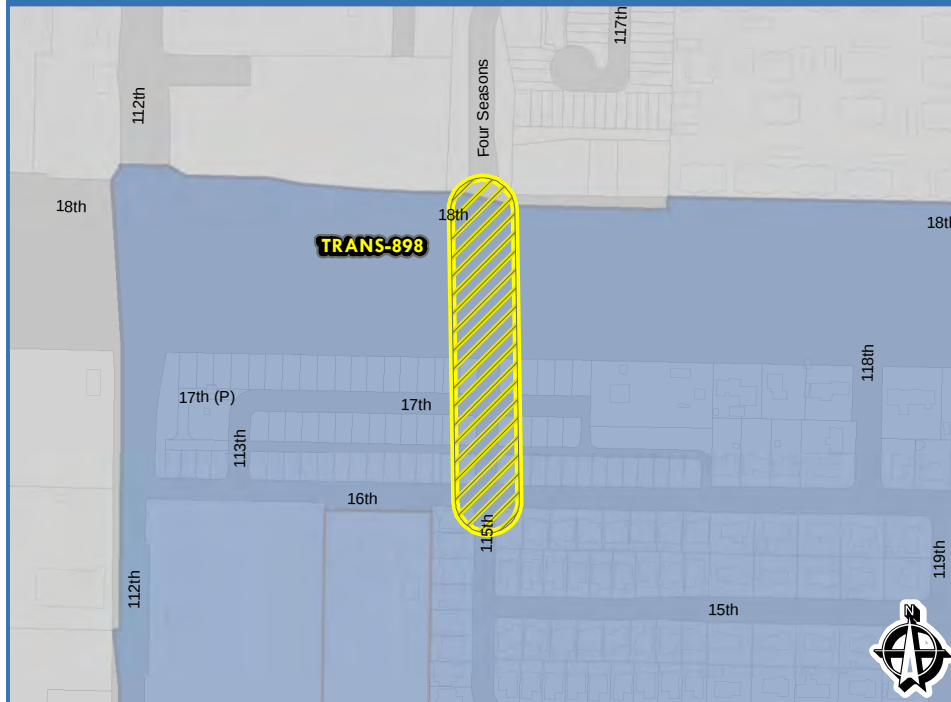
2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: ☐ NE 115TH ST. – 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

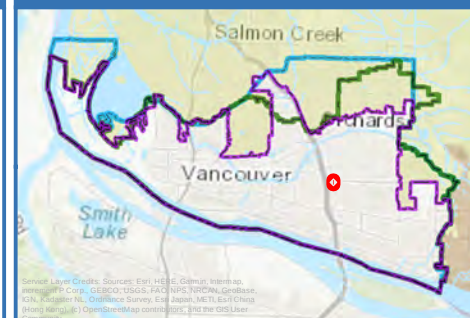
Project Description / Comments

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 BPA.

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**



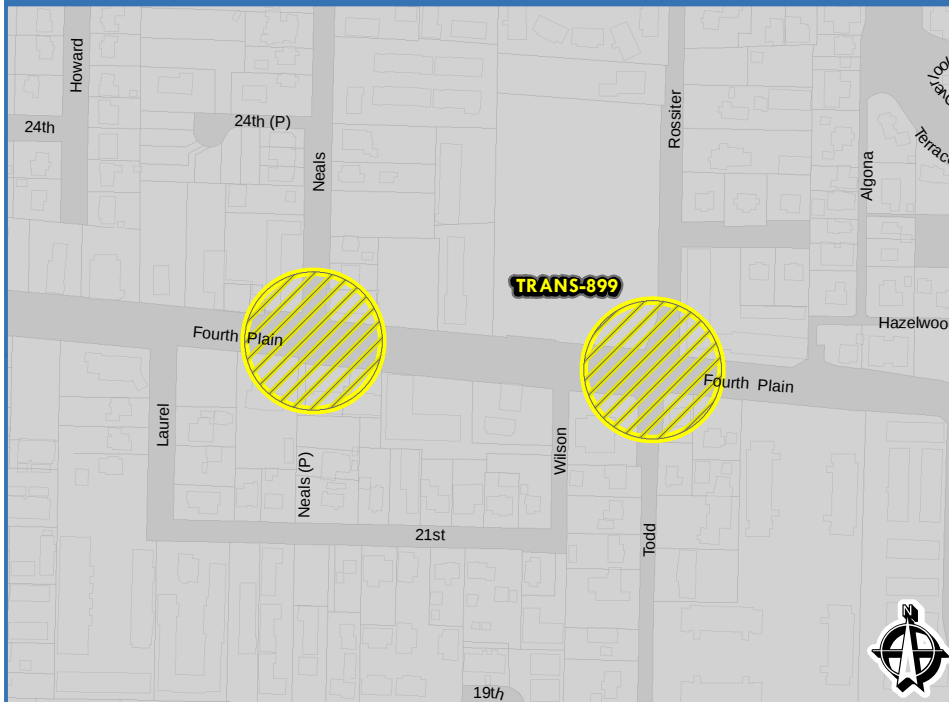
2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

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 pedestrian hybrid beacons and pedestrian refuges on Fourth Plain between Fort Vancouver Wy. And Z St., at Neals Ln., and at Todd Rd./Rossiter Ln.

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**



2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: ☐ NE FOURTH PLAIN BLVD. AND STAPLETON RD. INTERSECTION IMPROVEMENTS

PROJECT EXTENT:

TO:

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	VICINITY MAP												
<table style="width: 100%;"> <tr> <td> Project Area</td> <td> Water Project Areas</td> <td> Battle Ground</td> </tr> <tr> <td> Transportation Project Areas</td> <td> SCIP Project Areas</td> <td> Camas</td> </tr> <tr> <td> Sanitary Sewer Project Areas</td> <td> Vancouver City Limits</td> <td> Washougal</td> </tr> <tr> <td> Surface Water Project Areas</td> <td> Clark County</td> <td></td> </tr> </table>	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		
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												
FUNDING & SCHEDULE													
Funding Status: Funded Existing Funds: SFS Funds: Grant Funds: Total Proj. Cost: \$133,000.00 *Start of Construction (Year): unknown													

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.

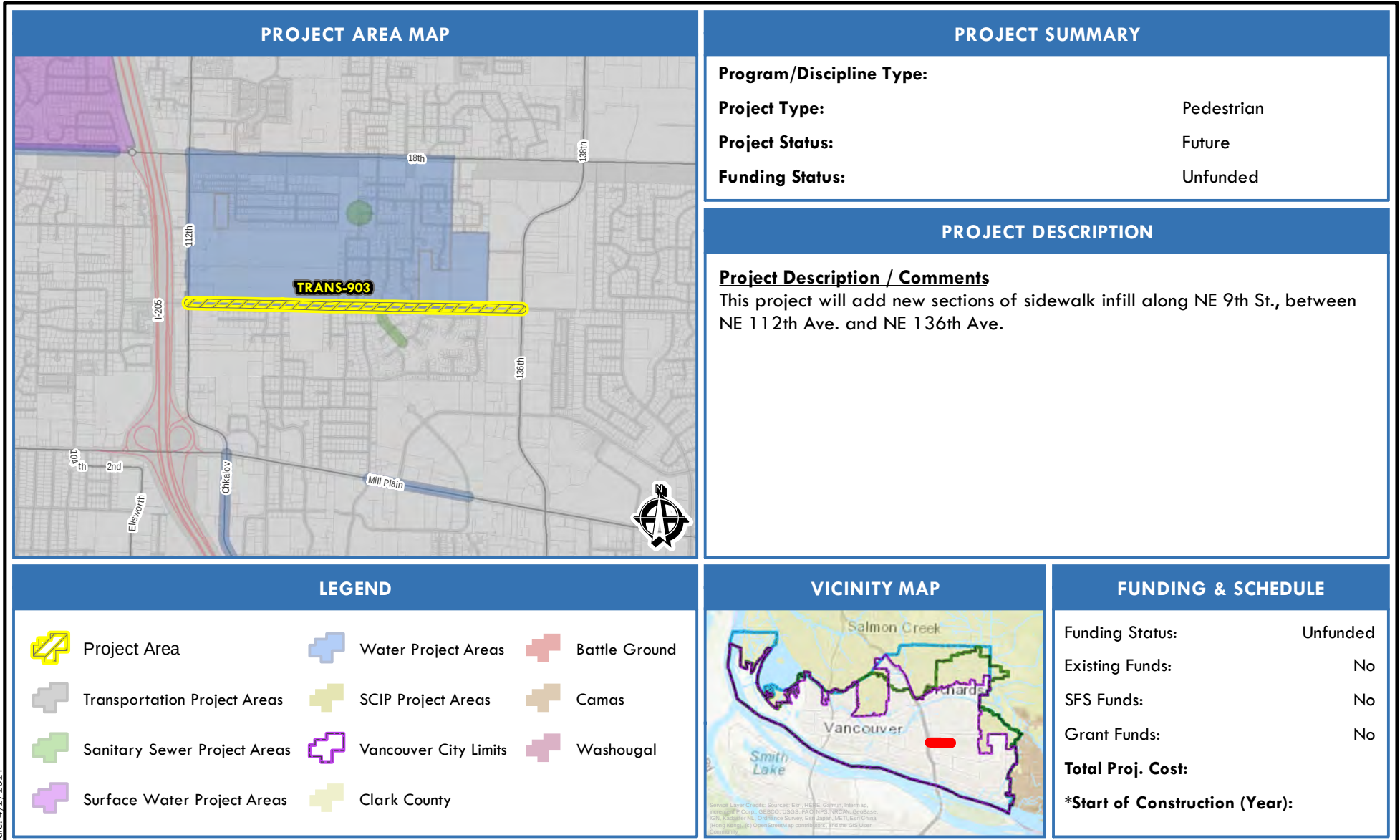


2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 9TH ST INFILL SIDEWALK - NE 112TH AVE. TO NE 136TH AVE.**

PROJECT EXTENT: **NE 112TH AVE. TO NE 136TH AVE**

TO:



*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.
 **Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.



2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **COLUMBIA ST. - COLUMBIA WAY TO N. 45TH ST.**

PROJECT EXTENT: **COLUMBIA STREET, FROM 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

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:

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



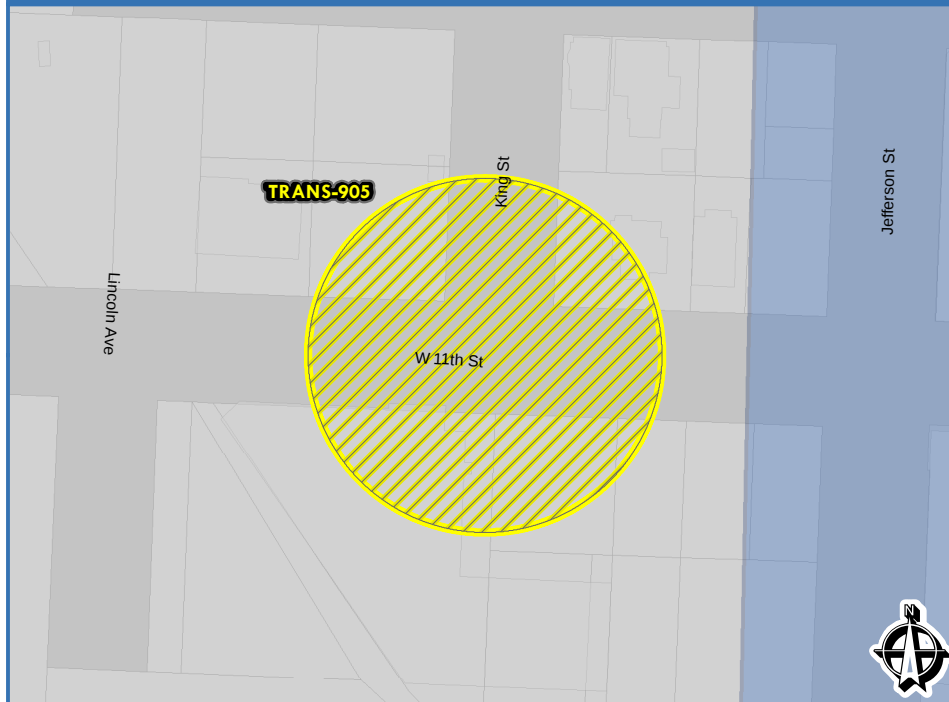
2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **AMTRAK MULTIMODAL ACCESS**

PROJECT EXTENT: **W. 11TH ST AND KING ST.**

TO: **HILL ST.**

PROJECT AREA MAP



PROJECT SUMMARY

Program/Discipline Type:

Project Type:

Multimodal

Project Status:

Future

Funding Status:

Unfunded

PROJECT DESCRIPTION

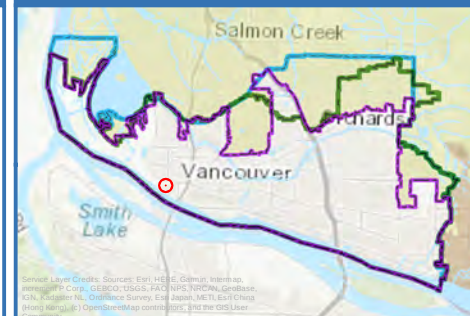
Project Description / Comments

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):**

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.

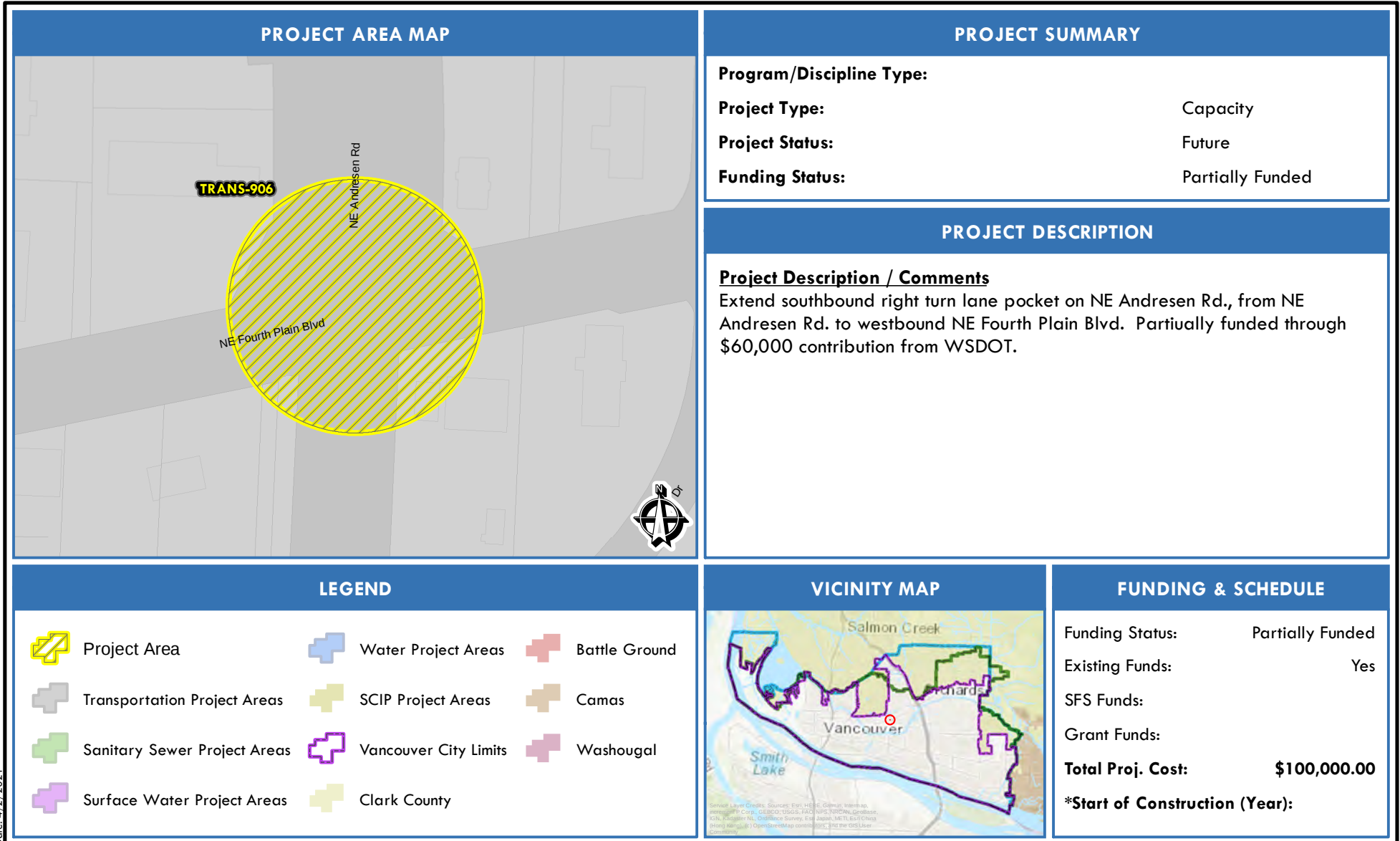


2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: NE ANDRESEN RD./NE FOURTH PLAIN BLVD. INTERSECTION IMPROVEMENTS

PROJECT EXTENT: NE ANDRESEN RD.

TO: NE FOURTH PLAIN BLVD.



Date: 4/2/2021

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.

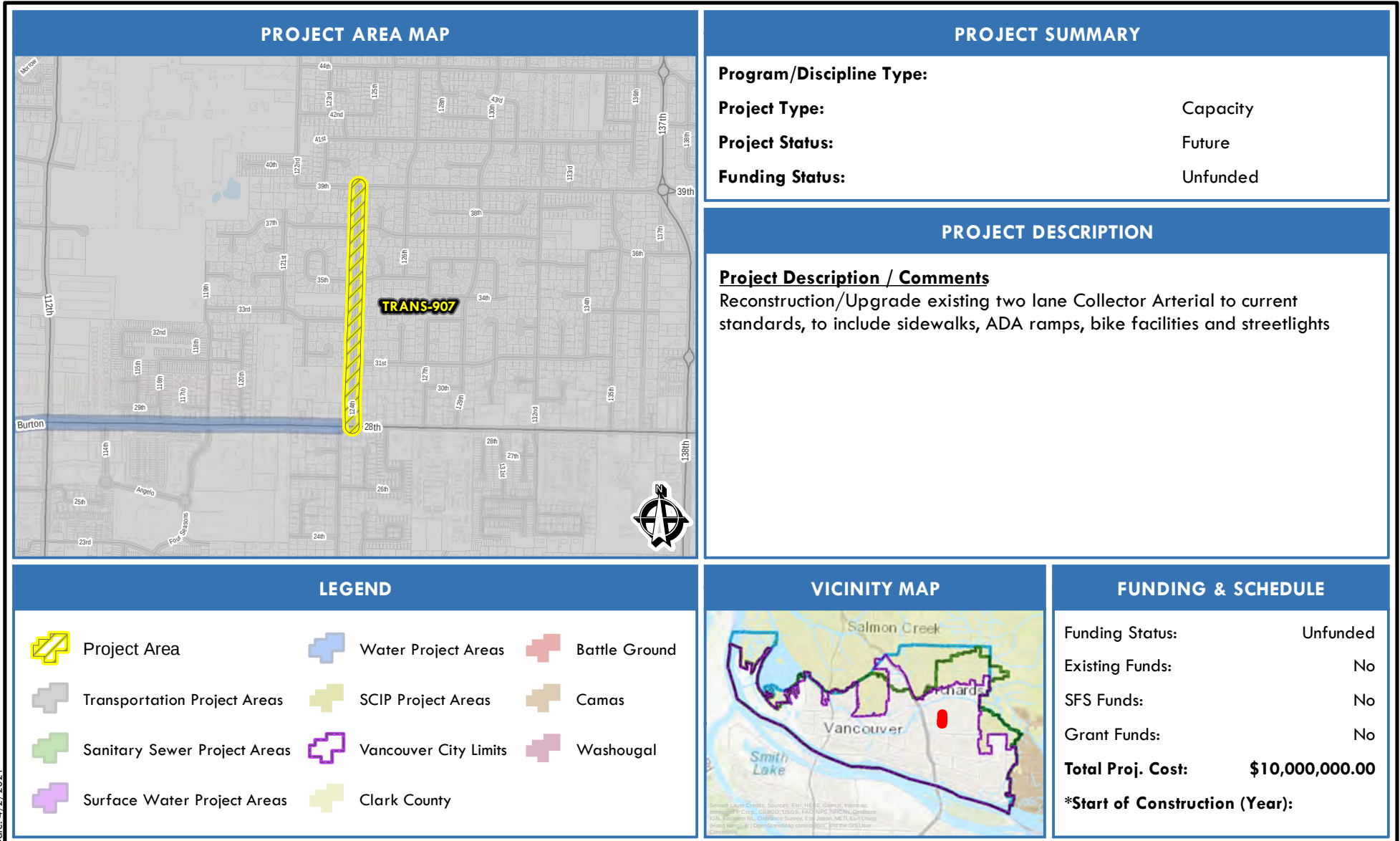


2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **NE 124TH AVE. - NE 28TH ST. TO NE 39TH ST.**

PROJECT EXTENT:

TO:



Date: 4/2/2021

*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.
**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.



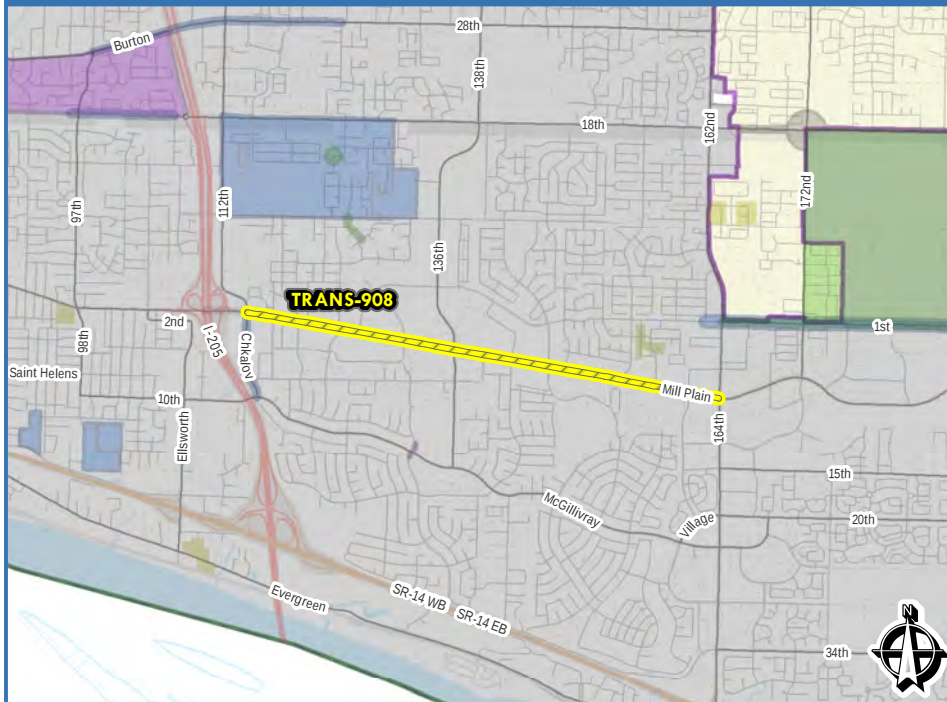
2021 - 2026 TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT: **SE MILL PLAIN AERIAL FIBER REMOVAL**

PROJECT EXTENT:

TO:

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 Chaklov to SE 164th Ave. Approximately 100,000 lf 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:	\$100,000.00
*Start of Construction (Year):	2022

Date: 4/2/2021

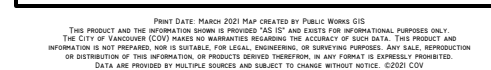
*All project timing will be dependent on coordination with other departments including streets, pavement management, sewer, water and surface water.

**Utility CIP projects (WTR-XXX, SS-XXX, SW-XXX & SCIP-XXX) can be found in the 6 Year Public Works Capital Improvement Program (CIP) document.

Arterial Map Update



STREETS - ARTERIAL CLASSIFICATION CHANGES	
New Designation:	Recommendation
None at this time	
Redesignation:	
None at this time	
Other:	
East side -Remove future NE 63rd St between NE 147th Ave and NE 162nd Ave	Make corrections to map for program consistency
East Side -Eliminate proposed future extension of SE 25th St and ADD proposed future SE 29th ST (SE 177th Ave to SE 192nd Ave	Make corrections to map for program consistency





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

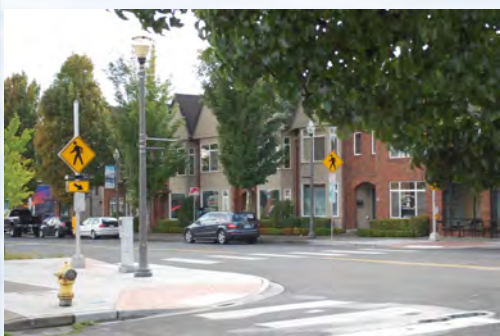
Washington State Department of Transportation. WSDOT is a department of the State of Washington responsible for transportation-related planning, management and coordination.

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 see
www.cityofvancouver.us/streetstip
or
www.cityofvancouver.us/betterstreets



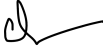
To request other formats, please contact:
Vancouver Public Works
360-487-7130 | TTY: 360-487-8602
betterstreets@cityofvancouver.us



MEMORANDUM

DATE: May 18, 2021

TO: Eric Holmes, City Manager

FROM: Chris Malone, Public Works Finance and Asset Manager 

RE: **2022-2027 TIP Prioritization Pilot Project**

CC: **Dan Swensen, Ryan Lopossa, Jennifer Belknap Williamson, Rebecca Kennedy**

This memo provides information about the City of Vancouver Transportation Improvement Program (TIP) prioritization pilot project, an interim step to incorporate Council's recently established commitment to safety, equity and climate action into Vancouver's detailed six-year transportation work program.

The TIP, adopted annually by Council in accordance with state law, includes all future transportation projects such as planning studies and major street, bicycle, pedestrian and traffic signal improvements. To receive state or federal grant funding, projects must be included in the TIP. Historically, staff has relied heavily upon grant viability as a method of prioritizing TIP projects. As part of the overall update of the City's Transportation System Plan (TSP) currently underway, staff is now working to develop a more formal prioritization process that reflects Council's guiding commitment and incorporates future City metrics for climate action and equity, as well as a transportation-specific equity framework. This proposed process will be presented for Council review as part of a series of coming workshops on the Transportation System Plan update, currently anticipated for completion about late 2022.

In the interim, staff have developed a pilot prioritization process that can be implemented this year for consideration of the TIP. As a pilot, it serves as a preliminary test to help understand and inform how a more in-depth process, developed under the Transportation System Plan update with additional public outreach, could work in practice. As the City has not yet determined metrics for climate action or equity; metrics used in the pilot are clearly identified as draft only. This interim TIP prioritization process is based on the City's existing comprehensive plan policies, financial policies, and strategic plan goals. Through those, staff has identified eight policy priorities for the pilot: equity, climate/environment, safety, congestion management, multimodal, economic development, project viability, and taking care of what we have. Within each of the priorities are criteria used to score each transportation project. Scores are then added to produce an overall project score from 0 to 100. More information about each of the policy priorities and the scoring criteria is provided at the end of this memo.

Under the existing structure, TIP projects are categorized as capacity, multimodal, or signal project types. For this interim pilot, capacity projects were scored against capacity, multimodal against multimodal, and signal against signal. This is because it is difficult to score different project types against each other, each project type has its own dedicated funding, and granting agencies typically divide grant dollars by these project types. As this is intended only as an interim pilot, only funded and partially funded projects were put through the scoring process. Unfunded projects will be scored as part of the more in-depth prioritization process developed through the Transportation System Plan update.

Applying these priorities, interim scores for project type are shown here:

Capacity		
Proj ID	Project Name	SCORES
TRANS-268	SE 1st St - SE 164th Ave to SE 177th Ave	73
TRANS-870	SE 1st St - SE 177th Ave to SE 192nd Ave	70
TRANS-531	Jefferson St - W. Evergreen to W. Mill Plain Blvd.	68
TRANS-898	NE 115th Ave. - NE 16th St. to NE 18th St.	60
TRANS-275	NE 137th Ave - NE 49th St to NE Fourth Plain Blvd.	59
TRANS-444	NE 18th St - NE 142nd Ave to NE 162nd Ave	56
TRANS-527	NE 18th St - NE 97th Ave to NE 107th Ave.	55

Multimodal		
Proj ID	Project Name	SCORES
TRANS-854	Transportation System Plan Update	66
TRANS-904	Columbia St - Columbia House Blvd. to 45th St.	65
TRANS-871	N. Devine Sidewalks	62
TRANS-874	E. 5th St. Improvements (FLAP)	61
TRANS-899	NE Fourth Plain Blvd - Enhanced Ped X-ing	61
TRANS-878	NE 68th St. Sidewalk	59
TRANS-900	NE Fourth Plain Blvd and Stapleton Rd Improvements	57
TRANS-451	Destination Downtown TDM	54
TRANS-850	NW Neighborhood Connectivity	53
TRANS-740	Evergreen Highway Pathway - Chelsea to Image	51
TRANS-843	Evergreen Highway Pathway - Weber Arboretum to 100th Ct	51
TRANS-889	NE 18th St and N Devine Rd ADA	49

Signal		
Proj ID	Project Name	SCORES
TRANS-877	Mill Plain Arrival on Green - 1-205 to SE 164th Ave	50
TRANS-906	NE Andresen Rd. and NE Fourth Plain Blvd. Intersection Improvements	48
TRANS-865	Columbia St. & W. 13th St Intersection Improvement	40
TRANS-851	NE 192nd Ave and NE 13th St Intersection Improvements	39
TRANS-879	Columbia House Blvd. & Grove St. Signal Upgrade	37
TRANS-908	SE Mill Plain - Aerial Fiber Removal	37
TRANS-888	SE 192nd Ave. and SR 14 Interchange	32
TRANS-724	Hearthwood and SE 1st St	28

EXAMPLE PROJECT SCORING

Here is an example scoring sheet for SE 1st Street (164th Avenue to 177th Avenue), which shows scoring criteria used within each policy priority.

Project ID:

Trans-268

Project Name:

SE 1st St - SE 164th Ave to SE 177th Ave

TIP Project Prioritization Score

73

**Section
Score**

11

Answers

1: Safety (18 Possible Points)

If this is a new infrastructure, will the project meet or exceed industry best practices with regard to safety of all modes and engineering? design?

Not
Applicable

2018 TSSA Road Segment Ranking appendix C (Sum of the 4 Density Score columns, then max for the project area)

0

2018 TSSA Intersection Appendix B Crash Frequency (Max for the project area)

21-30

2018 TSSA Road Segment Ranking Appendix C (Sum of Undivided Road Score and Speed Limit Score)

5

2018 TSAA Intersection Appendix B Severity (Sum of Fatal and serious crash and Bicycle and pedestrian crash columns)

0

Does the project include appropriate countermeasures for the crash incidents in the project area? See appendix D of TSSA

Yes

2: Social Equity (15 Possible Points)

What score did the project area receive in the economic vulnerability assessment? (Max of 16 and Minimum of 1)

12

11

3: Multimodal (14 Possible Points)**11**

Does this project improve multimodal connectivity?

Yes

Does this project complete missing sections of existing bike, sidewalk, or trail infrastructure?

Yes

Does this project improving existing sidewalks, bike or pedestrian trails?

Yes

Does this project provide new sidewalks or bike/pedestrian trail routes that are part of a designated plan?

No

4: Climate and the Environment (13 Possible Points)**10**

Does the project have a NEPA/SEPA requirement for an Environmental Assessment or Environmental Impact Statement?

Yes

Does the Endangered Species Act require a consultation?

No

Is monitoring, mitigation or a memorandum of agreement needed for cultural resources?

No

Is there a greater than 0.1 acre impact to wetlands, habitat, or aquatic resources?

No

Will mitigation be needed?

No

5: Taking Care of What We Have (11 Possible Points)**11**

If this is a new infrastructure, will the project meet or exceed industry best practices with regard to engineering design?

Not
Applicable

Does the project address failing infrastructure or assets in need of repair?

Yes

If so, what % of pavement issues in the project area are being addressed?

>75%

If so, what % of non-pavement infrastructure repair issues in the project area are being addressed?

>75%

6: Congestion Management (10 Possible Points)**4**

Does the project reduce congestion from concurrency demand improvements?

Yes

Does the project reduce congestion through demand management?

No

Does the project improve designed freight routes?

No

7: Economic Development (10 Possible Points)**8**

Is the project within or adjacent to an Adopted Sub Area Plan?

<.25mi

Is the project on an designated arterial corridor?

Yes

8: Project Viability (9 Possible Points)**7**

What is the level of existing or expected grant funding for the project?

25 to 50%

Have resources and money been committed to this project? (e.g. Right of way acquisition, design, etc.)

Yes

Does the project support another agency's project?

Yes

For more detail on the criteria and scoring see attachment A at the end of this memo.

POLICY PRIORITY JUSTIFICATIONS

Below are the interim eight policy priorities and justifications utilized in the pilot process for prioritizing capital investments included in the TIP:

Equity: This policy priority and associated factors have been included based on the following guidance found in City of Vancouver strategic planning documents:

- Strategic Plan Goal 3: Create new programs that engage people of all ages, cultures, family configurations, educational backgrounds, trades, and professions.
 - Objective 3.2: Improve services available to underserved or vulnerable residents (2016-2021 Strategic Plan Update, pg. 9).
- We are committed to...[a City where] all are treated with respect, feel safe, and are heard. We value inclusion, mutual knowledge, and respect for diversity. We oppose racism and oppression in our City. ...[W]e will work on public health and prosperity inequities...these include...high incidence of chronic health conditions (City Council Statement Regarding Racial Equity and Racial Injustice, adopted July 6, 2020).

- Cost of service studies are to be performed on regular basis to identify the full cost of providing services via fees. Studies are to identify equity & affordability resulting from cost recovery structures (City Financial Policies 2021-2022, No. 10, pg. 3).
- Grants are to be aggressively sought for needs including those to address social justice (City Financial Policies 2021-2022, No. 14, pg. 3).
- Service Levels will be defined and measured based on results (units of service delivered; service quality; & customer satisfaction), including improving equity in the community (City Financial Policies 2021-2022, No. 6, pg. 2).
- Progress toward social justice will be measured annually. Environmental Sustainability lenses are to be developed to support budgetary decisions (City Financial Policies 2021-2022, No. 5, pg. 2).
- The City will consider equity impacts of capital projects and [asset management] strategies and prioritize investments that improve equity within the City. Progress toward climate will be measured annually. Environmental Sustainability lenses are to be developed to support budgetary decisions (City Financial Policies 2021-2022, No. 33, pg. 7).

Climate & Environment: This policy priority and associated factors have been included based on the following guidance found in City of Vancouver strategic planning documents:

- Currently, the City of Vancouver's goal is to reduce total GHG emissions each year (City of Vancouver Climate Strategy. Presentation by Aaron Lande, Senior Policy Analyst, City Manager's office. Presentation to City Council Workshop Dec. 14, 2020. Slide 10).
- Goal 1: GHG Emissions – Reduce total GHG emissions from City operations annually using 2006 as the base year (Appendix A-1, Sustainability Plan 2009, pg. 1).
- Goal 15: Transportation Options – Increase the percent of residents who perceive that the available sustainable modes of transportation in Vancouver meet their needs (Appendix A-1, Sustainability Plan 2009, pg. 3).
- Goal 18: Bus Ridership: Increase the annual ridership on C-Tran and percent of residents who ride C-Tran each year. Strategy: Work with C-Tran to make ridership more accessible and attractive (Appendix A-1, Sustainability Plan 2009, pg. 3).
- Progress toward climate will be measured annually. Environmental Sustainability lenses are to be developed to support budgetary decisions (City Financial Policies 2021-2022, No. 5, pg. 2).
- The City will consider the climate impacts of asset investments and pursue asset management strategies that reduce its contribution to climate change over time. Progress toward climate will be measured annually. Environmental Sustainability lenses are to be developed to support budgetary decisions (City Financial Policies 2021-2022, No. 33, pg. 7).

Safety: This policy priority and associated factors have been included based on the following guidance found in City of Vancouver strategic planning documents:

- 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 (COV Comprehensive Plan Policies).
- Goal 1: Ensure built urban environment is one of the safest....and well maintained in the Pacific Northwest. Objective 1.1: Develop and maintain a safe, balanced, and innovative transportation system (2016-2021 Strategic Plan Update, pg. 9).
- The City will consider potential improvements associated with capital investments, particularly in the transportation system, and prioritize those that will improve community safety (City Financial Policies 2021-2022, No. 33, pg. 7).

Congestion Management: This policy priority and associated factors have been included based on the following guidance found in City of Vancouver strategic planning documents:

- 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 (COV Comprehensive Plan Policies).

Multimodal: This policy priority and associated factors have been included based on the following guidance found in City of Vancouver strategic planning documents:

- 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 (COV Comprehensive Plan Policies).
- 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 (COV Comprehensive Plan Policies).
- Goal 6: Facilitate the creation of neighborhoods where residents can walk or bike to essential amenities and services – “20-minute neighborhoods” (2016-2021 Strategic Plan Update, pg. 9).
- Goal 14: Modal Split – Increase the city-wide use of sustainable modes of transportation (bus, bike, pedestrian, rail) by type. Strategies: A. Provide safe walking opportunities for citizens from neighborhoods to key destinations (i.e., schools, parks, stores, etc.); B. Provide additional sidewalks crosswalks, curbing, ADA ramps, lights for safety, etc. in key connections (Appendix A-1, Sustainability Plan 2009, pg. 3).

Economic Development: This policy priority and associated factors have been included based on the following guidance found in City of Vancouver strategic planning documents:

- PFS-16 “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” (COV Comprehensive Plan Policies).
- Goal 9: Build the strongest, most resilient economy in the region. Objective 9.1: Create infrastructure and policies that support job creation (2016-2021 Strategic Plan Update, pg. 9).

- Goal 8: Strengthen commercial, retail and community districts throughout the City. Objective 8.1: Make downtown Vancouver a vibrant destination for the community and region. Objective 8.2: Strengthen neighborhood business districts (2016-2021 Strategic Plan Update, pg. 9).
- Proceeds from sale of capital assets in Downtown area are to be reinvested into public infrastructure projects facilitating further economic development of Downtown. Progress toward climate will be measured annually. Environmental Sustainability lenses are to be developed to support budgetary decisions (City Financial Policies 2021-2022, No. 41, pg. 8).

Project Viability: This policy priority and associated factors have been included based on the following guidance found in City of Vancouver strategic planning documents:

- Financial policy #38 -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.
- PFS-7 -TRANSPORTATION 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 (COV Comprehensive Plan Policies).

Taking Care of What We Have: This policy priority and associated factors have been included based on the following guidance found in City of Vancouver strategic planning documents:

- Financial policy #32--Asset Inventory will be maintained with maintenance, repair and deferred maintenance costs identified and updated on an annual basis.
- Financial policy #41 -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.

Again, this 2022-2027 TIP pilot is intended to help inform future development of more formal project prioritization as part of the upcoming Transportation System Plan update. The pilot's draft metrics and priorities are intended as an interim effort to reflect key policy priorities to date, along with the Council's established commitment to safety, equity and climate action.

Further discussions, considerations and community engagement will help to inform the more formal process, included in the 20-year plan to help guide how Vancouver Moves. Please feel free to contact me with any questions.

Appendix A

Interim TIP Criteria and Scoring for Project Prioritization, May 2021

Safety criteria and scoring (maximum 18 points):

Based on data from 2018 Transportation System Safety Analysis (TSSA).

Question	Options	Criteria Score
2018 TSSA Road Segment Ranking appendix C (Sum of the 4 Density Score columns, then max for the project area)	0	0
	1	2
	2	4
	3	5
	4	6
	5	7
	6	8
2018 TSSA Intersection Appendix B Crash Frequency (Max for the project area)	0-10	1
	11-20	2
	21-30	3
	31-40	4
	41-50	5
	51-60	6
	61-70	7
2018 TSSA Road Segment Ranking Appendix C (Sum of Undivided Road Score and Speed Limit Score)	71-80	8
	0	0
	1	1
	2	3
	3	5
	4	7
	5	9
2018 TSAA Intersection Appendix B Severity (Sum of Fatal and serious crash and Bicycle and pedestrian crash columns)	6	10
	0	0
	1	0
	2	0
	3	1
	4	2
	5	3
	6	4
	7	5
	8	6
	9	7
	10	8
	11	9
	12	10
Does the project include appropriate countermeasures for the crash incidents in the project area? See appendix D of TSSA	Yes	
	No	

Social Equity criteria and scoring (maximum 15 points):

Based on draft 2021 Equity Economic Vulnerability map for the Transportation System Plan.

Economic Vulnerability Assessment Score	Criteria Score
1	0
2	1
3	2
4	3
5	4
6	5
7	6
8	7
9	8
10	9
11	10
12	11
13	12
14	13
15	14
16	15

Multimodal criteria and scoring (maximum 14 points):

Priority	Multimodal Scoring Options	Criteria Score
Does this project improve multimodal connectivity?	Yes	4
	No	0
Does this project complete missing sections of existing bike/trail infrastructure?	Yes	5
	No	0
Does this project improving existing bike or pedestrian trails?	Yes	2
	No	0
Does this project provide new bike/pedestrian trail routes that are part of a designated plan?	Yes	3
	No	0

Climate/environment criteria and scoring (maximum 13 points):

Priority	Environment Questions	Criteria Score
Does the project have a NEPA/SEPA requirement for an Environmental Assessment or Environmental Impact Statement?	Yes	0
	No	3
Does the Endangered Species Act require a consultation?	Yes	0
	No	2
Is monitoring, mitigation or a memorandum of agreement needed for cultural resources?	Yes	0
	No	2
Is there a greater than 0.1 acre impact to wetlands, habitat, or aquatic resources?	Yes	0
	No	3
Will mitigation be needed?	Yes	0
	No	3

Taking care of what we have criteria and scoring (maximum 11 points):

Priority	Multimodal Scoring Options	Criteria Score
Does the project address failing infrastructure or assets in need of repair?	Yes No	
If so, what % of pavement issues in the project area are being addressed?	>75% 25-75% <25%	7 4 1
If so, what % of non-pavement infrastructure repair issues in the project area are being addressed?	>75% 25-75% <25%	4 2 1

Economic development criteria and scoring (maximum 10 points):

Priority	Multimodal Scoring Options	Criteria Score
Is the project within or adjacent to an Adopted Sub Area Plan?	Within <.25mi <.5mi <1mi > 1mi	6 4 2 1 0
Is the project on an designated arterial corridor?	Yes No	4 0

Congestion management criteria and scoring (maximum 10 points):

Priority	Congestion Management Scoring Options	Criteria Score
Does the project reduce congestion from concurrency demand improvements?	Yes No	4 0
Does the project reduce congestion though demand management?	Yes No	4 0
Does the project improve designed freight routes?	Yes No	2 0

Project viability criteria and scoring (maximum 9 points):

Priority	Multimodal Scoring Options	Criteria Score
What is the level of existing or expected grant funding for the project?	>50% 25 to 50% <25% None	5 3 1 0
Have resources and money been committed to this project? (e.g. Right of way acquisition, design, etc.)	Yes No	2 0
Does the project support another agency's project?	Yes No	2 0



Staff Report 074-21

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 5/24/2021

SUBJECT Acceptance of Public Art - "The Columbia"

Key Points

- The Port of Portland has offered to donate four pieces of public art to the City. The pieces were originally part of an installation by artist Larry Kirkland called "The Columbia" which was located at Portland International Airport.
- The proposed donation has been reviewed by the Public Art Committee and the Culture, Arts and Heritage Commission both of which are recommending acceptance of the donation.
- Council is asked to adopt a resolution accepting the donation of the art pieces.

Strategic Plan Alignment

Goal 5, Objective 5.2: Build a vibrant, regionally recognized arts and cultural community.

Present Situation

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.

Advantage(s)

1. The four pieces fit with the scope of collections in the City's Public Art Plan.
2. This acquisition would expand the City's collection of works by Larry Kirkland, a nationally recognized artist.
3. The Public Art Collection will acquire, at minimal cost, four pieces of public art valued at \$45,500.

Disadvantage(s)

The City will be responsible for installation, maintenance and insurance of the artwork and this project was not included in the 2021-2022 biennial budget.

Budget Impact

The Port of Portland is offering to donate the pieces to the City. The Port has also offered to assist with some of the moving costs. The City will be responsible for the remainder of the moving costs, estimated to be \$4,000 to \$6,000, and for installation of the artwork. The City will also be responsible for the on-going maintenance of the pieces.

Prior Council Review

Council Workshop on public art on October 21, 2019.

Action Requested

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

ATTACHMENTS:

- ▣ Resolution - Acceptance of Public Art - "The Columbia"
- ▣ Artwork Transfer Agreement
- ▣ "The Columbia" Artwork Photos

05/24/21

RESOLUTION NO. M-_____

A RESOLUTION accepting the donation of four pieces of public art from “The Columbia” installation at Portland International Airport for the City’s Public Art Collection.

WHEREAS, artist Larry Kirkland created an art installation at Portland International Airport entitled “The Columbia” which included four marble and granite pieces of art that served as decorative benches; and

WHEREAS, the Port of Portland is expanding the terminal at Portland International Airport and has offered the four decorative benches to the City of Vancouver; and

WHEREAS, the City’s Public Art Committee and Culture, Arts and Heritage Commission have reviewed the proposed donation of four pieces from “The Columbia” art installation and are recommending that the City Council accept this donation; and

WHEREAS it is the intention of the City that these four pieces from “The Columbia” installation be added to the City’s Public Art Collection and henceforth will be owned and maintained by the City.

NOW, THEREFORE,

BE IT RESOLVED BY THE CITY OF VANCOUVER:

Section 1. Consistent with the City’s Donation Acceptance Policy, No. 100-41, the City hereby accepts the donation of four pieces of art from “The Columbia” installation from the Port of Portland.

Section 2. The City Manager or designee is hereby authorized to execute agreements and other documents to effectuate this transaction.

RESOLUTION - 1

DATED this ____ day of _____, 2021.

Anne McEnery-Ogle, Mayor

Attest:

Natasha Ramras, City Clerk

Approved as to form:

Jonathan Young, City Attorney

RESOLUTION - 2

INTERGOVERNMENTAL and INTERLOCAL AGREEMENT -- ARTWORK TRANSFER

STONE BENCHES (LARRY KIRKLAND)

This Intergovernmental Agreement -- Artwork Transfer (the "Agreement") is between the Port of Portland, a special district of the State of Oregon (the "Port") and the City of Vancouver, a Washington municipal corporation ("City").

Recitals

A. The Port is authorized to enter into this Agreement under ORS 190.010 et seq., and the City is authorized to enter into this Agreement under Chapter 39.34 RCW..

B. Pursuant to a Purchase Agreement dated March 24, 2000 among the Port, Hoffman Construction Company, and Larry Kirkland ("Artist"), Port Contract No. 2000-042 (the "Purchase Agreement"), the Port owns four granite sculptural benches: two *Fishes*, *Boat*, and *Bridge* (collectively, the "Benches"). The City has received a copy of the Purchase Agreement.

C. Due to the ongoing evolution of the Portland International Airport (PDX) terminal, the Port no longer has a use for the Benches. The Port provided written notice to Artist in accordance with the Purchase Agreement of the Port's intent to transfer the Benches to an interested transferee, and Artist elected not to exercise any rights Artist may have with respect the Benches under the Purchase Agreement, including without limitation the right to purchase the Benches. Rather than disposing of the Benches, the Port wishes to transfer them to an interested transferee.

D. Section 10 of the Purchase Agreement provides that the Port may assign its rights in the Benches to another party, so long as that party accepts all of the terms and conditions of the Purchase Agreement.

E. The City wishes to obtain the Benches for the City's use. The Port has determined that transferring ownership of the Benches to the City is less costly to the Port than disposal, and that for purposes of the Port's Contracting Rules regarding disposition of surplus personal property, the City's activities tend to promote the maritime, shipping, aviation, commercial, or industrial interests of the Port.

F. In view of the mutual benefits recited above, the parties wish to provide for the Port's transfer of the Benches to the City under the terms and conditions of this Agreement.

Agreement

1. Risk of Loss; Removal; Transfer of Title; Transfer of Rights

(a) Risk of Loss. Risk of loss passes to the City upon the effective date of this Agreement. The Port has no duty to safeguard the Benches after risk of loss passes.

(b) Removal

(i) The City shall remove the Benches from Port's premises within _____ calendar days after the effective date of this Agreement, provided that unless the Port may agree in writing to an extension. If the Benches are not removed within such time period, then this Agreement will automatically terminate and the Port may otherwise dispose of the Benches.

(ii) The City shall ensure that removal of the Benches does not interfere with PDX operations, and complies with all PDX rules and restrictions which are communicated to the City in writing by a Port representative, including without limitation safety requirements. The City shall coordinate removal arrangements with Wendy Given: Wendy.Given@portofportland.com; (323) 401-9931.

(iii) At the Port's cost, the Port will de-install the Benches from their location in the terminal before the City's removal. The City's removal of the Benches from the Port's premises will be at no cost to the Port. The City is responsible for loading the Benches, at a Port-designated location, onto the City's (or its contractor's) equipment for transportation.

(c) Transfer of Title. Upon City's removal of the Benches in accordance with Section 1(b) of this Agreement, all of the Port's right, title and interest in the Benches will transfer to City; no further documentation will be required to evidence such transfer.

(d) Transfer of Rights. Upon the transfer of title under Section 1(c) of this Agreement, the Port assigns its rights to the Benches under the Purchase Agreement to the City, and the City accepts all applicable terms and conditions of the Purchase Agreement with respect to the Benches. No further documentation will be required to evidence such transfer and acceptance.

2. **Consideration**. The Port transfers the Benches to City in consideration of the mutual benefits recited in this Agreement. No payment of a purchase price is required.

3. **Condition; Acceptance; Warranty of Title; Warranty Disclaimers**

(a) The Port's transfer and the City's acceptance of the Benches is on an "AS IS, WHERE IS" basis, without any warranty of condition and with all faults.

(b) The Port warrants that it has clear title to the Benches, free from any encumbrances except as expressly provided with respect to Artists' rights in the Purchase Agreement. Except for such warranty of title, the Port makes no warranties or representations of any kind, either express or implied, regarding the Benches. Any documents given to City by the Port, including the Purchase Agreement, are provided for information only and create no warranty or representation regarding the Benches.

4. **Damage to Port Property**. The City shall fully compensate the Port for damage to the Port's real or personal property caused by the acts or omissions of City or its employees, contractors, or agents in relation to this Agreement, including without limitation removal activities.

5. **Indemnification**. The City shall indemnify, defend (using legal counsel acceptable to the Port), reimburse, and hold harmless the Port and the Port's commissioners, officers, employees, and agents for, from, and against all third party claims, damages, losses, liabilities, costs, and expenses of any nature whatsoever, including without limitation reasonable attorney fees, (collectively "Claims") resulting from, arising out of, or in any way connected with: (a) any acts or omissions of City or City's employees, contractors, or agents under this Agreement; or (b) the Benches while in the City's possession as a consequence of the City's removal, ownership, or use of the Benches.

6. **General**

(a) Governing Law; Venue. This Agreement is governed by the laws of the State of Oregon, without giving effect to any conflict-of-law principle of any jurisdiction. Any action or proceeding arising out of this Agreement will be litigated in courts located in Multnomah County, Oregon. Each party consents and submits to the jurisdiction of any local, state, or federal court located in Multnomah County, Oregon.

(b) Entire Agreement. This Agreement contains the entire agreement between the parties regarding the subject matter of this Agreement, and supersedes all prior written or oral discussions, negotiations, or agreements between the parties regarding the subject matter of this Agreement.

(c) Effective Date. This Agreement will become effective on the date of its full execution by both parties.

[Signature page follows]

Port:

PORT OF PORTLAND

City:

CITY OF VANCOUVER, WASHINGTON

By: _____

Print name: _____

Title: _____

Date signed: _____

Approved as to legal sufficiency for the Port
of Portland:

By: _____
Counsel for the Port of Portland

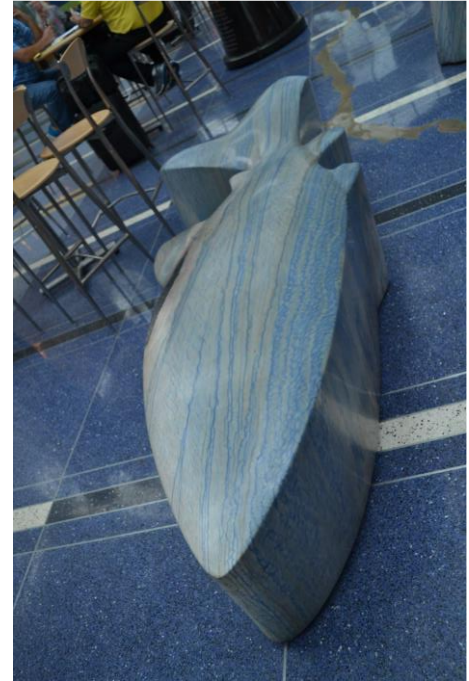
By: _____

Print name: _____

Title: _____

Date signed: _____

Larry Kirkland Sculptures from PDX Airport





Staff Report 075-21

TO: Mayor and City Council

FROM: Eric Holmes, City Manager

DATE: 5/24/2021
6/7/2021

SUBJECT 2021B Limited Tax General Obligation (LTGO) Refunding Bonds

Key Points

- Continued low interest rates have created an opportunity to partially refinance one of the City's outstanding bonds and take advantage of the low interest rate.
- The 2012A bond is a candidate for refinancing. By refinancing the callable maturities of the bond, the City will realize approximately \$980,000 in future debt service savings, or \$120,000 per year.

Strategic Plan Alignment

Goal 9: Build the strongest, most resilient economy in the region.

Present Situation

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.

Advantage(s)

The refunding will allow the City to realize approximately \$980,000 in debt service savings over the life of the bond issues. The net present value of the savings is estimated at \$925,000.

Disadvantage(s)

None

Budget Impact

The budget appropriation for the cost of the refunding of the 2012A bonds as well as issuance costs for the entire bond issue will be included in the 2021 First Supplemental.

Prior Council Review

- 2003 LTGO Bond Ordinance and public hearing May 19, 2003
- 2012A LTGO Refunding Bond Ordinance and public hearing October 3, 2011
- Briefing memo delivered to Council May 11, 2021 (attached)

Action Requested

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

ATTACHMENTS:

- ▢ Ordinance
- ▢ Briefing memo dated 05.03.21

CITY OF VANCOUVER, WASHINGTON
LIMITED TAX GENERAL OBLIGATION REFUNDING BOND, 2021B

ORDINANCE NO. M-_____

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.

APPROVED ON JUNE 7, 2021

PREPARED BY:

K&L GATES LLP
Seattle, Washington

CITY OF VANCOUVER, WASHINGTON
ORDINANCE NO. M-_____
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* This Table of Contents is provided for convenience only and is not a part of this ordinance.

05/24/21 (Date of First Reading)
06/07/21 (Date of Public Hearing)

ORDINANCE NO. M-_____

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.

WHEREAS, the City of Vancouver, Washington (the “City”) now has outstanding its Limited Tax General Obligation Refunding Bonds, 2012, issued pursuant to Ordinance No. M-3991 under date of January 12, 2012, in the original principal amount of \$15,945,000 (the “2012 Bonds”), maturing in remaining principal amounts and bearing interest as follows:

<u>Maturity Years (December 1)</u>	<u>Principal Amounts</u>	<u>Interest Rates</u>
2021	\$ 960,000	3.500%
2022	1,015,000	4.000
2024*	2,200,000	3.000
2025	885,000	3.250
2025	300,000	5.000
2026	1,250,000	3.500
2027	1,315,000	3.625
2029*	2,840,000	3.750

*Term Bonds

; and

WHEREAS, the 2012 Bonds maturing on or after December 1, 2022 (the “Refunded Bonds”), are callable for redemption at any time on or after December 1, 2021, at a price of par plus accrued interest to the date of redemption; and

WHEREAS, as a result of changed market conditions, it appears that debt service savings may be obtained by refunding the Refunded Bonds through the issuance of a limited tax general

obligation refunding bond of the City in the aggregate principal amount of not to exceed \$10,100,000 (the “Bond”); and

WHEREAS, the City Council (the “Council”) has determined to delegate to the City Representative certain matters relating to the manner and timing of sale of the Bond;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY OF VANCOUVER, WASHINGTON as follows:

Section 1. Definitions. As used in this ordinance, the following words shall have the following meanings:

Acquired Obligations means the Government Obligations acquired by the City under the terms of this ordinance and the Escrow Agreement to effect the defeasance and refunding of the Refunded Bonds.

Approved Bid means the offer to purchase the Bond approved by the City Representative pursuant to Section 12 of this ordinance.

Bank means the financial institution that purchases the Bond pursuant to the Approved Bid.

Beneficial Owner means any person that has or shares the power, directly or indirectly to make investment decisions concerning ownership of the Bond (including persons holding the Bond through nominees, depositories or other intermediaries).

Bond Fund means the City of Vancouver General Obligation Bond Debt Service Fund No. 210 maintained pursuant to Section 10 of this ordinance.

Bond Register means the registration books maintained by the Bond Registrar for the purpose of identifying ownership of the Bond.

Bond Registrar means either the Treasurer or U.S. Bank National Association, the current fiscal agent of the State of Washington, as designated by the Treasurer, for the purposes of registering and authenticating the Bond, maintaining the Bond Register, effecting the transfer of ownership of the Bond and paying interest on and principal of the Bond.

Bond means the City of Vancouver, Washington Limited Tax General Obligation Refunding Bond, 2021B issued pursuant to this ordinance.

Bond Year means each one-year period that ends on the date selected by the City. The first and last Bond Years may be short periods. If no day is selected by the City before the earlier of the final maturity date of the Bond or the date that is five years after the date of issuance of the Bond, Bond Years end on each anniversary of the date of issue and on the final maturity date of the Bond.

Call Date means, with respect to the Refunded Bonds, December 1, 2021.

City means the City of Vancouver, Washington, a municipal corporation of the State of Washington.

Chief Financial Officer means the person designated as the Chief Financial Officer of the City, or any successor to the functions of the Chief Financial Officer or her or his designee.

City Manager means the person designated as the City Manager of the City, or any successor to the functions of the City Manager or his or her designee.

City Representative means the City Manager, Chief Financial Officer or Treasurer.

Code means the Internal Revenue Code of 1986, as amended, and shall include all applicable regulations and rulings relating thereto.

Commission means the United States Securities and Exchange Commission.

Cost of Issuance Agreement means the agreement of that name, to be entered into by the City and the Escrow Agent, providing for the payment of certain costs of issuance with respect to the issuance of the Bond, substantially in the form attached hereto as Exhibit B.

Council means the City Council as the general legislative authority of the City, as the same shall be duly and regularly constituted from time to time.

Date of Issue means the date of issuance and delivery of the Bond to the Bank.

Escrow Agent means U.S. Bank National Association, Seattle, Washington.

Escrow Agreement means the Escrow Deposit Agreement to be dated as of the date of closing and delivery of the Bond, substantially in the form attached hereto as Exhibit A.

Final Maturity Date means that final maturity date of the amortization schedule for the Bond, which date shall be no later than December 1, 2029, determined in accordance with the Approved Bid as approved by the City Representative pursuant to Section 12 of this ordinance.

First Interest Payment Date means the date of the first interest payment on the Bond, determined in accordance with the Approved Bid as approved by the City Representative pursuant to Section 12 of this ordinance.

Government Obligations means those obligations now or hereafter defined as such in chapter 39.53 RCW.

Interest Rate means that final rate or rates determined in accordance with the Approved Bid as approved by the City Representative pursuant to Section 12 of this ordinance.

MSRB means the Municipal Securities Rulemaking Board or any successor to its functions.

Net Proceeds, when used with reference to the Bond, means the principal amount of the Bond, plus accrued interest and original issue premium, if any, and less original issue discount, if any.

Placement Agent means Piper Sandler & Co.

Principal Payment Dates mean the dates on which principal of the Bond is payable in accordance with the Approved Bid pursuant to Section 12 of this ordinance.

Private Person means any natural person engaged in a trade or business or any trust, estate, partnership, association, company or corporation.

Private Person Use means the use of property in a trade or business by a Private Person if such use is other than as a member of the general public. Private Person Use includes ownership of the property by the Private Person as well as other arrangements that transfer to the Private Person the actual or beneficial use of the property (such as a lease, management or incentive payment contract or other special arrangement) in such a manner as to set the Private Person apart from the general public. Use of property as a member of the general public includes attendance by the Private Person at municipal meetings or business rental of property to the Private Person on a day-to-day basis if the rental paid by such Private Person is the same as the rental paid by any Private Person who desires to rent the property. Use of property by nonprofit community groups or community recreational groups is not treated as Private Person Use if such use is incidental to the governmental uses of property, the property is made available for such use by all such community groups on an equal basis and such community groups are charged only a *de minimis* fee to cover custodial expenses.

Refunded Bonds means the 2012 Bonds maturing on or after December 1, 2022.

Registered Owner means the person named as the registered owner of the Bond in the Bond Register.

Rule means the Commission’s Rule 15c2-12 under the Securities Exchange Act of 1934, as the same may be amended from time to time.

Savings Target means a dollar amount equal to at least three percent (3.0%) of the outstanding principal of the Refunded Bonds.

Treasurer means the Treasurer of the City or the person succeeding to the functions currently performed by the Treasurer.

2012 Bond Ordinance means Ordinance No. M-3991 adopted by the Council on October 3, 2011.

2012 Bonds mean the Limited Tax General Obligation Refunding Bonds, 2012, of the City issued under date of January 12, 2012, as more particularly described in the recitals of this ordinance.

Interpretation. In this ordinance, unless the context otherwise requires:

(a) The terms “hereby,” “hereof,” “hereto,” “herein,” “hereunder” and any similar terms, as used in this ordinance, refer to this ordinance as a whole and not to any particular article, section, subdivision or clause hereof, and the term “hereafter” shall mean after, and the term “heretofore” shall mean before, the date of this ordinance;

(b) Words of the masculine gender shall mean and include correlative words of the feminine and neuter genders and words importing the singular number shall mean and include the plural number and vice versa;

(c) Words importing persons shall include firms, associations, partnerships (including limited partnerships), trusts, corporations and other legal entities, including public bodies, as well as natural persons;

(d) Any headings preceding the text of the several articles and sections of this ordinance, and any table of contents or marginal notes appended to copies hereof, shall be solely for convenience of reference and shall not constitute a part of this ordinance, nor shall they affect its meaning, construction or effect; and

(e) All references herein to “articles,” “sections” and other subdivisions or clauses are to the corresponding articles, sections, subdivisions or clauses hereof.

Section 2. Authorization of Bond and Bond Details. For the purpose of refunding the Refunded Bonds and paying the costs of issuance related thereto, and thereby effecting a savings to the City and its taxpayers, the City shall issue its limited tax general obligation refunding bond in the aggregate principal amount of not to exceed \$10,100,000 (the “Bond”). The Bond shall be a general obligation of the City, shall be designated “City of Vancouver, Washington, Limited Tax General Obligation Refunding Bond, 2021B;” shall be dated as of the Date of Issue and delivery to the Bank, shall be fully registered as to both principal and interest, shall be issued as a single fully registered bond, and shall be numbered in such manner and with any additional designation as the Bond Registrar deems necessary for purposes of identification.

The Council hereby authorizes the City Representative to approve the final principal amount of the Bond, not to exceed \$10,100,000, the amortization schedule and Interest Rate in accordance with the Approved Bid as approved by the City Representative. The principal and interest amounts of the Bond shall be paid in installments with interest payable commencing on the First Interest Payment Date and principal payable on Principal Payment Dates, with the final payments due on the Final Maturity Date. Interest shall be calculated as provided in the Approved Bid.

The interest rate or rates, and the First Interest Payment Date and Principal Payment Dates shall be as set forth in the Approved Bid, as approved by the City Representative pursuant to Section 12 of this ordinance.

Section 3. Registration, Transfer and Payments. The Council hereby requests that the Treasurer act as Bond Registrar or, in her discretion, specify and adopt the system of registration approved by the Washington State Finance Committee from time to time through the appointment of a state fiscal agent. The City shall cause a bond register to be maintained by the Bond Registrar. So long as the Bond remains outstanding and if the State's fiscal agent is then acting as the Bond Registrar, the Bond Registrar shall make all necessary provisions to permit the exchange or registration or transfer of Bond at its principal corporate trust office. The Bond shall not be transferable, except in whole to a financial institution or otherwise as provided in accordance with the Approved Bid. The Bond Registrar may be removed at any time at the option of the Treasurer upon prior notice to the Bond Registrar and a successor Bond Registrar appointed by the Treasurer. No resignation or removal of the Bond Registrar shall be effective until a successor shall have been appointed and until the successor Bond Registrar shall have accepted the duties of the Bond Registrar hereunder. The Bond Registrar is authorized, on behalf of the City, to authenticate and deliver the Bond transferred or exchanged in accordance with the provisions of such Bond and this ordinance and to carry out all of the Bond Registrar's powers and duties under this ordinance. The Bond Registrar shall be responsible for its representations contained in the Certificate of Authentication of the Bond.

Principal of and interest on the Bond shall be payable in lawful money of the United States of America. Installments of principal of and interest on the Bond shall be paid by check, wire, or electronic transfer on the date due to the Bank; *provided, however*, unless otherwise set forth in

the Bond and/or approved by the Treasurer, the final installment of principal on the Bond shall be payable only upon presentation and surrender of the Bond by the Bank the Treasurer.

Section 4. Prepayment. The Bond may include provision for optional prepayment on the dates, at the prices and under the terms set forth in the Approved Bid and in the Bond.

Section 5. Form of Bond. The Bond shall be in substantially the following form:

UNITED STATES OF AMERICA

NO.

\$

STATE OF WASHINGTON

CITY OF VANCOUVER

LIMITED TAX GENERAL OBLIGATION REFUNDING BOND, 2021B

INTEREST RATE: _____ %

MATURITY DATE: _____

REGISTERED OWNER: _____

TAX IDENTIFICATION #: _____

PRINCIPAL AMOUNT: _____ THOUSAND AND NO/100 DOLLARS

The City of Vancouver, Washington (the “City”), hereby acknowledges itself to owe and for value received promises to pay to the Registered Owner identified above, or registered assigns, the Principal Amount indicated above and to pay interest thereon from _____, 20__, or the most recent date to which interest has been paid or duly provided for until payment of this bond at the Interest Rate set forth above, payable on _____, 20__, and _____ thereafter on the first days of each succeeding _____ and _____. Interest shall be calculated on the basis of _____. Both principal of and interest on this bond are payable in lawful money of the United States of America

Initially, [the Treasurer/the Treasurer has specified and adopted the registration system for the Bond specified by the State Finance Committee, and the fiscal agent of the State] will act as registrar, paying agent and authenticating agent (the “Bond Registrar”).

The Bond is issued under and in accordance with the provisions of the Constitution and applicable statutes of the State of Washington and Ordinance No. M-_____ duly passed by the

City Council on June 7, 2021 (the “Bond Ordinance”). Capitalized terms used in this bond have the meanings given such terms in the Bond Ordinance.

This bond shall not be valid or become obligatory for any purpose or be entitled to any security or benefit under the Bond Ordinance until the Certificate of Authentication hereon shall have been manually signed by or on behalf of the Bond Registrar or its duly designated agent.

This bond is issued by the City pursuant to the Bond Ordinance for providing funds to pay the cost of refunding a portion of its outstanding limited tax general obligation bonds.

This bond is [not] subject to prepayment as stated in the Approved Bid [additional conditions].

This bond is not transferable, except in whole to a financial institution.

The City hereby irrevocably covenants and agrees with the owner of this bond that it will include in its annual budget and levy taxes annually, within and as a part of the tax levy permitted to the City without a vote of the electorate, upon all the property subject to taxation in amounts sufficient, together with other money legally available therefor, to pay the principal of and interest on this bond as the same shall become due. The full faith, credit and resources of the City are hereby irrevocably pledged for the annual levy and collection of such taxes and the prompt payment of such principal and interest.

The City has [not] designated the Bond as a “qualified tax-exempt obligation” for investment by financial institutions under Section 265(b) of the Code.

The pledge of tax levies for payment of principal of and interest on the bond may be discharged prior to maturity of the bond by making provision for the payment thereof on the terms and conditions set forth in the Bond Ordinance.

It is hereby certified that all acts, conditions and things required by the Constitution and statutes of the State of Washington to exist, to have happened, been done and performed precedent to and in the issuance of this bond have happened, been done and performed and that the issuance of this bond does not violate any constitutional, statutory or other limitation upon the amount of bonded indebtedness that the City may incur.

IN WITNESS WHEREOF, the City of Vancouver, Washington has caused this bond to be executed by the manual or facsimile signatures of the Mayor and City Clerk and the seal of the City imprinted, impressed or otherwise reproduced hereon as of this ____ day of _____, 2021.

CITY OF VANCOUVER, WASHINGTON

By _____
/s/ manual or facsimile
Mayor

ATTEST:

/s/ manual or facsimile
City Clerk

[SEAL]

The Bond Registrar's Certificate of Authentication on the Bond shall be in substantially the following form:

Date of Authentication: _____

CERTIFICATE OF AUTHENTICATION

This bond is the bond described in the within-mentioned Bond Ordinance and is the Limited Tax General Obligation Refunding Bond, 2021B of the City of Vancouver, Washington, dated _____, 2021.

[TREASURER/WASHINGTON STATE
FISCAL AGENT], as Bond Registrar

By _____

Section 6. Execution of Bond. The Bond shall be executed on behalf of the City with the manual or facsimile signatures of the Mayor and City Clerk of the City, and the seal of the City shall be impressed, imprinted or otherwise reproduced thereon.

The Bond shall be valid or obligatory for any purpose or entitled to the benefits of this ordinance only if the Certificate of Authentication in the form hereinbefore recited, has been manually executed by the Bond Registrar. Such Certificate of Authentication shall be conclusive

evidence that the Bond so authenticated have been duly executed, authenticated and delivered hereunder and are entitled to the benefits of this ordinance.

In case either of the officers who shall have executed the Bond shall cease to be an officer or officers of the City before the Bond so signed shall have been authenticated or delivered by the Bond Registrar, or issued by the City, such Bond may nevertheless be authenticated, delivered and issued and upon such authentication, delivery and issuance, shall be as binding upon the City as though those who signed the same had continued to be such officers of the City. The Bond may be signed and attested on behalf of the City by such persons who at the date of the actual execution of the Bond, are the proper officers of the City, although at the original date of the Bond any such person shall not have been such officer of the City.

Section 7. Refunding Plan.

(a) *Refunding.* A portion of the proceeds of sale of the Bond in the dollar amount certified by the City to the Escrow Agent shall be delivered to the Escrow Agent for the purpose of defeasing the Refunded Bonds and paying related costs of issuance.

Money received by the Escrow Agent from Bond proceeds and other money provided by the City, if necessary, shall be used immediately by the Escrow Agent upon receipt thereof in accordance with the terms of the Escrow Agreement to defease the Refunded Bonds as authorized by the 2012 Bond Ordinance, and to pay costs of issuance of the Bond. The City shall defease the Refunded Bonds and discharge such obligations by the use of money deposited with the Escrow Agent to purchase certain noncallable Government Obligations that are direct obligations of the United States or obligations unconditionally guaranteed by the United States (which obligations so purchased, are herein called “Acquired Obligations”), bearing such interest and maturing as to

principal and interest in such amounts and at such times which, together with any necessary beginning cash balance, will provide for the payment of the Refunded Bonds:

(1) interest on the Refunded Bonds coming due on each date on which interest is due and payable, to and including the Call Date; and

(2) the redemption price of the Refunded Bonds (100% of the principal amount thereof) on the Call Date.

(b) *Appointment of Escrow Agent.* The City hereby selects U.S. Bank National Association, Seattle, Washington, to act as the escrow agent for the Refunded Bonds (the “Escrow Agent”). The Bond proceeds designated in the foregoing subsection together with a cash contribution from the City, if any, shall be transferred to the Escrow Agent in order to implement the refunding plan. A beginning cash balance, if any, and Acquired Obligations shall be deposited irrevocably with the Escrow Agent in an amount sufficient to defease the Refunded Bonds. The proceeds of the Bond remaining after acquisition of the Acquired Obligations and provision for the necessary beginning cash balance shall be utilized to pay expenses of the acquisition and safekeeping of the Acquired Obligations and expenses of the issuance of the Bond and/or returned to the City for the payment of such expenses. The Treasurer is hereby further authorized to solicit proposals for and select a verification agent, if needed, who will confirm the accuracy of certain financial information regarding the funds to be deposited with the Escrow Agent and the implementation of the refunding plan.

Section 8. Call For Redemption of Refunded Bonds and Escrow Agreement.

(a) *Call For Redemption of the Refunded Bonds.* The City hereby irrevocably sets aside sufficient funds which may acquired as a result of the purchase of Acquired Obligations from proceeds of the Bond to make the payments described in Section 7 of this ordinance.

The City hereby calls the Refunded Bonds for redemption on the Call Date, in accordance with terms of the 2012 Bond Ordinance authorizing the redemption and retirement of the Refunded Bonds prior to their fixed maturities.

Said defeasance and call for redemption of the Refunded Bonds shall be effective and irrevocable after the final establishment of the escrow account and delivery of the Acquired Obligations to the Escrow Agent.

The Escrow Agent is hereby authorized and directed to provide for the giving of notice of the redemption of the Refunded Bonds in accordance with the applicable provisions of the 2012 Bond Ordinance. The Treasurer of the City is authorized and requested to provide whatever assistance is necessary to accomplish such redemption and the giving of notice therefor.

The Escrow Agent is hereby authorized and directed to pay to the fiscal agent or agents of the State of Washington, sums sufficient to pay, when due, the payments specified in Section 7 of this ordinance. All such sums shall be paid from the moneys and Acquired Obligations deposited with said Escrow Agent, if any, pursuant to the previous section of this ordinance, and the income therefrom and proceeds thereof. All moneys and Acquired Obligations deposited with said bank and any income therefrom shall be credited to a refunding account and held, invested (but only at the direction of the Treasurer) and applied in accordance with the provisions of this ordinance and with the laws of the State of Washington for the benefit of the City and owners of the Refunded Bonds.

The City will take such actions as are found necessary to see that all necessary and proper fees, compensation and expenses of the Escrow Agent for the Refunded Bonds shall be paid when due.

(b) *Escrow Agreement/Cost of Issuance Agreement.* If determined to be necessary or convenient, the Treasurer is authorized and directed to execute and deliver to the Escrow Agent an Escrow Deposit Agreement substantially in the form attached to this ordinance as Exhibit A (the “Escrow Agreement”) and a Cost of Issuance Agreement substantially in the form attached to this ordinance as Exhibit B (the “Cost of Issuance Agreement”), for the Bond with such changes or modifications as the Treasurer, with the advice of bond counsel to the City, consider necessary or advisable.

The City hereby irrevocably sets aside for and pledges to the payment of the Refunded Bonds the moneys and obligations which may be deposited with the Escrow Agent pursuant to each Escrow Agreement to accomplish the plan of refunding and defeasance of the Refunded Bonds set forth herein and in the Escrow Agreement. When all of the Refunded Bonds shall have been redeemed and retired, the City may cause any remaining money to be transferred to the Bond Fund for the purposes set forth above.

Section 9. Tax Covenants. The City covenants that it will not take or permit to be taken on its behalf any action that would adversely affect the exemption from federal income taxation of the interest on the Bond and will take or require to be taken such acts as may reasonably be within its ability and as may from time to time be required under applicable law to continue the exemption from federal income taxation of the interest on the Bond.

(a) *Arbitrage Covenant.* Without limiting the generality of the foregoing, the City covenants that it will not take any action or fail to take any action with respect to the proceeds of

sale of the Bond or any other funds of the City which may be deemed to be proceeds of the Bond pursuant to Section 148 of the Code and the regulations promulgated thereunder which, if such use had been reasonably expected on the dates of delivery of the Bond to the initial purchasers thereof, would have caused the Bond to be treated as an “arbitrage bond” within the meaning of such term as used in Section 148 of the Code.

The City represents that it has not been notified of any listing or proposed listing by the Internal Revenue Service to the effect that it is an issuer whose arbitrage certifications may not be relied upon. The City will comply with the requirements of Section 148 of the Code and the applicable regulations thereunder throughout the term of the Bond.

(b) *Private Person Use Limitation for the Bond.* The City covenants that for as long as the Bond issued as a governmental bond or tax advantaged bond is outstanding, it will not permit:

(1) More than 10% of the Net Proceeds of the Bond to be allocated to any Private Person Use; and

(2) More than 10% of the principal or interest payments on the Bond in a Bond Year to be directly or indirectly: (A) secured by any interest in property used or to be used for any Private Person Use or secured by payments in respect of property used or to be used for any Private Person Use, or (B) derived from payments (whether or not made to the City) in respect of property, or borrowed money, used or to be used for any Private Person Use.

The City further covenants that, if:

(3) More than five percent of the Net Proceeds of the Bond are allocable to any Private Person Use; and

(4) More than five percent of the principal or interest payments on the Bond in a Bond Year are (under the terms of this ordinance or any underlying arrangement) directly or indirectly:

(A) secured by any interest in property used or to be used for any Private Person Use or secured by payments in respect of property used or to be used for any Private Person Use, or

(B) derived from payments (whether or not made to the City) in respect of property, or borrowed money, used or to be used for any Private Person Use, then, (i) any Private Person Use of the project described in subsection (3) hereof or Private Person Use payments described in subsection (4) hereof that is in excess of the five percent limitations described in such subsections (3) or (4) will be for a Private Person Use that is related to the state or local governmental use of the projects financed or refinanced with the proceeds of the Bond (including the Refunded Bonds), and (ii) any Private Person Use will not exceed the amount of Net Proceeds of the Bond allocable to the state or local governmental use portion of the project(s) to which the Private Person Use of such portion of the projects refinanced with the proceeds of the Bond (including the Refunded Bonds) relate. The City further covenants that it will comply with any limitations on the use of the projects refinanced with the proceeds of the Bond by other than state and local governmental users that are necessary, in the opinion of its bond counsel, to preserve the tax exemption of the interest on the Bond.

(c) *Modification of Tax Covenants.* The covenants of this section are specified solely to assure the continued exemption from regular income taxation of the interest on the Bond. To that end, the provisions of this section may be modified or eliminated without any requirement for

formal amendment thereof upon receipt of an opinion of the City's bond counsel that such modification or elimination will not adversely affect the tax exemption of interest on any Bond.

(d) *Designation under Section 265(b) of the Code.* The City Representative is authorized to determine and execute a designation, if applicable, of the Bond of under Section 265(b)(3) of the Code for banks, thrift institutions and other financial institutions.

Section 10. Bond Fund and Provision for Tax Levy Payments. The Treasurer currently maintains a fund to be used for the payment of debt service on all limited tax general obligation bonds, designated as the "General Obligation Bond Debt Service Fund No. 210" (the "Bond Fund"). The taxes hereafter levied for the purpose of paying principal of and interest on the Bond and other funds to be used to pay the Bond shall be deposited in the Bond Fund no later than the date such funds are required for the payment of principal of and interest on the Bond. Money in the Bond Fund not needed to pay the interest or principal next coming due may temporarily be deposited in such institutions or invested in such obligations as may be lawful for the investment of City funds.

The City hereby irrevocably covenants and agrees for as long as the Bond is outstanding and unpaid that each year it will include in its budget and levy an *ad valorem* tax upon all the property within the City subject to taxation in an amount that will be sufficient, together with all other revenues and money of the City legally available for such purposes, to pay the principal of and interest on the Bond as the same shall become due. All of such taxes so collected and any other money to be used for such purposes shall be paid into the Bond Fund.

The City hereby irrevocably pledges that the annual tax provided for herein to be levied for the payment of such principal and interest shall be within and as a part of the tax levy permitted to cities without a vote of the people, and that a sufficient portion of each annual levy to be levied

and collected by the City prior to the full payment of the principal of and interest on the Bond will be and is hereby irrevocably set aside, pledged and appropriated for the payment of the principal of and interest on the Bond. The full faith, credit and resources of the City are hereby irrevocably pledged for the annual levy and collection of said taxes and for the prompt payment of the principal of and interest on the Bond as the same shall become due.

Section 11. Defeasance. In the event that money and/or noncallable Government Obligations that are direct obligations of the United States or obligations unconditionally guaranteed by the United States, maturing at such time or times and bearing interest to be earned thereon in amounts, maturing at such time or times and bearing interest to be earned thereon in amounts (together with such money, if necessary) sufficient to redeem and retire part or all of the Bond in accordance with their terms, are set aside in a special account of the City to effect such redemption and retirement, and such money and the principal of and interest on such Government Obligations are irrevocably set aside and pledged for such purpose, then no further payments need be made into the Bond Fund for the payment of the principal of and interest on the Bond so provided for, and the registered owner of the Bond shall cease to be entitled to any lien, benefit or security of this ordinance except the right to receive the money so set aside and pledged, and Bond so provided for shall be deemed not to be outstanding hereunder.

Section 12. Sale of Bond. The Council of the City has determined that it would be in the best interest of the City to delegate to the City Representative for a limited time the authority, working with the City's Placement Agent, to solicit proposals from financial institutions and review and select a financial institution as the Bank. The actions of the City Representative in reviewing and approving a term sheet to be distributed to financial institutions is hereby ratified and approved. The City Representative is further authorized to approve the final interest rate or

rates, maturity dates, including the Final Maturity Date, the Principal Payment Dates and the First Interest Payment Date, prepayment provisions and other terms and conditions of the Bond so long as (i) the aggregate principal amount of the Bond does not exceed \$10,100,000; (ii) the maximum true interest cost of the Bond does not exceed two-and-a-half percent (2.50%), and (iii) the net present value aggregate savings with respect to the Refunded Bonds to be realized as a result of the refunding after payment of all allocable costs of issuance is at least equal to the Savings Target.

The authority granted to the City Representative by this section shall remain in effect until December 31, 2021. If the sale for the Bond has not been completed by December 31, 2021, the authorization for the issuance of the Bond shall be rescinded, and the Bond shall not be issued nor its sale approved unless the Bond shall have been re-authorized by ordinance of the City. The ordinance reauthorizing the issuance and sale of the Bond may be in the form of a new ordinance repealing this ordinance in whole or in part or may be in the form of an amendatory ordinance establishing terms and conditions for the authority delegated under this section.

Upon the adoption of this ordinance, the proper officials of the City including the City Representative, are authorized and directed to undertake all other actions necessary for the prompt sale, execution and delivery of the Bond and further to execute all closing certificates and documents required to effect the closing and delivery of the Bond in accordance with the terms of the Approved Bid. In furtherance of the foregoing, the City Representative is authorized to approve and enter into agreements for the payment of costs of issuance, including the fees and expenses specified in the Approved Bid, fees and expenses of the Bank and other retained services, including Bond Counsel, Placement Agent, and other expenses customarily incurred in connection with issuance and sale of the Bond. The disbursement of Bond proceeds to pay certain costs of

issuance also may be made by the Escrow Agent under the terms set forth in the Costs of Issuance Agreement.

Section 13. No Undertaking to Provide Ongoing Disclosure. The Bond is not subject to Rule 15c2-12 of the Commission under the Securities Exchange Act of 1934, and the City makes no undertaking regarding ongoing disclosure with respect to the Bond.

As long as the Bond is outstanding, the City will provide to the Bank the information specified in the Approved Bid as approved by the City Representative.

Section 14. Lost, Stolen or Destroyed Bond. In case the Bond shall be lost, stolen or destroyed, the Bond Registrar may execute and deliver a new Bond of like date, number and tenor to the Registered Owner thereof upon the Registered Owner's paying the expenses and charges of the City in connection therewith and upon his/her filing with the City evidence satisfactory to the City that the Bond was actually lost, stolen or destroyed and of his/her ownership thereof, and upon furnishing the City with indemnity satisfactory to the City.

Section 15. Ordinance and Laws a Contract with the Registered Owner and Holder/Purchaser. This ordinance is adopted under the authority of and in full compliance with the Constitution and laws of the State of Washington. In consideration of the loan made by the Bank or Registered Owner and holder of the Bond, the provisions of this ordinance and of said laws shall constitute a contract with the Registered Owner and holder/Bank, and the obligations of the City and its Council under said laws and under this ordinance shall be enforceable by any court of competent jurisdiction; and the covenants and agreements herein and in the Bond set forth shall be for the equal benefit of the Registered Owner and holder/Bank and any permitted transferee or assignee.

Section 16. Severability. If any one or more of the covenants or agreements provided in this ordinance to be performed on the part of the City shall be declared by any court of competent jurisdiction to be contrary to law, then such covenant or covenants, agreement or agreements, shall be null and void and shall be deemed separable from the remaining covenants and agreements of this ordinance and shall in no way affect the validity of the other provisions of this ordinance or of the Bond.

Section 17. Effective Date. This ordinance shall become effective immediately upon its adoption.

ADOPTED by the City Council of the City of Vancouver, Washington, at a regular meeting thereof held this 7th day of June, 2021.

Read first time:

Ayes: _____ Councilmembers

Nays: _____ Councilmembers

Absent: _____ Councilmembers

Read second time:

PASSED by the following vote:

Ayes: _____ Councilmembers

Nays: _____ Councilmembers

Absent: _____ Councilmembers

SIGNED this 7th day of June, 2021.

CITY OF VANCOUVER, WASHINGTON

Anne McEnery-Ogle, Mayor

Attest:

Approved as to form:

Natasha Ramras, City Clerk

Jonathan Young, City Attorney

EXHIBIT A

ESCROW DEPOSIT AGREEMENT

CITY OF VANCOUVER, WASHINGTON
LIMITED TAX GENERAL OBLIGATION REFUNDING BOND, 2021B

THIS ESCROW DEPOSIT AGREEMENT, dated as of _____, 2021 (herein, together with any amendments or supplements hereto, called the “Agreement”) is entered into by and between the City of Vancouver, Washington (herein called the “City”) and U.S. Bank National Association, Seattle, Washington as escrow agent (herein, together with any successor in such capacity, called the “Escrow Agent”). The notice addresses of the City and the Escrow Agent are shown on Exhibit A attached hereto and made a part hereof.

WITNESSETH:

WHEREAS, the City heretofore has issued and there presently remain outstanding the obligations described in Exhibit B attached hereto (the “Refunded Bonds”); and

WHEREAS, pursuant to Ordinance No. M-_____ adopted on June 7, 2021 (the “Bond Ordinance”), the City has determined to issue its Limited Tax General Obligation Refunding Bond, 2021B (the “Bond”); and

WHEREAS, a portion of the proceeds of the Bond are being used for the purpose of providing funds to pay the costs of refunding the Refunded Bonds; and

WHEREAS, pursuant to the Bond Ordinance, the Refunded Bonds have been designated for redemption prior to their scheduled maturity dates and, after provision is made for such redemption, the Refunded Bonds will come due in such years, bear interest at such rates, and be payable at such times and in such amounts as are set forth in Exhibit C attached hereto and made a part hereof; and

WHEREAS, when Escrowed Securities have been deposited with the Escrow Agent for the payment of all principal and interest of the Refunded Bonds when due, then the Refunded Bonds shall no longer be regarded as outstanding except for the purpose of receiving payment from the funds provided for such purpose; and

[WHEREAS, _____, _____, _____ has prepared a verification report which is dated _____, 20__ (the “Verification Report”) relating to the source and use of funds available to accomplish the refunding of the Refunded Bonds, the investment of such funds and the adequacy of such funds and investments to provide for the payment of the debt service due on the Refunded Bonds; and]

WHEREAS, the issuance, sale, and delivery of the Bond has been duly authorized to be issued, sold, and delivered for the purpose of obtaining the funds required to provide for the payment of the principal of, interest on and redemption premium (if any) on the Refunded Bonds when due as shown on Exhibit C attached hereto; and

WHEREAS, simultaneously herewith, the City is entering into a Cost of Issuance Agreement with the Escrow Agent to provide for the payment of costs of issuance relating to the Bond;

NOW, THEREFORE, in consideration of the mutual undertakings, promises and agreements herein contained, the sufficiency of which hereby are acknowledged, and to secure the full and timely payment of principal of and the interest on the Refunded Bonds, the City and the Escrow Agent mutually undertake, promise and agree for themselves and their respective representatives and successors, as follows:

Article 1. Definitions

Section 1.1. Definitions.

Unless the context clearly indicates otherwise, the following terms shall have the meanings assigned to them below when they are used in this Agreement:

Escrow Fund means the fund created by this Agreement to be established, held and administered by the Escrow Agent pursuant to the provisions of this Agreement.

Escrowed Securities means the noncallable Government Obligations described in Exhibit D attached to this Agreement, or cash or other noncallable obligations substituted therefor pursuant to Section 4.2 of this Agreement.

Government Obligations means direct, noncallable (a) United States Treasury Obligations, (b) United States Treasury Obligations - State and Local Government Series, (c) non-prepayable obligations which are unconditionally guaranteed as to full and timely payment of principal and interest by the United States of America or (d) REFCORP debt obligations unconditionally guaranteed by the United States.

Paying Agent means the fiscal agency of the State of Washington, as the paying agent for the Refunded Bonds.

Section 1.2. Other Definitions.

The terms “Agreement,” “City,” “Escrow Agent,” “Bond Ordinance,” “Refunded Bonds,” [“Verification Report,”] and “Bond” when they are used in this Agreement, shall have the meanings assigned to them in the preamble to this Agreement.

Section 1.3. Interpretations.

The titles and headings of the articles and sections of this Agreement have been inserted for convenience and reference only and are not to be considered a part hereof and shall not in any way modify or restrict the terms hereof. This Agreement and all of the terms and provisions hereof shall be liberally construed to effectuate the purposes set forth herein and to achieve the intended purpose of providing for the refunding of the Refunded Bonds in accordance with applicable law.

Article 2. Deposit of Funds and Escrowed Securities

Section 2.1. Deposits in the Escrow Fund.

Concurrently with the sale and delivery of the Bond the City shall deposit, or cause to be deposited, with the Escrow Agent, for deposit in the Escrow Fund, the funds (from the proceeds of the Bond) sufficient to purchase the Escrowed Securities described in Exhibit D attached hereto, and the Escrow Agent shall, upon the receipt thereof, acknowledge such receipt to the City in writing.

Article 3. Creation and Operation of Escrow Fund

Section 3.1. Escrow Fund.

The Escrow Agent has created on its books a special trust fund and irrevocable escrow to be known as the Refunding Account (the “Escrow Fund”). The Escrow Agent hereby agrees that upon receipt thereof it will deposit to the credit of the Escrow Fund the funds and the Escrowed Securities described in Exhibit D attached hereto. Such deposit, all proceeds therefrom, and all cash balances from time to time on deposit therein (a) shall be the property of the Escrow Fund, (b) shall be applied only in strict conformity with the terms and conditions of this Agreement, and (c) are hereby irrevocably pledged to the payment of the principal of and interest on the Refunded Bonds, which payment shall be made by timely transfers of such amounts at such times as are provided for in Section 3.2 hereof. When the final transfers have been made for the payment of such principal of and interest on the Refunded Bonds, any balance then remaining in the Escrow Fund shall be transferred to the City, and the Escrow Agent shall thereupon be discharged from any further duties hereunder.

Section 3.2. Payment of Principal and Interest.

The Escrow Agent is hereby irrevocably instructed to transfer to the Paying Agent from the cash balances from time to time on deposit in the Escrow Fund, the amounts required to pay the principal of the Refunded Bonds at their respective redemption dates and interest thereon to such redemption dates in the amounts and at the times shown in Exhibit C attached hereto.

Section 3.3. Sufficiency of Escrow Fund.

The City represents that, based upon the information provided in the [Verification Report], the successive receipts of the principal of and interest on the Escrowed Securities will assure that the cash balance on deposit from time to time in the Escrow Fund will be at all times sufficient to provide moneys for transfer to the Paying Agent at the times and in the amounts required to pay the interest on the Refunded Bonds as such interest comes due and the principal of the Refunded Bonds as the Refunded Bonds are paid on an optional redemption date prior to maturity, all as more fully set forth in Exhibit E attached hereto. If, for any reason, at any time, the cash balances on deposit or scheduled to be on deposit in the Escrow Fund shall be insufficient to transfer the amounts required by the Paying Agent to make the payments set forth in Section 3.2. hereof, the City shall timely deposit in the Escrow Fund, from any funds that are lawfully available therefor, additional funds in the amounts required to make such payments. Notice of any such insufficiency

shall be given promptly as hereinafter provided, but the Escrow Agent shall not in any manner be responsible for any insufficiency of funds in the Escrow Fund or the City's failure to make additional deposits thereto.

Section 3.4. Trust Fund.

The Escrow Agent or its affiliate, shall hold at all times the Escrow Fund, the Escrowed Securities and all other assets of the Escrow Fund, wholly segregated from all other funds and securities on deposit with the Escrow Agent; it shall never allow the Escrowed Securities or any other assets of the Escrow Fund to be commingled with any other funds or securities of the Escrow Agent; and it shall hold and dispose of the assets of the Escrow Fund only as set forth herein. The Escrowed Securities and other assets of the Escrow Fund shall always be maintained by the Escrow Agent as trust funds for the benefit of the owners of the Refunded Bonds; and a special account thereof shall at all times be maintained on the books of the Escrow Agent. The owners of the Refunded Bonds shall be entitled to the same preferred claim and first lien upon the Escrowed Securities, the proceeds thereof, and all other assets of the Escrow Fund to which they are entitled as owners of the Refunded Bonds. The amounts received by the Escrow Agent under this Agreement shall not be considered as a banking deposit by the City, and the Escrow Agent shall have no right to title with respect thereto except as a trustee and Escrow Agent under the terms of this Agreement. The amounts received by the Escrow Agent under this Agreement shall not be subject to warrants, drafts or checks drawn by the City or, except to the extent expressly herein provided, by the Paying Agent.

Article 4. Limitation on Investments

Section 4.1. Investments.

Except for the initial investment in the Escrowed Securities, and except as provided in Section 4.2 or 8.3 hereof, the Escrow Agent shall not have any power or duty to invest or reinvest any money held hereunder, or to make substitutions of the Escrowed Securities, or to sell, transfer, or otherwise dispose of the Escrowed Securities.

Section 4.2. Substitution of Securities.

At the written request of the City, and upon compliance with the conditions hereinafter stated, the Escrow Agent shall utilize cash balances in the Escrow Fund, or sell, transfer, otherwise dispose of or request the redemption of the Escrowed Securities and apply the proceeds therefrom to purchase Refunded Bonds or Government Obligations which do not permit the redemption thereof at the option of the obligor. Any such transaction may be effected by the Escrow Agent only if (a) the Escrow Agent shall have received a written opinion from a firm of certified public accountants that such transaction will not cause the amount of money and securities in the Escrow Fund to be reduced below an amount sufficient to provide for the full and timely payment of principal of and interest on all of the remaining Refunded Bonds as they become due, taking into account any optional redemption thereof exercised by the City in connection with such transaction; and (b) the Escrow Agent shall have received the unqualified written legal opinion of its bond counsel or tax counsel to the effect that such transaction will not cause any of the Bond or Refunded

Bonds to be an “arbitrage bond” within the meaning of Section 148 of the Internal Revenue Code of 1986, as amended.

Article 5. Application of Cash Balances

Section 5.1. In General.

Except as provided in Section 2.1, 3.2, 4.2 and 8.3 hereof, no withdrawals, transfers or reinvestment shall be made of cash balances in the Escrow Fund. Cash balances shall be held by the Escrow Agent in United States currency as cash balances as shown on the books and records of the Escrow Agent and, except as provided herein, shall not be reinvested by the Escrow Agent; provided, however, a conversion to currency shall not be required (i) for so long as the Escrow Agent's internal rate of return does not exceed 20%, or (ii) if the Escrow Agent's internal rate of return exceeds 20%, the Escrow Agent receives a letter of instructions, accompanied by the opinion of nationally recognized bond counsel, approving the assumed reinvestment of such proceeds at such higher yield.

Article 6. Redemption of Refunded Bonds

Section 6.1. Call for Redemption.

The City hereby irrevocably calls the Refunded Bonds for redemption on their earliest redemption date, as shown [in the Verification Report and] on Appendix A attached hereto.

Section 6.2. Notice of Redemption/Notice of Defeasance.

The Escrow Agent agrees to give a notice of defeasance and a notice of the redemption of the Refunded Bonds pursuant to the terms of the Refunded Bonds and in substantially the forms attached hereto as Appendices A and B and as described on said Appendices A and B to the Paying Agent for distribution as described therein. The notice of defeasance shall be given immediately following the execution of this Agreement, and the notice of redemption shall be given in accordance with the ordinance authorizing the Refunded Bonds. The Escrow Agent hereby certifies that provision satisfactory and acceptable to the Escrow Agent has been made for the giving of notice of redemption of the Refunded Bonds.

Article 7. Records and Reports

Section 7.1. Records.

The Escrow Agent will keep books of record and account in which complete and accurate entries shall be made of all transactions relating to the receipts, disbursements, allocations and application of the money and Escrowed Securities deposited to the Escrow Fund and all proceeds thereof, and such books shall be available for inspection during business hours and after reasonable notice.

Section 7.2. Reports.

While this Agreement remains in effect, the Escrow Agent quarterly shall prepare and send to the City a written report summarizing all transactions relating to the Escrow Fund during the preceding financial quarter, including, without limitation, credits to the Escrow Fund as a result of interest payments on or maturities of the Escrowed Securities and transfers from the Escrow Fund for payments on the Refunded Bonds or otherwise, together with a detailed statement of all Escrowed Securities and the cash balance on deposit in the Escrow Fund as of the end of such period.

Article 8. Concerning the Paying Agents and Escrow Agent

Section 8.1. Representations.

The Escrow Agent hereby represents that it has all necessary power and authority to enter into this Agreement and undertake the obligations and responsibilities imposed upon it herein, and that it will carry out all of its obligations hereunder.

Section 8.2. Limitation on Liability.

The liability of the Escrow Agent to transfer funds for the payment of the principal of and interest on the Refunded Bonds shall be limited to the proceeds of the Escrowed Securities and the cash balances from time to time on deposit in the Escrow Fund. Notwithstanding any provision contained herein to the contrary, the Escrow Agent shall have no liability whatsoever for the insufficiency of funds from time to time in the Escrow Fund or any failure of the obligors of the Escrowed Securities to make timely payment thereon, except for the obligation to notify the City promptly of any such occurrence.

The recitals herein and in the proceedings authorizing the Bond shall be taken as the statements of the City and shall not be considered as made by, or imposing any obligation or liability upon, the Escrow Agent.

The Escrow Agent is not a party to the proceedings authorizing the Bond or the Refunded Bonds and is not responsible for nor bound by any of the provisions thereof (except to the extent that the Escrow Agent may be a place of payment and paying agent and/or a paying agent/registrar therefor). In its capacity as Escrow Agent, it is agreed that the Escrow Agent need look only to the terms and provisions of this Agreement.

The Escrow Agent makes no representations as to the value, conditions or sufficiency of the Escrow Fund, or any part thereof, or as to the title of the City thereto, or as to the security afforded thereby or hereby, and the Escrow Agent shall not incur any liability or responsibility in respect to any of such matters.

It is the intention of the parties hereto that the Escrow Agent shall never be required to use or advance its own funds or otherwise incur personal financial liability in the performance of any of its duties or the exercise of any of its rights and powers hereunder.

The Escrow Agent shall not be liable for any action taken or neglected to be taken by it in good faith in any exercise of reasonable care and believed by it to be within the discretion or power conferred upon it by this Agreement, nor shall the Escrow Agent be responsible for the consequences of any error of judgment; and the Escrow Agent shall not be answerable except for its own neglect or willful misconduct, nor for any loss unless the same shall have been through its negligence or bad faith.

Unless it is specifically otherwise provided herein, the Escrow Agent has no duty to determine or inquire into the happening or occurrence of any event or contingency or the performance or failure of performance of the City with respect to arrangements or contracts with others, with the Escrow Agent's sole duty hereunder being to safeguard the Escrow Fund, to dispose of and deliver the same in accordance with this Agreement. If, however, the Escrow Agent is called upon by the terms of this Agreement to determine the occurrence of any event or contingency, the Escrow Agent shall be obligated, in making such determination, only to exercise reasonable care and diligence, and in event of error in making such determination the Escrow Agent shall be liable only for its own willful misconduct or its negligence. In determining the occurrence of any such event or contingency the Escrow Agent may request from the City or any other person such reasonable additional evidence as the Escrow Agent in its discretion may deem necessary to determine any fact relating to the occurrence of such event or contingency, and in this connection may make inquiries of, and consult with, among others, the City at any time.

Section 8.3. Successor Escrow Agents.

Any corporation, association or other entity into which the Escrow Agent may be converted or merged, or with which it may be consolidated, or to which it may sell or otherwise transfer all or substantially all of its corporate trust assets and business or any corporation, association or other entity resulting from any such conversion, sale, merger, consolidation or other transfer to which it is a party, *ipso facto*, shall be and become successor escrow agent hereunder, vested with all other matters as was its predecessor, without the execution or filing of any instrument or any further act on the part of the parties hereto, notwithstanding anything herein to the contrary.

If at any time the Escrow Agent or its legal successor or successors should become unable, through operation or law or otherwise, to act as escrow agent hereunder, or if its property and affairs shall be taken under the control of any state or federal court or administrative body because of insolvency or bankruptcy or for any other reason, a vacancy shall forthwith exist in the office of Escrow Agent hereunder. In such event the City, by appropriate action, promptly shall appoint an Escrow Agent to fill such vacancy. If no successor Escrow Agent shall have been appointed by the City within 60 days, a successor may be appointed by the owners of a majority in principal amount of the Refunded Bonds then outstanding by an instrument or instruments in writing filed with the City, signed by such owners or by their duly authorized attorneys-in-fact. If, in a proper case, no appointment of a successor Escrow Agent shall be made pursuant to the foregoing provisions of this section within three months after a vacancy shall have occurred, the owner of any Refunded Bond may apply to any court of competent jurisdiction to appoint a successor Escrow Agent. Such court may thereupon, after such notice, if any, as it may deem proper, prescribe and appoint a successor Escrow Agent.

Any successor Escrow Agent shall be a corporation organized and doing business under the laws of the United States or the State of Washington, authorized under such laws to exercise

corporate trust powers, having its principal office and place of business in the State of Washington, having a combined capital and surplus of at least \$100,000,000 and subject to the supervision or examination by federal or state authority.

Any successor Escrow Agent shall execute, acknowledge and deliver to the City and the Escrow Agent an instrument accepting such appointment hereunder, and the Escrow Agent shall execute and deliver an instrument transferring to such successor Escrow Agent, subject to the terms of this Agreement, all the rights, powers and trusts of the Escrow Agent hereunder. Upon the request of any such successor Escrow Agent, the City shall execute any and all instruments in writing for more fully and certainly vesting in and confirming to such successor Escrow Agent all such rights, powers and duties.

The obligations assumed by the Escrow Agent pursuant to this Agreement may be transferred by the Escrow Agent to a successor Escrow Agent if (a) the requirements of this Section 8.3 are satisfied; (b) the successor Escrow Agent has assumed all the obligations of the Escrow Agent under this Agreement; and (c) all of the Escrowed Securities and money held by the Escrow Agent pursuant to this Agreement have been duly transferred to such successor Escrow Agent.

Article 9. Miscellaneous

Section 9.1. Notice.

Any notice, authorization, request, or demand required or permitted to be given hereunder shall be in writing and shall be deemed to have been duly given when mailed by registered or certified mail, postage prepaid addressed to the City or the Escrow Agent at the address shown on Exhibit A attached hereto. The United States Post Office registered or certified mail receipt showing delivery of the aforesaid shall be conclusive evidence of the date and fact of delivery. Any party hereto may change the address to which notices are to be delivered by giving to the other parties not less than ten days prior notice thereof.

Section 9.2. Termination of Responsibilities.

Upon the taking of all the actions as described herein by the Escrow Agent, the Escrow Agent shall have no further obligations or responsibilities hereunder to the City, the owners of the Refunded Bonds or to any other person or persons in connection with this Agreement.

Section 9.3. Binding Agreement.

This Agreement shall be binding upon the City and the Escrow Agent and their respective successors and legal representatives, and shall inure solely to the benefit of the owners of the Refunded Bonds, the City, the Escrow Agent and their respective successors and legal representatives.

Section 9.4. Severability.

In case any one or more of the provisions contained in this Agreement shall for any reason be held to be invalid, illegal or unenforceable in any respect, such invalidity, illegality or unenforceability shall not affect any other provisions of this Agreement, but this Agreement shall be construed as if such invalid or illegal or unenforceable provision had never been contained herein.

Section 9.5. Washington Law Governs.

This Agreement shall be governed exclusively by the provisions hereof and by the applicable laws of the State of Washington.

Section 9.6. Time of the Essence.

Time shall be of the essence in the performance of obligations from time to time imposed upon the Escrow Agent by this Agreement.

Section 9.7. Notice to Moody's and Standard & Poor's.

In the event that this Agreement or any provision thereof is severed, amended or revoked, the City shall provide written notice of such severance, amendment or revocation to Moody's Investors Service at 7 World Trade Center at 250 Greenwich Street, New York, New York, 10007, Attention: Public Finance Rating Desk/Refunded Bonds and Standard & Poor's Ratings Services, 55 Water Street, New York, New York 10041, Attention: Refunded Bonds Municipal Bond Department.

Section 9.8. Amendments.

This Agreement shall not be amended except to cure any ambiguity or formal defect or omission in this Agreement. No amendment shall be effective unless the same shall be in writing and signed by the parties thereto. No such amendment shall adversely affect the rights of the holders of the Refunded Bonds. No such amendment shall be made without first receiving written confirmation from the rating agencies (if any) which have rated the Refunded Bonds that such administrative changes will not result in a withdrawal or reduction of its rating then assigned to the Refunded Bonds. If this Agreement is amended, prior written notice and copies of the proposed changes shall be given to the rating agencies which have rated the Refunded Bonds.

EXECUTED as of the date first written above.

**CITY OF VANCOUVER,
WASHINGTON**

Treasurer

U.S. BANK NATIONAL ASSOCIATION

as Authorized Signer

Exhibit A	—	Addresses of the City and the Escrow Agent
Exhibit B	—	Description of the Refunded Bonds
Exhibit C	—	Schedule of Debt Service on Refunded Bonds
Exhibit D	—	Description of Beginning Cash Deposit (if any) and Escrowed Securities
Exhibit E	—	Escrow Fund Cash Flow
Appendix A	—	Notice of Redemption for the 2012 Bonds
Appendix B	—	Notice of Defeasance for the 2012 Bonds

EXHIBIT A
Addresses of the City and Escrow Agent

City: City of Vancouver
415 W. 6th Street
PO Box 1995
Vancouver, WA 98668
Attention: Treasurer

Escrow Agent: U.S. Bank National Association
Corporate Trust Services PD-WA-T7CT
1420 Fifth Avenue, 7th Floor
Seattle, WA 98101
Attention: Assistant Vice President

EXHIBIT B

Description of the Refunded Bonds

City of Vancouver, Washington
Limited Tax General Obligation Refunding Bonds, 2012

Maturity Years (December 1)	Principal Amounts	Interest Rates
2022	\$ 1,015,000	4.000%
2024*	2,200,000	3.000
2025	885,000	3.250
2025	300,000	5.000
2026	1,250,000	3.500
2027	1,315,000	3.625
2029*	2,840,000	3.750

*Term Bonds.

EXHIBIT C
Schedule of Debt Service on the Refunded Bonds

Date	Interest	Principal/ Redemption Price	Total
	\$		\$
		\$	
	\$	\$	\$

EXHIBIT D
Escrow Deposit

I. Cash \$ _____

II. Other Obligations

<u>Description</u>	<u>Maturity Date</u>	<u>Principal Amount</u>	<u>Interest Rate</u>	<u>Total Cost</u>
		\$	%	\$
		\$		\$

EXHIBIT E
Escrow Fund Cash Flow

<u>Date</u>	<u>Escrow Requirement</u>	<u>Net Escrow Receipts</u>	<u>Excess Receipts</u>	<u>Cash Balance</u>
	\$	\$	\$	\$
	<u>\$</u>	<u>\$</u>	<u>\$</u>	

APPENDIX A

NOTICE OF REDEMPTION*

City of Vancouver, Washington Limited Tax General Obligation Refunding Bonds, 2012

NOTICE IS HEREBY GIVEN that the City of Vancouver, Washington has called for redemption on December 1, 2021, its outstanding Limited Tax General Obligation Refunding Bonds, 2012 (the “2012 Bonds”). The 2012 Bonds will be redeemed at a price of one hundred percent (100%) of their principal amount, plus interest accrued to December 1, 2021. The redemption price of the 2012 Bonds is payable without presentation of the 2012 Bonds if presentment is not required by the governing documents. If the governing documents do require presentment, presentment of the 2012 Bonds may be made at the office of:

By Mail, Hand or Overnight Mail to:
U.S. Bank National Association Global Corporate Trust Services 111 Fillmore Ave E St. Paul, MN 55107

Interest on all 2012 Bonds or portions thereof which are redeemed shall cease to accrue on December 1, 2021.

The following 2012 Bonds are being redeemed:

Maturity Years (December 1)	Principal Amounts	Interest Rates	CUSIP Nos.
2022	\$ 1,015,000	4.000%	921594K89
2024*	2,200,000	3.000	921594K97
2025	885,000	3.250	921594L21
2025	300,000	5.000	921594L39
2026	1,250,000	3.500	921594L47
2027	1,315,000	3.625	921594L54
2029*	2,840,000	3.750	921594L62

*Term Bonds

By Order of the City of Vancouver, Washington

U.S. Bank National Association, as Paying Agent

* This notice shall be given not more than 60 nor less than 20 days prior to December 1, 2021 by first class mail to each registered owner of the 2012 Bonds. In addition notice shall be mailed at least 20 days prior to December 1, 2021 to The Depository Trust Company of New York, New York; Piper Sandler & Co.; Moody's Investors Service, New York, New York; and S&P Global Ratings, New York, New York; and to the MSRB.

Dated: .

Withholding of 24% of gross redemption proceeds of any payment made within the United States may be required by the Tax Cuts and Jobs Act of 2017 (the “Act”) unless the Paying Agent has the correct taxpayer identification number (social security or employer identification number) or exemption certificate of the payee. Please furnish a properly completed Form W-9 or exemption certificate or equivalent when presenting your Bond.

APPENDIX B

Notice of Defeasance* City of Vancouver, Washington Limited Tax General Obligation Refunding Bonds, 2012

NOTICE IS HEREBY GIVEN to the owners of that portion of the above-captioned bonds with respect to which, pursuant to an Escrow Deposit Agreement dated _____, 2021, by and between City of Vancouver, Washington (the “City”) and U.S. Bank National Association (the “Escrow Agent”), the City has deposited into an escrow account, held by the Escrow Agent, cash and non-callable direct obligations of the United States of America, the principal of and interest on which, when due, will provide money sufficient to pay each year, to and including the respective maturity or redemption dates of such bonds so provided for, the principal thereof and interest thereon (the “Defeased Bonds”). Such Defeased Bonds are therefore deemed to be no longer outstanding pursuant to the provisions of Ordinance No. M-3991 of the City, authorizing the issuance of the Defeased Bonds, but will be paid by application of the assets of such escrow account.

The Defeased Bonds are described as follows:

Limited Tax General Obligation Refunding Bonds, 2012 (Dated: January 12, 2012)

Maturity Years (December 1)	Principal Amounts	Interest Rates	CUSIP Nos.	Call Date (at 100%)
2022	\$ 1,015,000	4.000%	921594K89	12/01/2021
2024*	2,200,000	3.000	921594K97	12/01/2021
2025	885,000	3.250	921594L21	12/01/2021
2025	300,000	5.000	921594L39	12/01/2021
2026	1,250,000	3.500	921594L47	12/01/2021
2027	1,315,000	3.625	921594L54	12/01/2021
2029*	2,840,000	3.750	921594L62	12/01/2021

*Term Bonds

Information for Individual Registered Owner

The addressee of this notice is the registered owner of Bond Certificate No. _____ of the Defeased Bonds described above, which certificate is in the principal amount of \$ _____, all of which has been defeased as described above.

* This notice shall be given immediately by first class mail to each registered owner of the Defeased Bonds. In addition notice shall be mailed to The Depository Trust Company of New York, New York; U.S. Bank National Association, as Fiscal Agent; Moody’s Investors Service, New York, New York; and S&P Global Ratings, New York, New York; Piper Sandler & Co.; and to the MSRB.

EXHIBIT B

C O S T O F I S S U A N C E A G R E E M E N T

CITY OF VANCOUVER, WASHINGTON
LIMITED TAX GENERAL OBLIGATION REFUNDING BOND, 2021B

THIS COST OF ISSUANCE AGREEMENT, dated as of _____, 2021 (herein, together with any amendments or supplements hereto, called the "Agreement"), is entered into by and between the CITY OF VANCOUVER, WASHINGTON, (herein called the "City") and U.S. BANK NATIONAL ASSOCIATION, SEATTLE, WASHINGTON as Escrow Agent (herein, together with any successor in such capacity, called the "Escrow Agent").

W I T N E S S E T H :

WHEREAS, pursuant to Ordinance No. M-_____ of the City, adopted on June 7, 2021 (the "Ordinance"), the City has determined to issue its Limited Tax General Obligation Refunding Bond, 2021B (the "Bond") for the purpose of providing funds to pay the costs of refunding certain outstanding bonds of the City; and

WHEREAS, simultaneously herewith, the City is entering into an Escrow Deposit Agreement, dated _____, 2021 under which the Escrow Agent will hold invested proceeds of the Bond in order to pay and redeem the refunded bonds under the terms set forth therein; and

WHEREAS, certain proceeds of the Bond will be delivered to the Escrow Agent on the date of issuance of the Bond that are required to be disbursed to pay costs of issuance of the Bond; and

WHEREAS, the Escrow Agent has agreed, without additional compensation to disburse the Bond proceeds received to pay costs of issuance under the terms of this Agreement;

Section 1. Deposit in the Costs of Issuance Fund.

The Escrow Agent has created on its books a special trust fund and escrow fund to be known as the Costs of Issuance Fund. The Escrow Agent agrees that upon receipt it will deposit to the credit of the Costs of Issuance Fund Account the sum of \$_____ to pay those costs of issuance set forth on Exhibit A. Such deposit, all proceeds therefrom, and all cash balances on deposit therein shall be the property of the Costs of Issuance Fund to pay those costs of issuance set forth on Exhibit A upon receipt of invoices. If any of the \$_____ deposit allocated for costs of issuance for the Bond remains unspent on _____, 2021, the Escrow Agent shall transfer such unspent amount to the City, and this Agreement shall be deemed fully performed and terminated.

Section 2. Investments.

The Escrow Agent shall not have any power or duty to invest or reinvest any money held hereunder.

Section 3. Limitation on Liability.

The liability of the Escrow Agent to transfer funds for the payment of the costs of issuance identified herein shall be limited to the proceeds of the Bond delivered to the Escrow Agent.

Section 4. Compensation.

The City shall pay to the Escrow Agent fees for performing the services hereunder and under the Escrow Agreement for the expenses incurred or to be incurred by the Escrow Agent in the administration of this Agreement and the Escrow Agreement pursuant to the terms of the Fee Schedule attached as Exhibit B. The Escrow Agent hereby agrees that in no event shall it ever assert any claim or lien against funds held under the Escrow Agreement for any fees for its services, whether regular or extraordinary, as Escrow Agent, or in any other capacity, or for reimbursement for any of its expenses as Escrow Agent or in any other capacity.

Section 5. Notice.

Any notice, authorization, request, or demand required or permitted to be given hereunder shall be in writing and shall be deemed to have been duly given when mailed by registered or certified mail, postage prepaid addressed to the City or the Escrow Agent at the address shown on Exhibit A to the Escrow Agreement.

Section 6. Washington Law Governs.

This Agreement shall be governed exclusively by the provisions hereof and by the applicable laws of the state of Washington.

EXECUTED as of the date first written above.

**CITY OF VANCOUVER,
WASHINGTON**

Treasurer

U.S. BANK NATIONAL ASSOCIATION

as Authorized Signer

Exhibit A - Costs of Issuance Schedule
Exhibit B - Fee Schedule

EXHIBIT A

Costs of Issuance

Bond Counsel Fee (K&L Gates LLP)

Escrow Agent Fee (U.S. Bank)

Escrow Verification Fee (_____)

Placement Agent Fee (Piper Sandler)

Total: \$

EXHIBIT B
FEE SCHEDULE

See Attached

CERTIFICATE

I, the undersigned, City Clerk of the City Council, of the City of Vancouver, Washington (the “City”) and keeper of the records of the City Council (the “City Council”), DO HEREBY CERTIFY:

1. That the attached Ordinance is a true and correct copy of Ordinance No. M-_____ of the City Council (the “Ordinance”), duly adopted at a regular meeting thereof held on the 7th day of June, 2021.

2. That said meeting was duly convened and held in all respects in accordance with law, and to the extent required by law, due and proper notice of such meeting was given; that a legal quorum was present throughout the meeting and a legally sufficient number of members of the City Council voted in the proper manner for the adoption of the Ordinance; that all other requirements and proceedings incident to the proper adoption of the Ordinance have been duly fulfilled, carried out and otherwise observed; and that I am authorized to execute this certificate.

IN WITNESS WHEREOF, I have hereunto set my hand this 7th day of June, 2021.

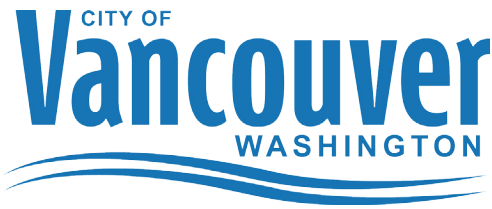
City Clerk

SUMMARY

ORDINANCE NO. M-_____

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.

The full text of this ordinance will be mailed upon request. Contact _____,
Records Officer at 487-8711, or via www.cityofvancouver.us (Go to City Government and Public
Records).



MEMORANDUM

DATE: May 3, 2021

TO: Eric Holmes, City Manager

FROM: Natasha Ramras, CFO
Carrie Lewellen, Treasurer

RE: 2021B Limited Tax General Obligation Refunding Bond

The current market rate environment has created an opportunity for the City to refinance the 2012A outstanding Limited Tax General Obligation (LTGO) Refunding bonds and reduce the future debt support costs. Interest rates continue to be very low. In 2003, the City issued \$18.5 million in LTGO bonds at an interest rate of 4.43% for construction of the Firstenburg Community Center. The callable maturities of the 2003 LTGO bond issue totaling \$14.99 million were partially refunded in 2012. The 2012A LTGO bond issue had an interest rate of 3.26%. The City now has the opportunity to refinance the remaining \$9.805 million of the callable maturities of the 2012A LTGO 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 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 thousand per year. Debt service payments are currently supported by revenue received by the Real Estate Excise Tax (REET) 1 fund 133.

Staff recommends selling the 2021B LTGO bond through private placement with a financial institution rather than a public offering. Piper Sandler & Company has been selected as the City's agent for this bond issue. Acting as such, it will request competitive bids for the new refunding bond issue after Council authorization. K & L Gates, LLP is representing the City as bond counsel.

On May 24, 2021, the bond ordinance will be presented to Council on the consent agenda. The public hearing and approval is scheduled for June 7, 2021. If approved by Council, Piper Sandler & Company will request bids from financial institutions which will be due in late June 2021. The City will select the purchaser and lock in rates in early July. Bond counsel will then finalize the legal documents by late July. The bond issue is anticipated to close in early September 2021.

If you have any questions regarding this bond issue, please contact Natasha Ramras at Natasha.ramras@cityofvancouver.us, or Carrie Lewellen at carrie.lewellen@cityofvancouver.us.



MEMORANDUM

DATE: Monday, May 17, 2021
TO: City Councilmembers
FROM: Mayor McEnerny-Ogle
CC: Eric J. Holmes, City Manager
Shannon Ripp, Boards and Commissions

RE: Recommendation for 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 McEnerny-Ogle recently interviewed three candidates for one mid-term position on the TCC and recommends the appointment of Denise Shephard; with a term beginning immediately and expiring December 31, 2022.

If there are no objections the Mayor would like to make this appointment at the **Monday, May 24, 2021** Council meeting.

Attachments:
Application
Roster

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:

\$ 4,403,517.39 this 24th day of May 2021.

MAYOR



AUDITING OFFICER

COUNCILMEMBER

COUNCILMEMBER

DATE	INCLUSIVE CHECK NUMBERS	CHECK TOTAL
May 11, 2021 - May 17, 2021	Accounts Payable Checks (see attached)	\$ 4,398,189.84
May 11, 2021 - May 17, 2021	Hansen City Payments (see attached)	\$ 3,490.94
May 11, 2021 - May 17, 2021	Visa Refunds (see attached)	\$ 1,836.61
May 11, 2021 - May 17, 2021	Payroll Checks (see attached)	\$ -
TOTAL		\$ 4,403,517.39

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	5/3/2021	114,693.93	Bank Of America N.A. - Remit-To: Account Analysis	
Supplier Payment	Manual Wire	No Reference	5/10/2021	224.03	Keybank National Association	
Supplier Payment	Manual Wire	No Reference	5/11/2021	26,492.25	Gallagher Bassett Services Inc	
Supplier Payment	Manual Wire	No Reference	5/11/2021	905,149.29	Internal Revenue Service	
Supplier Payment	Manual Wire	No Reference	5/11/2021	277.00	Minnesota Department of Revenue	
Supplier Payment	Manual Wire	No Reference	5/11/2021	103.38	State of Arizona	
Supplier Payment	Manual Wire	No Reference	5/12/2021	9,410.23	Bank Of America N.A. - Remit-To: Charlotte NC	
Supplier Payment	Manual Wire	No Reference	5/12/2021	26,907.35	State of Oregon Department of Revenue	
Supplier Payment	Manual Wire	No Reference	5/13/2021	26,113.17	Gallagher Bassett Services Inc	
Supplier Payment	Manual Wire	No Reference	5/13/2021	1,344.00	State of Washington Department of Licensing - Remit-To: DOL - Seattle Remit	
Supplier Payment	Manual Wire	No Reference	5/13/2021	796,534.92	State of Washington Department of Retirement System (PERS)	
Supplier Payment	Manual Wire	No Reference	5/14/2021	90,917.24	Blue Cross Blue Shield of Oregon	
Supplier Payment	Manual Wire	No Reference	5/14/2021	25,750.16	Gallagher Bassett Services Inc	
Supplier Payment	Manual Wire	No Reference	5/14/2021	967.10	VSP Vision Care Inc	
Expense Payment	Direct Deposit	EFT-00101183	5/13/2021	217.00	Jonathan Young	
Expense Payment	Direct Deposit	EFT-00101184	5/13/2021	1,119.00	Zachary Ripp	
Expense Payment	Direct Deposit	EFT-00101185	5/13/2021	184.00	Nicholas Marbach	
Expense Payment	Direct Deposit	EFT-00101186	5/13/2021	211.00	Anne McEnerny-Ogle	
Expense Payment	Direct Deposit	EFT-00101187	5/13/2021	269.03	Ryan Starbuck	
Expense Payment	Direct Deposit	EFT-00101188	5/13/2021	213.50	Brian Viles	
Expense Payment	Direct Deposit	EFT-00101189	5/13/2021	213.50	Rocky Epperson	
Expense Payment	Direct Deposit	EFT-00101190	5/13/2021	181.60	Kyle Jameson	
Expense Payment	Direct Deposit	EFT-00101191	5/13/2021	274.50	James Dewey	
Expense Payment	Direct Deposit	EFT-00101192	5/13/2021	260.00	Emery Oldham	
Expense Payment	Direct Deposit	EFT-00101193	5/13/2021	21.68	Robert Givens	
Expense Payment	Direct Deposit	EFT-00101194	5/13/2021	44.46	Jordan Macfarlane	
Expense Payment	Direct Deposit	EFT-00101195	5/13/2021	337.00	Cale Baker	
Supplier Payment	EFT	EFT-00101196	5/13/2021	686.90	MPGTandem	
Supplier Payment	EFT	EFT-00101197	5/13/2021	2,625.50	Rapid Response Bio Clean	
Supplier Payment	EFT	EFT-00101198	5/13/2021	47,319.25	Clark County - Remit-To: Clark County - Treasurer Vancouver	
Supplier Payment	EFT	EFT-00101199	5/13/2021	2,148.30	Siemens Industry Inc	
Supplier Payment	EFT	EFT-00101200	5/13/2021	8,177.50	Otak Inc	
Supplier Payment	EFT	EFT-00101201	5/13/2021	19,537.33	Evoqua Water Technologies LLC	
Supplier Payment	EFT	EFT-00101202	5/13/2021	1,650.00	JCI Jones Chemicals Inc	
Supplier Payment	EFT	EFT-00101203	5/13/2021	58,671.34	Open Text Inc	
Supplier Payment	EFT	EFT-00101204	5/13/2021	72.00	Emerald Services Inc	
Supplier Payment	EFT	EFT-00101205	5/13/2021	3,953.14	Linguava Interpreters 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	EFT	EFT-00101206	5/13/2021	1,732.72	RELX Inc.	
Supplier Payment	EFT	EFT-00101207	5/13/2021	2,343.90	Jeanette M. Bader	
Supplier Payment	EFT	EFT-00101208	5/13/2021	1,141,556.80	Rotschy Inc	
Supplier Payment	EFT	EFT-00101209	5/13/2021	33,161.34	MacKay Sposito Inc	
Supplier Payment	EFT	EFT-00101210	5/13/2021	95.00	T2 Systems Inc	
Supplier Payment	EFT	EFT-00101211	5/13/2021	997.50	Allegiance Benefit Plan Management Inc	
Supplier Payment	EFT	EFT-00101212	5/13/2021	2,441.25	Sea Reach LTD	
Ad Hoc Payment	Check	22229	5/12/2021	43.00	AMBER RICONDO	VOUCHER 2008227.030
Ad Hoc Payment	Check	22230	5/12/2021	516.11	Barton,Abraham A	Utility Refunds: 0018061600-15 Consolidated refund created from multiple refunds
Ad Hoc Payment	Check	22231	5/12/2021	160.26	Brici,Emanuel	Utility Refunds: 0151001760-10
Ad Hoc Payment	Check	22232	5/12/2021	28.00	CHANANYA DALTON	VOUCHER 2008232.030
Ad Hoc Payment	Check	22233	5/12/2021	51.07	Chris Witkowski	MPE-300077
Ad Hoc Payment	Check	22234	5/12/2021	2,257.47	Clark County EMSD2	Inv 00017054 item #1
Ad Hoc Payment	Check	22235	5/12/2021	108.59	Colton Edmiston	Utility Refunds: 0064024637-28 Consolidated refund created from multiple refunds
Ad Hoc Payment	Check	22236	5/12/2021	200.00	David Vice	Refund of Ovrpymt sent to PCS / Inv 446037 Acct 10275197 not owing
Ad Hoc Payment	Check	22237	5/12/2021	110.02	Diana R Brownlee Trustee and,James E Brownlee Trustee	Utility Refunds: 0121001090-03
Ad Hoc Payment	Check	22238	5/12/2021	50.00	Fort Vancouver Post Acute	Refund CivicGov Sup pymt cust 723311 inv 77025424
Ad Hoc Payment	Check	22239	5/12/2021	34.45	Frank J and Maria F Andersen	Utility Refunds: 0070088687-02
Ad Hoc Payment	Check	22240	5/12/2021	221.00	Guerrero,Kyle	Utility Refunds: 0023018441-06 Consolidated refund created from multiple refunds
Ad Hoc Payment	Check	22241	5/12/2021	1,000.00	Hohman,Matthew	Utility Refunds: 0000005237-02
Ad Hoc Payment	Check	22242	5/12/2021	166.87	Issac and Genine Wilson	Utility Refunds: 0078002800-05 Consolidated refund created from multiple refunds
Ad Hoc Payment	Check	22243	5/12/2021	347.80	Jeff Pulicella and Pandra P Parks-Pulicella	Utility Refunds: 0137006022-01
Ad Hoc Payment	Check	22244	5/12/2021	62.00	JENNIFER GRIFFIN	VOUCHER 2008235.030
Ad Hoc Payment	Check	22245	5/12/2021	31.00	JESSE TALALOTU	VOUCHER 2008236.030
Ad Hoc Payment	Check	22246	5/12/2021	1,969.00	Jordan Ramis PC	APL-81078
Ad Hoc Payment	Check	22247	5/12/2021	108.00	KRISTAL DRAKE	VOUCHER 2008226.030
Ad Hoc Payment	Check	22248	5/12/2021	100.89	Kristina L Turner	Utility Refunds: 0009033300-06
Ad Hoc Payment	Check	22249	5/12/2021	39.11	Matthew Turner	Utility Refunds: 0009033300-06
Ad Hoc Payment	Check	22250	5/12/2021	32.23	MICHAEL MORELAND	VOUCHER 2008244.030
Ad Hoc Payment	Check	22251	5/12/2021	852.31	Mike Bucanan	Travel Expense Voucher - Captain Exam
Ad Hoc Payment	Check	22252	5/12/2021	93.00	NAMGYAL WANGMO	VOUCHER 2008228.030
Ad Hoc Payment	Check	22253	5/12/2021	34.13	OLIVIA SCHUELE	VOUCHER 2008250.030
Ad Hoc Payment	Check	22254	5/12/2021	54.15	Pulicella, Jeff	Utility Refunds: 0137006022-01
Ad Hoc Payment	Check	22255	5/12/2021	158.45	Ronald and Cindy Barrick	Utility Refunds: 0073004027-02
Ad Hoc Payment	Check	22256	5/12/2021	45.16	Scott Carver	Refund Permit COV06099
Ad Hoc Payment	Check	22257	5/12/2021	230.00	Stemson,Richard	Utility Refunds: 0045014100-18 Consolidated refund created from multiple refunds
Ad Hoc Payment	Check	22258	5/12/2021	132.75	Todd Day and Erica Mable,Richard Day, Mary-Alice Day	Utility Refunds: 0022056300-04
Ad Hoc Payment	Check	22259	5/12/2021	46.07	Todd M Spencer	Utility Refunds: 0126000712-03
Ad Hoc Payment	Check	22260	5/12/2021	43.78	Wendel,Brian and Carol	Utility Refunds: 0101021024-04
Supplier Payment	Check	22261	5/12/2021	1,920.20	Abatement Services 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	22262	5/12/2021	362.00	Accurate Corporate Services Inc	
Supplier Payment	Check	22263	5/12/2021	940.15	A-Check America Inc	
Supplier Payment	Check	22264	5/12/2021	5,467.50	Action Onsite Inc	
Supplier Payment	Check	22265	5/12/2021	86.00	Advance Stores Company Incorporated	
Supplier Payment	Check	22266	5/12/2021	360.00	Advantage Environmental Inc	
Supplier Payment	Check	22267	5/12/2021	50.12	Airgas, Inc	
Supplier Payment	Check	22268	5/12/2021	492.15	Albina Holdings Inc	
Supplier Payment	Check	22269	5/12/2021	589.16	A-Line Asphalt Maintenance Inc	
Supplier Payment	Check	22270	5/12/2021	3,306.58	Allegiance Benefit Plan Management Inc	
Supplier Payment	Check	22271	5/12/2021	181.80	American Sani-Can	
Supplier Payment	Check	22272	5/12/2021	98.65	Aramark Uniform & Career Apparel LLC - Remit-To: Aramark - Pasadena	
Supplier Payment	Check	22273	5/12/2021	13,806.71	Arborscape Ltd Inc	
Supplier Payment	Check	22274	5/12/2021	9,344.11	AT & T Mobility II LLC	
Supplier Payment	Check	22275	5/12/2021	1,799.83	Bingham & Taylor Corp	
Supplier Payment	Check	22276	5/12/2021	24,521.51	Brown and Caldwell - Remit-To: Brown & Caldwell - San Francisco	
Supplier Payment	Check	22277	5/12/2021	2,599.20	Cascade Centers Inc	
Supplier Payment	Check	22278	5/12/2021	415.30	Cellco Partnership - Remit-To: Cellco - Dallas	
Supplier Payment	Check	22279	5/12/2021	23,327.50	Cellebrite Inc	
Supplier Payment	Check	22280	5/12/2021	18,135.29	Century West Engineering Corp	
Supplier Payment	Check	22281	5/12/2021	116.50	City of Vancouver - Remit-To: COV - Vehicle Reg	
Supplier Payment	Check	22282	5/12/2021	132,932.75	Clark County	
Supplier Payment	Check	22283	5/12/2021	7,812.45	Columbia Resource Company	
Supplier Payment	Check	22284	5/12/2021	241.11	Comcast Holdings Corporation - Remit-To: Comcast Business - City of Industry	
Supplier Payment	Check	22285	5/12/2021	114.92	Comcast Holdings Corporation - Remit-To: Comcast Business - City of Industry	
Supplier Payment	Check	22286	5/12/2021	109.92	Comcast Holdings Corporation - Remit-To: Comcast Business - City of Industry	
Supplier Payment	Check	22287	5/12/2021	24.79	Comcast Holdings Corporation - Remit-To: Comcast Business - City of Industry	
Supplier Payment	Check	22288	5/12/2021	17,580.15	Comcast Holdings Corporation - Philadelphia	
Supplier Payment	Check	22289	5/12/2021	2,278.50	Copiers Northwest	
Supplier Payment	Check	22290	5/12/2021	3,217.49	CyberSource Corporation	

INVOICE PAYMENTS REPORT

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Supplier Payment	Check	22291	5/12/2021	3,143.40	CyberSource Corporation - Remit-To: CyberSource - Los Angeles	
Supplier Payment	Check	22292	5/12/2021	5,947.50	Davidson Benefits Planning	
Supplier Payment	Check	22293	5/12/2021	222,681.20	Del Sol Inc	
Supplier Payment	Check	22294	5/12/2021	4,039.00	DSK Culturally Responsive Educational Services LLC	
Supplier Payment	Check	22295	5/12/2021	393.70	Eric Atwell	
Supplier Payment	Check	22296	5/12/2021	850.00	Examworks Inc	
Supplier Payment	Check	22297	5/12/2021	9,122.41	Ferguson Enterprises - Remit-To: Ferguson - Dallas	
Supplier Payment	Check	22298	5/12/2021	7,060.00	Gallagher Bassett Services Inc	
Supplier Payment	Check	22299	5/12/2021	2,684.07	Genuine Parts Company	
Supplier Payment	Check	22300	5/12/2021	713.15	Gordon Truck Centers	
Supplier Payment	Check	22301	5/12/2021	966.69	GVP Ventures Inc	
Supplier Payment	Check	22302	5/12/2021	12,393.23	H D Fowler Company Inc	
Supplier Payment	Check	22303	5/12/2021	11,695.87	Herrera Environmental Consultants Inc	
Supplier Payment	Check	22304	5/12/2021	371.95	Iron Mountain Inc - Remit- To: Iron Mountain - New York	
Supplier Payment	Check	22305	5/12/2021	1,627.50	Jamestown Networks	
Supplier Payment	Check	22306	5/12/2021	9,649.08	Key Code Media, Inc	
Supplier Payment	Check	22307	5/12/2021	25,689.49	King County Directors Association Purchasing Department	
Supplier Payment	Check	22308	5/12/2021	1,478.86	Konecranes Inc	
Supplier Payment	Check	22309	5/12/2021	1,085.00	Kurita America Inc - Remit- To: US Water - Minneapolis	
Supplier Payment	Check	22310	5/12/2021	12,247.46	Lakeside Industries Inc - Remit-To: Lakeside - LB Seattle	
Supplier Payment	Check	22311	5/12/2021	7,000.00	Latitude Geographics	
Supplier Payment	Check	22312	5/12/2021	48.30	Legacy Laboratory Services Inc	
Supplier Payment	Check	22313	5/12/2021	321.90	Loomis Armored US LLC	
Supplier Payment	Check	22314	5/12/2021	4,948.54	Loomis Armored US LLC - Remit-To: Loomis - Palatine	
Supplier Payment	Check	22315	5/12/2021	151.90	Mark IV Enterprises Inc	
Supplier Payment	Check	22316	5/12/2021	2,567.40	McFarlanes Bark Inc	
Supplier Payment	Check	22317	5/12/2021	1,000.00	Message Gears LLC	
Supplier Payment	Check	22318	5/12/2021	6,065.46	Northwest Natural Gas Company - Remit-To: NW Natural - Portland	
Supplier Payment	Check	22319	5/12/2021	3,509.55	Northwest Staffing Resources Inc - Remit-To: NW Staffing - Portland	
Supplier Payment	Check	22320	5/12/2021	1,948.47	One Call Concepts Inc	
Supplier Payment	Check	22321	5/12/2021	3,006.45	Portland Adventist Medical Center	
Supplier Payment	Check	22322	5/12/2021	38,015.88	PPC Solutions Inc	

INVOICE PAYMENTS REPORT

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Supplier Payment	Check	22323	5/12/2021	951.50	Professional Service Industries	
Supplier Payment	Check	22324	5/12/2021	2,250.00	Public Safety Testing Inc	
Supplier Payment	Check	22325	5/12/2021	911.25	Purple Communications Inc	
Supplier Payment	Check	22326	5/12/2021	96.25	Quick Caption Inc	
Supplier Payment	Check	22327	5/12/2021	143.08	Qwest Corp - Remit-To: Qwest Corp- Seattle	
Supplier Payment	Check	22328	5/12/2021	10,000.00	Ralph Andersen and Associates	
Supplier Payment	Check	22329	5/12/2021	179.02	Rentokil North America Inc	
Supplier Payment	Check	22330	5/12/2021	7,558.72	San Diego Police Equipment Co Inc	
Supplier Payment	Check	22331	5/12/2021	4,282.50	SDB Contracting Services	
Supplier Payment	Check	22332	5/12/2021	3,360.40	Shrums Pest Control	
Supplier Payment	Check	22333	5/12/2021	114.10	State of Washington Department of Labor & Industries - Remit-To: State of WA LNI - Elevator Section	
Supplier Payment	Check	22334	5/12/2021	3,115.00	State of Washington State Patrol	
Supplier Payment	Check	22335	5/12/2021	10.36	Stericycle Inc	
Supplier Payment	Check	22336	5/12/2021	15,858.00	Sunbelt Controls Inc - Remit-To: Sunbelt Controls - Pasadena	
Supplier Payment	Check	22337	5/12/2021	480.00	Tapani Materials Inc	
Supplier Payment	Check	22338	5/12/2021	1,107.24	Transunion Risk & Alternative Data Solutions Inc	
Supplier Payment	Check	22339	5/12/2021	379.76	Triple J Enterprises	
Supplier Payment	Check	22340	5/12/2021	30.90	United Parcel Service	
Supplier Payment	Check	22341	5/12/2021	56,961.25	Vancouver USA Regional Tourism Office	
Supplier Payment	Check	22342	5/12/2021	2,384.42	Walter E Nelson Company	
Supplier Payment	Check	22343	5/12/2021	24,162.26	Waste Connections of Washington - Remit-To: Waste Connections - Vancouver	
Supplier Payment	Check	22344	5/12/2021	650.96	Water & Air Works	
Supplier Payment	Check	22345	5/12/2021	2,184.89	Western Equipment Distributors - Remit-To: Western Equipment - Los Angeles	
Supplier Payment	Check	22346	5/12/2021	1,223.65	WW Grainger Inc	
Supplier Payment	Check	22347	5/12/2021	125.93	XPO Logistics Enterprise Services, Inc - Remit-To: XPO - Portland	
Supplier Payment	Check	22348	5/12/2021	40.73	Ziply Fiber	
Supplier Payment	Check	22349	5/12/2021	122,066.16	Internal Revenue Service	
Supplier Payment	Check	22350	5/12/2021	97,809.00	Southwest Clean Air Agency	
Customer Refund	Check	22351	5/12/2021	170.00	STELLAR J CORPORATION	Refund for overpayment on airport account

INVOICE PAYMENTS REPORT

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			SUBTOTAL	4,398,189.84		
Hansen			5/17/2021	3,490.94	City Payments	Posted 05-10-21 to 05-16-21
			SUBTOTAL	3,490.94		
Visa			5/17/2021	925.61	Miscellaneous	Parks Class Refunds - Firstenburg Community Center 05-10-21 to 05-16-21
Visa			5/17/2021	911.00	Miscellaneous	Parks Class Refunds - Marshall Community Center 05-10-21 to 05-16-21
Visa			5/17/2021	0.00	Miscellaneous	Parks Class Refunds - Special Events 05-10-21 to 05-16-21
Visa			5/17/2021	0.00	Miscellaneous	Parks Class Refunds - WREC 05-10-21 to 05-16-21
			SUBTOTAL	1,836.61		
			TOTAL	4,403,517.39		

City of Vancouver
Payroll Council Report
May 11, 2021 - May 17, 2021

Check No.	Date	Explanation	Amount
		No payroll this period	

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